

KERALA VOLUNTARY HEALTH SERVICES

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Ref: No.

Date:

07/09/2018

To

The Additional Chief Secretary Revenue (B) Government of Kerala.

Sub: Submission of final Reports of SIA of Metro Rail Extension from JLN Stadium to Info Park, Kakkanadu and Pier Location.

- (a) Edappally South and Vazhakkala Villages (1.9205 Hectares)
- (b) Kakkanad Village (0.9398 Hectares)
- (c) Poonithura Village (Pier Location)(0.0167 Hectares)

Ref: (a). GO.(P) 69/ 2018/ RD dated 19/05/2018

Sir,

Here I am submitting final reports of Social Impact Assessment Study of Metro Rail Extension from JLN Stadium to Info Park, Kakkanadu and Pier Location to your kind perusal.

- (d) Edappally South and Vazhakkala Villages (1.9205 Hectares)
- (e) Kakkanad Village (0.9398 Hectares)
- (f) Poonithura Village (Pier Location)(0.0167 Hectares)

Sincerely yours

Saju V. Itty

Executive Director



Report of Social Impact Assessment Study of Extension of Kochi Metro Rail

JLN Stadium- INFO Park Kakkanadu

(Preparatory works- widening of Palarivattom – Kakkanad PWD Road)
(Edappally South and Vazhakkala-1.9205 Hectares)



Final Report



Requiring Agency
Kochi Metro Rail Ltd.

KERALA VOLUNTARY HEALTH SERVICES

COLLECTORATE P.O. MULLANKUZHY KOTTAYAM – 686002

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Abbreviations

APL Above Poverty Line

BPL Below Poverty Line

CVD Cardio Vascular Diseases

DLPC District Level Purchasing Committee

EDRAC Ernakulam District Resident's Apex Council

KMRL Kochi Metro Rail Corporation

KVVA Kerala Vyapari Vyavasai Association

KVVES Kerala Vyapari Vyavasayi Ekopana Samithi

LA Land Acquisition

MSW Master of Social Work

NGO Non - Governmental Organisation

NTH Non - Title Holder

PAP Project Affected Person

PAF Project Affected Family

RTFCTLARR Act The Right to Fair Compensation and Transparency in

Land Acquisition, Rehabilitation and Resettlement Act

SIA Social Impact Assessment

SIMP Social Impact Management Plan

TH Title Holder



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CHAPTER 1 EXECUTIVE SUMMARY

1.1. Introduction - Project and Public purpose

Smooth and safe traffic is an indicator of a nation's sustainable development. Rapid growth of India's urban population has put enormous strain on our transport systems. The vehicle population in the country especially in metropolitan cities is increasing tremendously in recent years. This leads to heavy traffic congestion in urban areas and it is considered as one of the major cause of slow economic growth of nations. This is also termed as a potential cause of road accidents. Inability to forecast travel time accurately, leading to drivers allocating more time. Wastage of fuel due to increased idling, acceleration and braking increasing air pollution and emissions. All these lead to heavy economic lose and public health issues. Widening of existing roads and adopting new generation traffic system like metro rail are the best solution for traffic problems due to heavy volume of vehicles in cities and urban areas. But major widening of existing roads in cities is not possible due to large volume of displacement of residents and business establishments. This compelled Government's to go for Construction of viable public transport facilities, like Metro rail, Mono rail. Metro is a mass rapid transportation system. It is convenient, efficient, reliable, fast, modern, user friendly, comfortable and affordable mode of urban transport. Metro rail system will help to eliminate the future bottlenecks in the existing road network by supporting traffic density reduction. India is having one of the fastest growing countries in the world. Studies are shows that the next two years of growth in traffic has made India become the second largest Rail and Road Traffic network after China. The state of Kerala also shows the same trend in Road and Rail traffic. The Kochi metro rail project is the first metro rail project in the state. After one year of its operation, assessments show that it brings a new traffic and travel culture to the city and to the State. The volume of passengers using metro rail for their daily travel is increasing day by day. Kochi Metro Rail Corporation and Government of Kerala expecting a jump in passenger's volume after completion of the expansion project up to Petta, Thrippunithura. For availing Metro rail facility to more people especially those who are working in Government offices, Public limited Companies and Special Economic zone in Kakkanadu Government has a plan to extend Metro Rail to Kakkanadu from JLN stadium Kalloor. As a first step Government decided to widen the existing Palarivattom - Kakkanadu road (civil line road). Compared to the socio economic benefit of the project the Government of Kerala notified it for land acquisition of public purpose.

1.2 Location

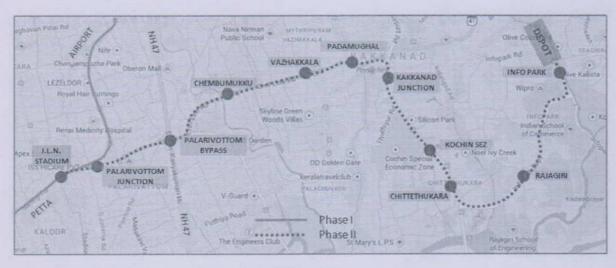
The project location is defined for the study is both sides of Palarivattom to Info park road consisting of about 12 km length and half a kilometer width of area coming under Corporation of Cochin and Thrikkakkara Municipality covering three villages i.e. Edappally South, Vazhakkala and Kakkanadu. The estimated land for acquisition for the proposed project is 2.8603 Hectors. But for the social impact study the whole three villages are considered as the buffer zone of the impact and directly affected areas and structures are considered as key impacted zone.

The population of study area is 70,000-75,000 as per Census 2011 figures. The study area population has been estimated as 20,000 for the year 2018 assuming growth rate of 1 % per annum.

Kochi, the commercial hub of Kerala, is already experiencing signs of urban growth pressures. As per World Bank, Kochi is recognized as one of the seventeen major industrial cities of India and an easy city to start business in India. This decade is witnessing huge investments in the region like International Container Transshipment Terminal at Vallarpadam, Info Park at Kakkanad, Special Economic Zone by NEST, LNG terminal, Electronic hardware park. Among the districts, Ernakulum district contributes the highest portion (14.47) of Kerala's GDP. Being a centre of excellence of education and a destination for major industries and establishments like High court, Stock exchange, Kochi shipyard, Spice board etc. attract significant floating population form the neighboring districts for their livelihood. In addition to this, Kochi has been emerged as a major tourist destination to domestic as wells as international tourists. Recently opened mall by Lulu group has multi folded the number of visitors in the city. Urbanization has been observed as a new phenomenon with a quickening pace in the last 15 to 20 years. Kochi Corporation with a population of 602046 in 2011 (Census 2011) will grow at an annual growth rate of 1.0 during 2011- 2031 (Development Plan for Kochi city region Draft (2031)). Kochi city region comprising two municipalities and surrounding local bodies with an area of 369.72sq.km will carry a population of 22.73 lakhs by 2031(Development Plan for Kochi city region (Draft (2031)). Roughly 68 percentage of the population, compared to about only 48 percentage in 2001, lives in urban areas in the Ernakulum district which is far beyond the state average. The urban population in Ernakulam is presently estimated to increase 4.2 percentages annually.

The proposed project aimed to widening the existing road starting from Palarivattom to Info Park to ensure smooth road traffic during and after construction of Kochi Metro rail extension from JLN stadium to Info Park. The road which needs to widen is one of the most important road and through the densely populated area of the city. The road connected the

National Highway and heart of the city to district administration headquarters at Kakkanadu and situating East- West direction. The National Highway Bypass also crossing the road and location. The project location is 3 km from Ernakulam North Railway station and 23 km from Kochi International Airport. The project area is totally commercial in nature and having private, government and Cultural properties. The demography of the population shows that an almost equal proportion of Hindus, Muslims and Christians. The middle Income population is the dominant socioeconomic community of this location.



Map 1.1

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

Land acquisition Special Thahasildar office (Kochi Metro) 1 & 2 prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands except area between JLN stadium to Palarivattom Jn. Deputy Collector (LA), Ernakulam is Monitoring the Acquisition process for District Collector.

Details of project affected families

The social Impact Assessment Survey finds that 13 residential houses affected and out of it five are displaced by the project. Three hundred and Sixty two holdings with Three hundred and fifty five title holders are affected by the project. Twelve (12) commercial buildings own by Title Holders are also affected. No, title holders are identified as living below poverty line. 4% of the holdings are cultural and religious properties. The cast division of the project affected title holders shows that none are belongs to Scheduled Caster of Scheduled Tribe. No socio-economic vulnerable title holders affected by the project. The religious distribution of the affected title holders affected shows.

that 35% Hindus, 31% Muslims and 34% Christians. The economic situation shows that 66% are *upper middle class and only 1% are *lower middle class.

Twenty six people are living in the five displaced families. None of the displaced families are having residential houses other than the displaced properties. Therefore they have to rehabilitate and resettle.

Two hundred and fifty seven non-title holders are affected by the project out of it 36 will be totally displaced. Shops and establishments are the major (97%) non-title properties affected. 10 squatters are coming under the project area. The demographic details of the project affected non-title holders' shows that 88% are male and 79% are having marital status. The educational qualification details shows that 33% are having better education qualification i.e. Bachelor's degree and above. 11% are having technical qualification. No one is found as illiterate. The economic status shows that only 2% are vulnerable and need special care. The religious distribution shows that 35% are Muslims, 33% are Hindus and 32% are Christians. The cast distribution shows that 5% are scheduled cast.

Details of the acquiring land

The total land acquiring for the project is 2.8603 Hectare (7 Acers). 13 residential houses or structures are affected.96% land is commercial and the remaining is religious and cultural properties. No agricultural land affected by the project.

Socio Economic and Cultural Profile

The Socio Economic and Cultural profile of the area shows that 15% of title holders are holding the affected land more than 50 years. 36% are holding the land in more than 30 years. 9% are purchase the land within 10 years. The occupational distribution shows that 47% of title holders are doing own business and 28% are working in private institutions. Only 7% are working in Government and public sector. The economic status shows that 65% of title holders are having a monthly income of more than Rs 25,000. Only two title holders are economically vulnerable. The land holding pattern shows that 69% of title holders are having total holdings less than 50cents. 26% having 50cents -1acre. 5% THs is having more than 1 acre of land. No scheduled cast or tribe family holding land in the project affected area.

Economic distribution of the Non-Title holders shows that 78% of them are having a monthly earning of more than Rs.25, 000 per month. Only 2% are revealed that their earning is less than Rs 10,000. Thirty two percent of non title holders are holding their business in the affected structure in the structure in t

than 25 years. Only 3 percent NTHs started business or rented buildings in the affected area recently (less than 3 years). 32% NTHs are residing within 5 KM radius of their business establishments or work places. 31% are living within 10 km. Others are travelling more than 10 km daily to do business or work in the area. 53% of NTHs are workers or employees.18% is owners of the establishment. 26% is having dual status. Others are squatters. The age distribution shows that 21% of NTHs are having age of more than 60yrs. 27% are in 51-60 years. Only 11% are in the age of less than 25years.

1.4 Alternatives

| Sl.no. | Alternatives | Remarks |
|--------|---|--|
| 1. | Kalamaserry to Thrippunithura via INFO Park through Seaport-Airport Road as a Ring Metro. | It is longer by ~1km It does not serve heavily populated area and does not connect the Phase-I at mid of the Aluva-Petta corridor and hence not better from train operation point of view.The commuters from/ to Fort Kochi, Tripunuithura and Ernakulam may not be benefitted |
| 2. | Through the Proposed road Pulleppadi- Thammanam to Sea port –Airport Road. | Acquisition process is not started. |
| 3. | Through New road proposed from Alinchodu- Kakkanadu. | Road project is in the planning stage only. |
| 4. | Widening the existing road and construct flyovers. | The objectives of the Metro rail may not meet. |
| 5. | Alignment should ensure equal width of acquisition from both sides of the existing road. | preference in all Alignments. |
| 6. | Acquisition for station will be flexible (shifted to save residential buildings.) | Govt. can examine the matter. |

Table 1.1

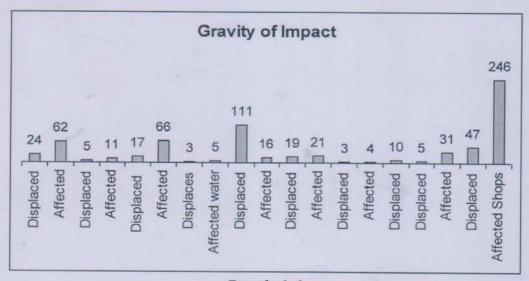


1.5 Social Impact

Gravity of Impact and level of mitigation Possible

| Sl.No | Impact | No.of Properties | Level of Possible Mitigation | Level of Impact |
|-------|------------------------------------|---------------------|---------------------------------|--------------------|
| 1 | Displaced Parking Area | 24 | Medium | Moderate |
| 2 | Affected Parking Area | 62 | Medium | Moderate |
| 3 | Displaced Residential Building | 5 | Minimum | High |
| 4 | Affected Residential Building | 11 | High | Low |
| 5 | Displaced Building | 17 | Minimum | High |
| 6 | Affected Building | 66 | High | Low |
| 7 | Displaces Water Sources | 3 | Minimum | High |
| 8 | Affected water Sources | 5 | High | Low |
| 9 | Displaced Structures | 111 | High | low |
| 10 | Affected Structures | 16 | High | low |
| 11 | Displaced Community Properties | 19 | High | low |
| 12 | Affected Community Properties | 21 | High | low |
| 13 | Displaced Cultural Properties | 3 | High | low |
| 14 | Affected Cultural Properties | 4 | High | low |
| 15 | Displaced Squatters | 10 - | High | low |
| 16 | Displaced Access | 5 | High | low |
| 17 | Affected Access | 31 | High | low |
| 18 | Displaced Shops and Establishments | 47 | High | High |
| 19 | Affected Shops and Establishments | 246 | High | Moderate |

Table 1.2



Graph 1.1

1.6 Mitigation Measures

| Sl.No. | Risk Assumed | Approach | Mitigation Strategy |
|--------|------------------------------|---------------------------------|---|
| 1 | Loss of Residence | Rehabilitation/ Compensation | Compensate the loss. Develop a special rehabilitation package. Special support to unmarried and unemployed women family members. |
| 2 | Loss of part of residence | Resettlement | Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. |
| 3. | Loss of land | Compensation | Compensate the loss. |
| 4 | | Compensation | Compensate the loss. Grievance regarding the valuation and missing of structure will redress in time bound manner. |
| 5 | Loss of part of Building | Resettlement | |
| 6 | Loss of structures | Compensation | Compensate the loss. Grievance regarding the valuation and missing of structure will redress in time bound manner. |
| 7 | Loss of Part of structure | Compensation | Compensate the loss. Grievance regarding the valuation and missing of structures will redress in time bound manner. |

| employment and Resettlement, Resettlement. Case by case Micro Plans will be developed at the time of relocation. 10. Loss of trees Compensate & Control Compensate lose and plant equal number of trees in government lands. 11 Loss of Parking Areas Compensate Compensate the loss. Location based common parking area/pay and park complexes etc can be considered in resettlement package. | 0 | 1 | 0 :: | D 1 1 111 11 11 11 11 11 11 11 11 11 11 |
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| 15 | Loss of drinking water source. | Control | Compensate /Resettle |
| 16 | Loss of essential Amenities | Control | Prepare a resettlement plan in consultation with Project Affected Families |
| 17 | Loss of Religious structures | Control/Compensate | Compensate/Resettle |
| 18 | Loss of Cultural properties | Control/Compensate | Compensate/Resettle |
| 19 | Loss of community properties | Resettle | Resettle |
| 20 | Loss of Government Properties | Resettle | Resettle. |
| 21. | Involved in land acquisition process | Control | Ensure community participation in the whole process and maintain sustainable and efficient communication channels between Requisition and Land acquisition authorities between PAPs |
| 22. | Grievance | Control | Functional grievance redressal committee at village and district level. |

Table 1.3



1.7 Assessment of Social Costs and Benefits

Since no economically vulnerable title holders identified as project affected in the area the impact of the project seems to be moderate. Maximum total 2.8602 hectares of land is required from both sides of the Palarivattom-INFO Park road which passing through Edappally South, Vazhakkala and Kakkananu villages for the proposed project of Widening of existing road from Palarivattom to INFO Park, Kakkanad as a Preparatory work of Metro Rail extension from JLN Stadium to INFO Park, Kakkanad. For this requirement of land, some people will have to leave their place and relocate. 47 front shops will have to be removed from there and the vendors and Auto & Taxi drivers will need to relocate at some other place. Three hundred and sixty two (362) Title Holders and Two hundred and fifty seven (257) Non-Title Holders are identified as project affected through social survey. Total displacement of TH and NTH identified as sixteen (16) and thirty six (36) respectively. The affected NTHs are further categorized and found that 15 are severely affected (50 % <) and others are affected (30 % <) with moderate impact. Only 9% of THs is holding ancestral property in the affected area. About 51% of THs are owned the land in the project area after 1988 (30yrs >). The project area is one of the major commercial areas of the Kochi city spreading across Kochi Corporation and Trikakkara Municipal Corporation. The proposed twelve kilometer road widening will mainly affect the commercial establishments of the area.

The road widening and extension of metro rail to INFO Park area will reduce travel time and ease traffic jams in civil line road because road from Palarivattom to Infopark is going to be widen and many junctions will be developed at possible sites. The road widening and establishing of metro rail will reduce the risk of accidents because this area is accident prone area. With no traffic jams in civil line road will improve the access of public to district headquarters and Special economic zone like Info-Park. The project will not have any significant adverse impact on the existing residential area. There will be 10-12 of the Title Holders has loss or damage to their livelihood. All the stakeholders who will be displaced by the project will be reasonably prepared for their relocation. Because the number is so small Government can develop special rehabilitation package and mitigate the impact. There will be no adverse impact on health of local people. The pollution levels are likely to reduce with congestion free flow of traffic once the road is widened. The only concern however remains the duration during which the road-widening will be under process. With the participation and support of civil society organizations like residence association, organized Trade associations and Trade Unions Government can plan strategies to mitigate this issue. Another major impact noticed is the impact on access of both Tittle Holders and Non-Title Holders. Requisition agency will study the issue well advanced and incorporated the resettlement plan in the and final project report. Each PAPs will be well informed about the access

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resettlement plan in advance of the construction started so that they can do many voluntary efforts like modified the frontage etc to avoid business loss. Many of the Local people have welcomed the project as it will upgrade the traffic system, reduce risks of accidents, diminish traffic problem improve access to important destinations.

Since they own the land in the side of an important public road with a calculated risk of widening of the road and other development initiative, they were mentally prepared to face the consequences of the acquisition of land whenever required by the govt.

Moderate adverse impacts are identified such as five residential houses displaced and 47 shopkeepers and 10 vendors will have to relocate and leave their shops. Local people who are working as workers in these shops will find their jobs if their establishments will relocate in faraway places. Felling of trees will lead to major loss of tree cover. The negative impacts which were found were the displacement of five residential houses, 11partially affected residence, loss of frontage and parking areas, loss of present access, removal of shops, replacement of shopkeepers and vendors, loss of drinking water sources, environment impact due to cutting trees etc.

After careful examination of various positive and negative impacts it has been found that the proposed project would be beneficial for local community at large and the traffic system of the city of Kochi. The positive outcomes of the proposed plan of road widening and extending the metro rail to Info Park far outweigh the possible negative impacts.

Resettlement of the access will get the priority while planning mitigation. The affected title holders are aware about the importance of the project and willing to surrender their land if an acceptable mitigation plan is implemented. No visible impact noticed in Lifestyle, Culture and Quality of life, Cohesion and Health of Title Holders and Community in the project area due to the project.

The residents in the project area are organized under residence association and shop owners have their organizations like Vapari Vyavasayi Ekopana Samithi and Vapari Vapasayi Association. The squatter merchants their own organization called petty shop owners association. These organizations are strong enough to bargain for the rights of their members and actively involved in addressing the grievance of the project affected people. District administration is having better rapport with all these organizations. This will already formulate a supportive environment to mitigate the impact through participatory rehabilitation and resettlement strategies. These organizations are also supporting Government in channelizing communication regarding the project. Strengthening the communication, involvement and collaboration of these organizations in the land acquisition and project.

implementation will further strengthening the mitigation efforts of Government.

Since several small business establishments are affected by the project Government can plan out collective rehabilitation strategies and minimize the impact and ensure sustainability and better cost benefit in the rehabilitation and resettlement.

Several roads are crossing or joining in the proposed widening road. Development of these roads and its bell mouths will reduce traffic jams during construction of the project.

The Edapally Thodu is crossing the project road at Chembumukku. Free flow of the thodu will be ensured during and after the project. This is a public demand received from people's representatives and public during the study.

Special resettlement packages will be formulated for those who have partially affected buildings, losers of parking area and bit land holders.

A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation. A comprehensive plan to protect the drinking water sources coming under the acquisition area will also reduce the impact of acquisition.

The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. Considering the public importance and interest the project is an inevitable need and the project is able to address the social impact of the project. Therefore the project has to be implemented.

The proposed acquisition does serve public purpose. There was an overwhelming consensus among people, people' representatives, residents associations, trade associations too with regard to the benefits accruing due to the proposed project.



CHAPTER 2 DETAILED PROJECT DESCRIPTION

2.1 Background of the project, including developer's background and governance/ management structure.

Change is the law of nature and essential for living beings. Society also must change. The planned change called development. Development therefore encompasses many positive and negative results. Moreover, due to development projects people often have to leave their homes and sometimes people are forced to change their area of operation as well. These interventions may lead to need for rehabilitation and resettlement of the people which further leads to new challenges. As a result, there has always been a need to understand the adverse impacts of development projects in order to minimize the negative outfalls of any project.

Kochi, the commercial hub of Kerala, is already experiencing signs of urban growth pressures. As per World Bank, Kochi is recognized as one of the seventeen major industrial cities of India and an easy city to start business in India. This decade is witnessing huge investments in the region like International Container Transshipment Terminal at Vallarpadam, Info Park at Kakkanad, Special Economic Zone by NEST, LNG terminal, Electronic hardware park. Among the districts, Ernakulum district contributes the highest portion (14.47) of Kerala's GDP. Being a center of excellence of education and a destination for major industries and establishments like High court, Stock exchange, Kochi shipyard, Spice board etc. attract significant floating population form the neighboring districts for their livelihood. In addition to this, Kochi has been emerged as a major tourist destination to domestic as wells as international tourists. Recently opened mall by Lulu group has multi folded the number of visitors in the city. Urbanization has been observed as a new phenomenon with a quickening pace in the last 15 to 20 years. Kochi Corporation with a population of 602046 in 2011 (Census 2011) will grow at an annual growth rate of 1.0 during 2011- 2031 (Development Plan for Kochi city region Draft (2031)). Kochi city region comprising two municipalities and surrounding local bodies with an area of 369.72sq.km will carry a population of 22.73 lakhs by 2031(Development Plan for Kochi city region (Draft (2031)). Roughly 68 percentage of the population, compared to about only 48 percentage in 2001, lives in urban areas in the Ernakulum district which is far beyond the state average. The urban population in Ernakulam is presently estimated to increase 4.2 percentages annually.

Rapid growth of India's urban population has put enormous strain on transport systems. The vehicle population in metropolitan cities is increasing tremendously in recent years leading to congestion in urban areas Construction of public transport facilities, especially Metro rail, Mono rail are under progress in many major cities.

Smooth and safe traffic is an indicator of a nations' sustainable development. Rapid growth of India's urban population has put enormous strain on our transport systems. The vehicle population in the country especially in metropolitan cities is increasing tremendously in recent years. This leads to heavy traffic congestion in urban areas and it is considered as one of the major cause of slow economic growth of nations. This is also termed as a potential cause of road accidents. Inability to forecast travel time accurately, leading to drivers allocating more time. Wastage of fuel due to increased idling, acceleration and braking increasing air pollution and emissions. All these lead to heavy economic lose and public health issues. Widening of existing roads and adopting new generation traffic system like metro rail are the best solution for traffic problems due to heavy volume of vehicles in cities and urban areas. But major widening of existing roads in cities is not possible due to large volume of displacement of residents and business establishments. This compelled Government's to go for Construction of viable public transport facilities, like Metro rail, Mono rail. India is having one of the fastest growing countries in the world. Studies are shows that the next two years of growth in traffic has made India become the second largest Rail and Road Traffic network after China. The state of Kerala also shows the same trend in Road and Rail traffic. The Kochi metro rail project is the first metro rail project in the state. After one year of its operation, assessments show that it brings a new traffic and travel culture to the city and to the State. The volume of passengers using metro rail for their daily travel is increasing day by day. Kochi Metro Rail Corporation and Government of Kerala expecting a jump in passenger's volume after completion of the expansion project up to Petta, Thrippunithura. For availing Metro rail facility to more people especially those who are working in Government offices, Public limited Companies and Special Economic zone in Kakkanadu Government has a plan to extend Metro Rail to Kakkanadu from JLN stadium Kalloor. As a first step Government decided to widen the existing Palarivattom - Kakkanadu road (Civil Line road). Compared to the socio economic benefit of the project the Government of Kerala notified it for land acquisition of public purpose.



2.1.1. Implementing Agencies

2.1.1.(a). Kochi Metro Rail Ltd (KMRL)

Kochi Metro Rail project has been planned by Government of Kerala. Special Purpose Vehicle called Kochi Metro Rail Ltd. (KMRL) is formed for the implementation, operation and maintenance of the Metro Project. Around 25 km length metro line with 22 stations with Maintenance Depot at Muttom will be developed between Aluva to Petta. The Kochi Metro system is an urban Mass Rapid Transit System (MRTS) that is being built to serve Kochi, the commercial capital of Kerala. Construction for its 25.12 km Phase 1A from Aluva to Petta with 22 stations started in June 2013 and is expected to be completed in 2018. In 2014, a 1.92 km eastward extension to Tripunithura from Petta was approved to be included in Phase 1. Phase 1B of the project includes a new spur line from Jawaharlal Nehru Stadium to Info Park II in Kakkanad. The project was approved by the state government in May 2015 and construction work is expected to begin in 2018. Construction on it will begin once road widening along the route is completed.

2.1.2. Land Acquisition Authority

Land acquisition Special Thahasildar office (Kochi Metro) 1&2 were prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands except area between JLN Stadium to Palarivattom Jn.

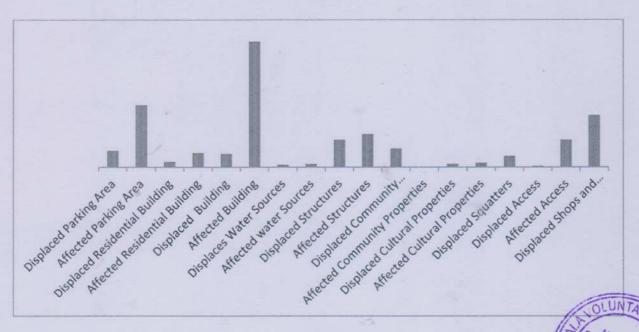
2.2. Rationale for project including how the project fits the public purpose criteria listed in the Act.

The road widening and extension of metro rail to Info Park area will reduce travel time and ease traffic jams in civil line road because road from Palarivattom to Info Park is going to be widen and many junctions will be developed at possible sites. The road widening and establishing of metro rail will reduce the risk of accidents because this area is accident prone area. With no traffic jams in civil line road will improve the access of public to district headquarters and Special economic zone like Info-Park. For availing Metro rail facility to more people especially those who are working in Government offices, Public limited Companies and Special Economic zone in Kakkanadu Government has a plan to extend Metro Rail to Kakkanadu from JLN stadium Kalloor. As a first step Government decided to widen the existing Palarivattom – Kakkanadu road (civil line road). Compared to the socio economic benefit of the project the Government of Kerala notification land acquisition of public purpose.

2.3 Details of project size, location, capacity, outputs, production targets, cost, and risks.

| Sl.No | Impact | No. of Properties |
|-------|------------------------------------|-------------------|
| | | |
| 1 | Displaced Parking Area | 24 |
| 2 | Affected Parking Area | 62 |
| 3 | Displaced Residential Building | 5 |
| 4 | Affected Residential Building | 11 |
| 5 | Displaced Building | 17 |
| 6 | Affected Building | 66 |
| 7 | Displaces Water Sources | 3 |
| 8 | Affected water Sources | 5 |
| 9 | Displaced Structures | 111 |
| 10 | Affected Structures | 16 |
| 11 | Displaced Community Properties | 19 |
| 12 | Affected Community Properties | 21 |
| 13 | Displaced Cultural Properties | 3 |
| 14 | Affected Cultural Properties | 4 |
| 15 | Displaced Squatters | 10 |
| 16 | Displaced Access | 5 |
| 17 | Affected Access | 31 |
| 18 | Displaced Shops and Establishments | 47 |
| 19 | Affected Shops and Establishments | 246 |

Table 2.1



Graph 2.1

2.3.1. Project Location

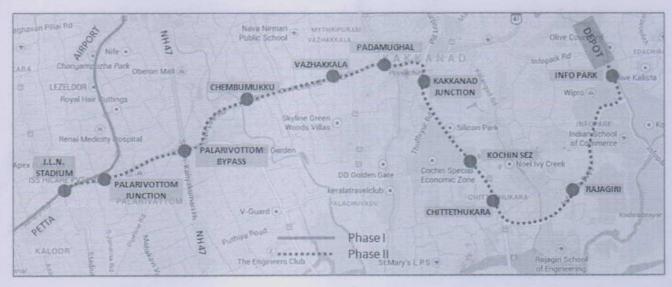
The project location is defined for the study is both sides of Palarivattom to Info Park road consisting of about 12 km length and half a kilometer width of area coming under Corporation of Cochin and Thrikkakkara Municipality covering three villages ie Edappally South, Vazhakkala and Kakkanadu. The estimated land for acquisition for the proposed project is 2.8603 Hectors. But for the social impact study the whole three villages are considered as the buffer zone of the impact and directly affected areas and structures are considered as key impacted zone.

The population of study area is 70000- 75000 as per Census 2011 figures. The study area population has been estimated as 20000 for the year 2018 assuming growth rate of 1 % per annum.

Kochi, the commercial hub of Kerala, is already experiencing signs of urban growth pressures. As per World Bank, Kochi is recognized as one of the seventeen major industrial cities of India and an easy city to start business in India. This decade is witnessing huge investments in the region like International Container Transshipment Terminal at Vallarpadam, Info Park at Kakkanad, Special Economic Zone by NEST, LNG terminal, Electronic hardware park. Among the districts, Ernakulum district contributes the highest portion (14.47) of Kerala's GDP. Being a center of destination for major industries and establishments like High court, Stock exchange, Kochi shipyard, Spice board etc. attract significant floating population form the neighboring districts for their livelihood. In addition to this, Kochi has been emerged as a major tourist destination to domestic as wells as international tourists. Recently opened mall by Lulu group has multi folded the number of visitors in the city. Urbanization has been observed as a new phenomenon with a quickening pace in the last 15 to 20 years. Kochi Corporation with a population of 602046 in 2011 (Census 2011) will grow at an annual growth rate of 1.0 during 2011- 2031 (Development Plan for Kochi city region Draft (2031)). Kochi city region comprising two municipalities and surrounding local bodies with an area of 369.72sq.km will carry a population of 22.73 lakhs by 2031(Development Plan for Kochi city region (Draft (2031)). Roughly 68 percentage of the population, compared to about only 48 percentage in 2001, lives in urban areas in the Ernakulum district which is far beyond the state average. The urban population in Ernakulam is presently estimated to increase 4.2 percentages annually.

The proposed project aimed to widening the existing road starting from Palarivattom to Info Park to ensure smooth road traffic during and after construction of Kochi Metro rail extension from JLN stadium to Info Park. The road which needs to widen is one of the most important road and going through the densely populated area of the city. The road connected ANOL National Highway and heart of the city to district admires raising

headquarters at Kakkanadu and situating East- West direction. The National Highway Bypass also crossing the road and location. The project location is 3 k.m from Ernakulam North Railway station and 23 km from Kochi International Airport. The project area is totally commercial in nature and having private, government and Cultural properties. The demography of the population shows that an almost equal proportion of Hindus, Muslims and Christians. The middle Income population is the dominant socioeconomic community of this location.



Map.2.1

2.4. Phase of project construction

Process of Land Acquisition started and boundary stones fixed.

2.5. Core design features and size and types of facilities.

Not Applicable

2.6. Need for ancillary infrastructural facilities.

Not Applicable

2.7. Work force requirements (temporary and permanent).

Not Applicable

2.8. Details of Social Impact Assessment / Environment Impact Assessment if already conducted and any technical feasibility reports.

Not Applicable



2.9. Applicable law and policies.

| Sl.No. | Laws & Policies | Area of Application |
|--------|---|---------------------|
| 1 | The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013. | |
| 2 | Land Acquisition Act 1893, Land Acquisition Act (Kerala) Rules 1990, Kerala Land acquisition Act 1961, Kerala Land Acquisition Act rules | Land acquisition |
| 3 | Kerala Shops and Establishment Act | |

Table 2.2



CHAPTER 3 STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Notification Government of Kerala has selected Saju.V.Itty, Executive Director, Kerala Voluntary Health Service and his Team as the SIA Unit to study the Social Impact Assessment on the land acquisition for the Extension of Kochi Metro Rail JLN Stadium to Info Park Kakkanadu.

3.2. Social Impact Assessment Team - Profile of Team Members

| Sl. No. | Name & Address | Designation in the SIA Team | Profile |
|------------|----------------------|--|---|
| 1 | Saju V. Itty | Team Leader | 25 years experiences in social work, social survey including R&R experience in KSTP & Tsunami Rehabilitation. Conducted social research study on health child rights and rehabilitation & resettlement. Conducted SIA study for five sub projects of Kannur International Airport and Kanjirappally Bypass etc. |
| 2 | Rakesh R Nair | R & R Specialist & Social Investigator | 10 years experiences in social work including social research, R & R activities and community mobilization. |
| 3 | Smitha R | R & R Specialist & Social Investigator | 15 years experiences in social work including social research, R & R activities and community mobilization. |
| 4 | M.Ibrahimkutty | Sociologist | Rtd. Joint Director, Social Welfare Board.35 years of experience in social work. |
| 4 | Sheeba Johnson | Data Analyzer & Data entry | 25 years experiences in social work and data entry operation. |
| 5 | N.Vijayakumara Pilla | L.A. Consultant | Rtd. Revenue Inspector |
| 6 | O.C.Chandi | L.A. Consultant | Rtd. Village Officer |

Table 3.1

3.3. Study Approach

The land which proposed to be acquired for the project is owned by 362 Tittle Holders of Edappally south, Vazhakkala and Kakkanadu villages. Stake holder analysis was conducted and find out key stake holders and their interest and involvement in the proposed acquisition process. After the secondary data collection Social Impact Assessment Unit developed a questionnaire for social survey and visited all Tittle Holders and collected opinion, family details, Socio-Economic details and suggestions. Apart from this SIA team has conducted discussion and consultation with Local Body Representatives and local public and recorded their suggestions and opinion. In continuation of it a focus group consultation of Project Affected Persons' was conducted on 28th & 30th June 2018 and noted their suggestions and opinion. Special Case studies were prepared for selected cases. The study also used transit walk and observation visit to crosscheck the suggestions and grievance which were recorded.

3.4. Methodology & Tools

The study team reviewed the relevant and available documents in Special Thahasildar (LA-Metro) offices, Kakkanadu. SIA unit had also examined the records and documents and made a site visit along with the land revenue officials for area identification and information dissemination. SIA team had also conducted a one to one discussion and consultation with all Tittle Holder. Although SIA team had collected details by using pre prepared questionnaire. SIA team also had discussion and consultation with Members of Legislative Assembly, Local Body Representatives and local public. A consultation of Project Affected Persons' was conducted on 30th June 2018 and noted their suggestions and opinion. Special Case studies were prepared for selected cases. The study Team also used transit walk and observation tools to crosscheck the Suggestions and grievance which were recorded.

3.5. Sources of data collected

- a) Office of the Special Tahsildar (LA-Metro) Kakkanadu
- b) Cochin Corporation
- c) Thrikkakkara Municipality.
- d) Village offices Edappally South, fVazhakkala, Kakkanadu.
- e) KMRL Office, Kochi.
- f) Project Affected Families and Tittle Holders.



3.6. Process and Schedule of Activities

- 30.10.2017 Government of Kerala entrusted Mr. Saju.V.Itty, Executive Director, Kerala Voluntary Health Services to conduct the SIA study
- 01-06-2018 to 04-06-2018- Secondary Data Collection.
- 04-06-2018 to 15-06-2018 Mapping of Stake Holders
- 05-06-2018 to 30-06-2018- Social Survey for Social Impact Assessment Study.
- 28-06.2017 and 30-06-2018 Public Consultation/ Discussion with Project Affected Tittle Holders.
- 1st & 2rdJuly -2018- Transit Walk, Observational Study and Case Studies
- 19 -07-2018 Draft Report Submission.
- 9-08-2018 & 10-08-2018 Public Hearing

3.7. Points Raised during Individual and Group Discussion with Tittle Holders

- 1) Time bound acquisition process will mitigate the impact.
- 2) The present level of Access to be resettled during and after the implementation of the project.
- 3) Community Properties like waiting sheds will be resettled.
- 4) Reasonable compensation will provide for land, property and business loss.
- 5) Regular information will provide on progress of acquisition.
- 6) For the rehabilitation of displaced business establishments and merchants collective and joint strategies will give priority.
- 7) Alignment will reexamine and save buildings and structures as much possible.
- 8) Acquisition for Station points will be relocated to minimize the displacement of residence.
- 9) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.

3.8. Public Hearing - SNDP Hall Palarivattom on 09/08/2018 for Edappally South and St. Michales School hall, Chembumukku on 10/08/2018 for Vazhakkala village

Section 5 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, of 2013 envisages that whenever a SIA study is required to be prepared the Government shall ensure that a Public Hearing is held at the affected area to ascertain the contraction.

views of the affected families to be recorded and included in the SIA Report. Rule 14 of the Rules, 2015, have prescribed detailed procedure for the conduct of the public hearing.

SIA Unit took special care to inform the affected people in the area about Public Hearing by taking various steps like Notification for conducting public hearing as per Form 5 Rule 14 (1) of the RTFCTLARR Act, 2013. The notification was published in two Malayalam News Papers Desabhimani and Kerala Kaumudi. A registered notice has been served to the affected families in hand for informing about the public hearing. SMS & Phone call messages were send to all PAPs. The copy of notice was served to Corporation Office, Trikkakkara Municipality, Ward Councilors, Village Office (Edappally South, Vazhakkala and Kakkanadu), Special Tahsildar office KMRL I & II Ernakulam-, Deputy Collector-LA (KMRL), Ernakulam. Adequate copies of the SIA draft report and summaries were made available on the day of the public hearing. The major highlights of the study were presented in local language by Chairman, SIA Unit.

Public Hearing - Edappally South Points Raised

| Sl.No. | Points Raised | Remarks |
|--------|--|---|
| 1 | Conduct land acquisition in time bound manner and if delay happened title holders will give additional compensation for the time loss. | PAPs are having a fear that if the process delayed indefinitely they could not do any land transaction and other business. |
| 2 | Maximum effort and study will conduct and save buildings which are displaced and partially affected. | Requisition and acquisition authorities can check the matter during their joint verification. |
| 3 | All title holders will be well informed about the extent of impact and other alignment details. | This will minimize the anxiety and fear of PAPs. |
| 4 | The alignment from Bypass Jn. to Edappally river will be reexamined especially in the area of Alinchuvad and clarify the doubts about the alignment in the area. | Effort will take to remove the doubts of PAPs on the alignment. |
| 5 | The market value of the land will be fixed in consultation with title holders | R&R policy also recommended this. |
| 6. | Joint rehabilitation measurers like shopping complex strategy will be consider for rehabilitation of displaced non-title holders. | This will seriously considered regarding displaced business establishments. |
| 7. | The alignment will be strictly follows the 11 meter width in both sides from the center of the existing road | Alignments will out published for public reference |

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| stion. |
| L |

Table 3.2

Public Hearing - Vazhakkala Points Raised

| Sl.No. | Points Raised | Remarks |
|---------|--|----------------------------|
| D1.1VO. | | |
| 1 | The shifting of alignment towards right | |
| | side of Chembumukku - Kakkanad road | |
| | will be reexamined and if possible | shift to the right side of |
| | acquired land equally from both sides. | the road will be |
| | | explained to PAPs in |
| | | suitable forums. |
| 2 | Government will give permission to | The land acquisition Act |
| | maintain the remaining portion of the | is giving necessary |
| | affected buildings and give necessary | immunity to PAPs in the |
| | relaxation in building rules. | issue. |
| 3. | The present access will be resettled. | R&R policy also |
| | | recommended this. |
| 4. | Joint rehabilitation measurers like | This will seriously |
| | shopping complex strategy will be | considered regarding |
| | consider for rehabilitation of displaced | displaced business |
| | non title holders. | establishments. |
| 5. | The unused land after the acquisition will | R&R policy also |
| | be acquired by the government. | recommended this. |
| 6. | Conduct land acquisition in time bound | PAPs are having a fear |
| | manner and if delay happened title | that if the process |
| | holders will give additional compensation | delayed indefinitely they |
| | for the time loss. | could not do any land |
| | | transaction and other |
| | | business. |
| 7 | Maximum effort and study will conduct | Requisition and |
| 110 | and save buildings which are displaced | acquisition authorities |
| | and partially affected. | can check the matter |
| | same pour many manderess. | during their matter |
| | | |
| | | verification. |

| 8 | All title holders will be well informed about | This will minimize the |
|---------|---|---------------------------|
| | the extent of impact and other alignment | anxiety and fear of |
| | details. | PAPs. |
| 9 | The market value of the land will be fixed | R& R policy also |
| | in consultation with title holders | recommended this. |
| 10. | The alignment will be strictly follow the 11 | Alignments will be |
| | meter width in both sides from the center | published for public |
| | of the existing road. | reference. |
| 11. | Government will give relaxation in | Case to case verification |
| 108 7 5 | building rules to construct building after | is needed for the |
| | the land acquisition. | demand. |
| 12. | Common parking area will be developed in | Government can |
| | different locations for resettle the affected | seriously consider the |
| | and displaced parking areas. | suggestion. |
| 13. | Special rehabilitation package will be | Government can |
| | developed for displaced residence and | seriously consider the |
| | business establishments. | suggestion. |
| 14. | The affected Christian churches | The demanded religious |
| | demanded exceptions from acquisition | properties are not in the |
| | process. | category of cultural |
| | | properties. Their |
| | | suggestions on |
| | | alternatives can be |
| | | examined. |

Table 3.3



CHAPTER 4 LAND ASSESSMENT

4.1. Description of the land

The project location is defined for the study is both sides of Palarivattom to Info Park road consisting of about 12 km length and half a kilometer width of area coming under Corporation of Cochin and Thrikkakkara Municipality covering three villages i.e. Edappally South, Vazhakkala and Kakkanadu. The estimated land for acquisition for the proposed project is 2.8603 Hectors. But for the social impact study the whole three villages are considered as the buffer zone of the impact and directly affected areas and structures are considered as key impacted zone. Even though residential houses are located in the area the project area is commercial in nature.

4.2. Entire area of impact under the influence of the project.

The population of study area is 70000-75000 as per Census 2011 figures. The study area population has been estimated as 20000 for the year 2018 assuming growth rate of 1 % per annum.

Kochi, the commercial hub of Kerala, is already experiencing signs of urban growth pressures. As per World Bank, Kochi is recognized as one of the seventeen major industrial cities of India and an easy city to start business in India. This decade is witnessing huge investments in the region like International Container Transshipment Terminal at Vallarpadam, Info Park at Kakkanad, Special Economic Zone by NEST, LNG terminal, Electronic hardware park. Among the districts, Ernakulum district contributes the highest portion (14.47) of Kerala's GDP. Being a Centre of excellence of education and a destination for major industries and establishments like High court, Stock exchange, Kochi shipyard, Spice board etc. attract significant floating population form the neighboring districts for their livelihood. In addition to this, Kochi has been emerged as a major tourist destination to domestic as wells as international tourists. Recently opened mall by Lulu group has multi folded the number of visitors in the city. Urbanization has been observed as a new phenomenon with a quickening pace in the last 15 to 20 years. Kochi Corporation with a population of 602046 in 2011 (Census 2011) will grow at an annual growth rate of 1.0 during 2011- 2031 (Development Plan for Kochi city region Draft (2031)). Kochi city region comprising two municipalities and surrounding local bodies with an area of 369.72sq.km will carry a population of 22.73 lakhs by 2031(Development Plan for Kochi city region (Draft (2031)). Roughly 68 percentage of the population, compared to about only 48 percentage in 2001, lives in urban areas in the Ernakulum district which is far beyond the state average. The urban population in Ernakulam is presently estimated to increase 4.2 percentages annually.

The proposed project aimed to widening the existing road starting from Palarivattom to Infopark to ensure smooth road traffic during and after construction of Kochi Metro rail extension from JLN stadium to Info Park. The road which needs to widen is one of the most important road and going through the densely populated area of the city. The road connected the National Highway and heart of the city to district administration headquarters at Kakkanadu and situating East- West direction. The National Highway Bypass also crossing the road and location. The project location is 3 km from Ernakulam North Railway station and 23 km from Kochi International Airport. The project area is totally commercial in nature and having private, government and Cultural properties. The demography of the population shows that an almost equal proportion of Hindus, Muslims and Christians. The middle Income population is the dominant socioeconomic community of this location.

4.3. Total land requirement for the project.

The total land acquiring for the project is 2.8603 Hectare. Three hundred and sixty two holdings will expect to be affected.

4.4. Present use of any public utilized land in the vicinity of the project area.

Not Applicable.

4.5. Land (if any) already purchased alienated, leased or acquired and the intended use for each plot or land required for the project.

Not Applicable

4.6. Quantity and location of land proposed to be acquired by the project.

The total land acquiring for the project is 2.8603 Hectare. 13 residential houses or structures are affected. 96% land is commercial and the remaining is religious and cultural properties. No agricultural land affected by the project.

4.7. Nature, present use and classification of land and if agricultural land, irrigation coverage and cropping patterns

| SI.NO. | Nature of land | Present Use of Land | Irrigated / Non irrigated | Cropping Pattern | No. of Holding s |
|--------|----------------|---------------------|---------------------------------|---------------------|------------------------|
| 1. | Dry | Commercial | Irrigated | NA | 311 |
| 2. | Dry | Residential | Irrigated | NA | 25 |
| 3 | Dry | Residential- | Irrigated | NA / | 10 |

| | | Commercial | | | |
|---|-------|-----------------------|-----------|----|-----|
| 4 | Dry | Religious Property | Irrigated | NA | 4 |
| 5 | Dry | Community Property | Irrigated | NA | 12 |
| | Total | | | | 362 |

Table 4.1

4.8 Size of holding ownership pattern land distribution and number of residential houses.

Land holding size in the project area is in the state average. The following figure shows the pattern of holding.

| Size of Holdings | No. of Holdings |
|------------------|-----------------|
| 10 cent ≤ | 92 |
| 10- 20 cents | 83 |
| 20 - 30 | 46 |
| 30 - 40 | 52 |
| 40 - 50 | 40 |
| 50- lacre | 41 |
| 1 acre above | 8 |
| Total | 362 |

Table 4.2

4.9 Land prices and recent changes in ownership, transfer and use of lands over the last 3 years.

Not Applicable



Chapter 5 Estimation and Enumeration of affected family and assets

5.1. Families which are directly affected.

The social Impact Assessment Survey finds that 13 residential houses affected and out of it five displaced by the project. Three hundred and sixty two holdings with Three hundred and fifty five title holders are affected by the project. 4% of the title holdings are cultural and religious properties. The cast division of the project affected title holders shows that none are belongs to scheduled cast. No socio-economic vulnerable title holders affected by the project. The religious distribution of the affected title holders shows that 46% Hindus, 34% Muslims and 20% Christians. The economic situation shows that 66% are *upper middle class and 4% are *lower middle class.

Twenty six people are living in the five displaced families. None of the displaced families are having residential houses other than the displaced properties. Therefore they have to rehabilitate and resettle.

Two hundred and fifty seven non- title holders are affected by the project out of it 11 will be totally displaced. Shops and establishments are the major (97%) non-title properties affected. 10 squatters are coming under the project area. The demographic details of the project affected non-title holders' shows that 68% are male and 79% are having marital status. The educational qualification details shows that 33% are having better education qualification i.e. Bachelors degree and above. 11% are having technical qualification. No one is found as illiterate. The economic status shows that only 3% are vulnerable and need special care. The religious distribution shows that 41% are Muslims, 37% are Hindus and 22% are Christians. The cast distribution shows that 5% are scheduled cast.

5.2. Families which are indirectly affected by the project.

The road widening and extension of metro rail to Info park area will reduce travel time and ease traffic jams in civil line road because road from Palarivattom to Info park is going to be widen and many junctions will be developed at possible sites. The road widening and establishing of metro rail will reduce the risk of accidents because this area is accident prone area. With no traffic jams in civil line road will improve the access of public to district headquarters and Special economic zone like Info-Park. For availing Metro rail facility to more people especially those who are working in Government offices, Public limited Companies and Special Economic zone in Kakkanadu Government has a plan to extend Metro Rail to Kakkanadu from JLN stadium Kalloor. As a first step Government decided to with the state of th

existing Palarivattom - Kakkanadu road (civil line road). Compared to the socio economic benefit of the project the Government of Kerala notified it for land acquisition of public purpose.

5.3. Inventory of productive assets and no significant lands.

All affected land holdings under the project is productive and significant.



Chapter 6 SOCIO ECONOMIC AND CULTURAL PROFILE

6.1. Demographic Details

Three hundred and sixty two (362) Title Holders and two hundred and fifty seven (257) Non-Title Holders are identified as project affected through social survey. Total displacement of TH and NTH identified as Sixteen (16) and Thirty six 36 respectively. The affected THs are further categorized and found that 11 are severely affected (50 % <) and another 16 (30 % <) are affected with moderate impact. Only 9% of THs is holding ancestral property in the affected area. About 51% of THs are owned the land in the project area after 1988 (30yrs >). The project area is one of the major commercial areas of the Kochi city spreading across Kochi Corporation and Thrikakkara Municipal Corporation. The proposed seven kilometer road widening will mainly affect the commercial establishments of the area.

6.2. Age wise distribution of TH

| Age of THs | No of THs |
|------------|-----------|
| 20-30 | 8 |
| 31-40 | 35 |
| 41 - 50 | 85 |
| 51 - 60 | 36 |
| 61 - 70 | 131 |
| Above 70 | 67 |
| Total | 362 |

Table 6.1

6.3. Family size of THs

| Family Size of THs | No of Families |
|--------------------|----------------|
| 1-2 | 15 |
| 3-4 | 179 |
| 5-7 | 143 |
| Above 7 | - |
| Total | 362 |

Table 6.2



6.4. Educational Qualification of THs

| Educational Qualification | No of THs |
|---------------------------|-----------|
| SSLC | 55 |
| PDC | 40 |
| DEGREE | 143 |
| PG | 13 |
| Professional | 71 |
| Others | 40 |
| Total | 362 |

Table 6.3

6.4. Religious Distribution

| Religion of THs | No. of THs |
|-----------------|------------|
| Hindu | 128 |
| Muslim | 93 |
| Christian | 141 |
| Total | 362 |

Table 6.4

6.5. Economic Distribution of THs

| Economic Status of THs | No. of THs |
|------------------------|------------|
| APL | 362 |
| BPL | 0 |
| Total | 362 |

Table 6.5

6.6. Occupational Distribution THs

| Major Occupation of THs | No of THs | |
|-------------------------|-----------|--|
| Agricultural | 8 | |
| Business | 233 | |
| Government service | 5 | |
| Private | 50 | |
| Other | 66 | |
| Total | 362 | |

Table 6.6



6.7. Income distribution of THs

| Monthly Income of THs | No of THs |
|-----------------------|-----------|
| 10,000 -25,000 | 81 |
| 26,000 -50,000 | 67 |
| 51,000 - 75,000 | 48 |
| 76000- 1,00,000 | 25 |
| Above 1 lakh | 141 |
| Total | 362 |

Table 6.7

6.9. Socio Economic Profile of Project Affected Family Members.

6.9.1. Age wise distribution of PAF Members

| Age of PAF Members | No of PAF Members | |
|--------------------|-------------------|--|
| <10 | 145 | |
| 11-20 | 167 | |
| 21-30 | 246 | |
| 31-40 | 234 | |
| 41 - 50 | 156 | |
| 51 - 60 | 90 | |
| 61 - 70 | 123 | |
| Above 70 | 78 | |
| Total | 1239 | |

Table 6.8

6.9.2. Educational Qualification of PAF Members

| Educational Qualification | No of PAF Members |
|---------------------------|-------------------|
| Below 10th | 145 |
| 10 th | 179 |
| +2 | 169 |
| Degree | 234 |
| PG | 22 |
| Professional | 446 |
| Other | 44 |
| Total | 1239 |

Table 6.9



6.9.3. Occupational Distribution of PAF Members

| Major Occupation of THs | No of THs | |
|-------------------------|-----------|--|
| Business | 158 | |
| Government service | 68 | |
| Private | 293 | |
| Other | 180 | |
| Unemployed | 540 | |
| Total | 1239 | |

Table 6.10

6.10. Socio Economic Profile of Non - Title Holders

| Sl.No. | Type of NTH | Activity | | |
|--------|-------------------------------------|------------|-------------|--------|
| | | Commercial | Residential | Others |
| 1 | Tenant | 201 | - | |
| 2 | Encroacher | | | |
| 3 | Squatter | | | 40 |
| 4 | Commercial & service establishments | 51 | | |
| 5 | Other | 5 | | |
| | Total | 257 | | |

Table 6.11

Age wise distribution of NTH

| Age of NTHs | No of NTHs |
|----------------|------------|
| 20-30 | 13 |
| 31 -40 | 81 |
| 41 - 50 | 91 |
| 51 - 60 | 21 |
| 61 - 70 | |
| Above 70 | |
| Not applicable | 51 |
| Total | 257 |

Table 6.12



Educational Qualification of NTHs

| Educational Qualification | No of NTHs |
|---------------------------|------------|
| PDC | 69 |
| DEGREE | 92 |
| PG | 13 |
| Professional | 32 |
| Not applicable | 51 |
| Total | 257 |

Table 6.13

Religious Distribution of NTHs

| Religion of NTHs | No. of NTHs |
|------------------|-------------|
| Hindu | 73 |
| Muslim | 40 |
| Christian | 93 |
| Not Applicable | 51 |
| Total | 257 |

Table 6.14

Economic Distribution of NTHs

| Economic Status of NTHs | No. of NTHs |
|-------------------------|----------------|
| APL | 196 |
| BPL | 10 |
| Not Applicable | 51 |
| Total | 257 |

Table 6.15

Income distribution of NTHs

| Monthly Income of NTHs | No of NTHs |
|------------------------|------------|
| 10,000 - 25,000 | 55 |
| 26000 - 50000 | 80 |
| 51000 - 75000 | 51 |
| 76000 - 100000 | 20 |
| Above 100000 | - |
| Not applicable | 51 |
| Total | 257 |

Table 6.16



CHAPTER 7 SOCIAL IMPACT MANAGEMENT PLAN

The proposed project aimed to widening the existing road starting from Palarivattom to Info Park to ensure smooth road traffic during and after construction of Kochi Metro rail extension from JLN stadium to Info Park. The road which needs to widen is one of the most important road and going through the densely populated area of the city. The road connected the National Highway and heart of the city to district administration headquarters at Kakkanadu and situating East- West direction. The National Highway Bypass also crossing the road and location. The project location is 3 km from Ernakulam North Railway station and 23 km from Kochi International Airport. The project area is totally commercial in nature and having private, government and Cultural properties. The demography of the population shows that an almost equal proportion of Hindus, Muslims and Christians. The middle Income population is the dominant socioeconomic community of this location.

7.1. Approach to Mitigation/ Measures to avoid, mitigate and compensate impact

| Sl.No | Risk Assumed | Approach | Mitigation Strategy |
|-------|---------------------------|-------------------------------------|---|
| 1 | Loss of Residence | Control/Rehabilitation/Compensation | Compensate the loss. Develop a special rehabilitation package. Special support to unmarried and unemployed women family members. |
| 2 | Loss of part of residence | Compensation and Resettlement | Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. |
| 3. | Loss of land | Compensation | Compensate the loss. |
| 4 | Loss of Building | Control/Compensation | Compensate the loss. Grievance regarding the valuation and missing of structure redress in time bound market will and time bound market will and the compensate the loss. |

| 5 | Loss of part of Building | Control/Compensation and Resettlement | Compensate the loss. Case by case approach in resettlement. Eg |
|-------|--|---|--|
| | | | Relaxation in municipal Act etc. |
| | | | Grievance regarding the |
| | | | valuation and missing of |
| | | | structure will |
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| 6 | Loss of | Compensation | Compensate the |
| | structures | | loss. Grievance regarding the |
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| 7 | The state of the s | Compensation | Compensate the loss. Grievance |
| | Part of structure | | regarding the |
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| 0 | T | 0 | bound manner. Rehabilitation. |
| 8 | Loss of Business | Compensation | Joint rehabilitation |
| | Dusiness | | with pooling of |
| | | | compensation and |
| 1-1-1 | | | support with other |
| | | | resources can be |
| 0 | T 6 | Communication (Databilitation and | considered. Rehabilitation and |
| 9 | Loss of employme | Compensation/Rehabilitation and Resettlement. | Resettlement. Case |
| | nt | Resettement. | by case Micro |
| | | | Plans will be |
| | | | developed at the |
| | | | time of relocation. |
| 10. | | Control/Compensate & Control | Compensate lose |
| | trees | | and plant equal number of trees in |
| | | | government lands. |
| 11 | Loss of | Compensate | Compensate the |
| | Parking | | loss. Location |
| | Areas | | based common |
| | | | A COLLEGE |

| | | | parking area/pay and park complexes etc can be considered in resettlement package. |
|----|--|--------------------|--|
| 12 | Loss o access to properties | f Control/Resettle | Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before starting project |
| 13 | Loss of access to sub roads. | Control/Resettle | construction. Prepare a resettlement plan in consultation with Project |
| 14 | Loss of Public amenities like Taxi, Auto stations | Resettlement | Affected people. Resettlement. Prepare resettlement in consultation with trade unions and residence associations. |
| 15 | Loss of drinking water source. | Control | Compensate /Resettle |
| 16 | Loss of essential Amenities | Control | Prepare a resettlement plan in consultation with Project Affected Families |
| 17 | Religious structures | Control/Compensate | Compensate/Reset tle |
| 18 | Loss of Cultural properties | Control/Compensate | Compensate/Reset tle |
| | | | 1/2/00/24/4/ |

| 19 | Loss of community properties | Resettle | Resettle |
|-----|--------------------------------------|----------|---|
| 20 | Loss of Governmen t Properties | Resettle | Resettle. |
| 21. | Involved in land acquisition process | Control | Ensure community participation in the whole process and maintain sustainable and efficient communication channels between Requisition and Land acquisition authorities between PAPs |
| 22. | Grievance | Control | Functional grievance redressal committee at village and district level. |

Table 7.1

7.2 Measures those are included in the terms of Rehabilitation and Resettlement

The requisition authority acquired thousands of acre land by developing effective compensation packages. In the proposed project a community asset is going to be affected i.e. the irrigation canal. Resettlement of the canal use and its ownership by the community will get the priority while planning the mitigation.

7.3 Measures that the Requiring Body has stated it will introduce in the Project Proposal

Not Applicable

7.4 Alterations to project design and additional measures that may be required to address the extent and intensity of impacts across various groups as identified during the Social Impact Assessment Process.

Not Applicable



7.5 Detailed Mitigation Plan

| Dotantial Impact | D 111 / | V 19 319 6 | T | | |
|---|-----------|------------|-----------|------------|------------|
| Potential Impact | Positive/ | Likelihood | Magnitude | Pre- | Post - |
| | Negative | | | Mitigation | Mitigation |
| | | | | Level of | Level of |
| | | | | Impact | Impact |
| Loss of Residence | Negative | Possible | Major | High | Medium/Low |
| Loss of part of residence | Negative | Possible | Minor | High | Medium |
| Loss of land | Negative | Possible | Minor | Medium | Low |
| Loss of Building | Negative | Possible | Major | High | Medium/Low |
| Loss of part of Building | Negative | Possible | Major | High | Medium |
| Loss of structures | Negative | Possible | Minor | Minimum | Low |
| Loss of Part of structure | Negative | Possible | Minor | Medium | Low |
| Loss of Business | Negative | Possible | Major | Minimum | Low |
| Loss of employment | Negative | Possible | Moderate | Minimum | Low |
| Loss of Parking Areas | Negative | Possible | Major | High | Medium |
| Loss of access to properties | Negative | Possible | Major | High | Low |
| Loss of trees | Negative | Possible | Minor | Minimum | Low |
| Loss of access to sub roads. | Negative | Possible | Low | Minimum | Low |
| Loss of Public amenities like Taxi, Auto stations | Negative | Possible | Low | Minimum | Low |
| Loss of drinking water source. | Negative | Possible | Low | Medium | Medium |
| Loss of essential Amenities | Negative | Possible | Low | Minimum | Minimum |
| Loss of Religious structures | Negative | Possible | Low | Minimum | Minimum |
| Loss of Cultural properties | Negative | Possible | Low | Minimum | Minimum |

| Loss of community | Negative | Possible | Low | Minimum | Minimum |
|---|----------|----------|----------|---------|---------|
| properties | | 9 | | | |
| Loss of Government Properties | Negative | Possible | Low | Minimum | Minimum |
| Restriction on the productive use of remaining land. | Negative | Possible | High | Medium | Medium |
| Bit land remaining | Negative | Possible | High | Medium | Minimum |
| Shifted from Relatives and Neighbors | Negative | Possible | Moderate | Maximum | Medium |
| Land Value | Positive | Possible | Moderate | Medium | Minimum |
| Health | Positive | Possible | Moderate | Medium | Minimum |
| Noise and dust pollution related to Construction excavations. | Negative | Possible | High | Maximum | Medium |
| Increased irritation especially in the directly affected communities, which may cause social distress and reaction against the project. | Negative | Possible | Moderate | Medium | Minimum |
| Community ambience | Positive | Possible | Low | Minimum | Minimum |
| Community Identity | Positive | Possible | Low | Minimum | Minimum |
| Esthetic and cultural character | Positive | Possible | Low | Minimum | Minimum |
| Involved in land | Positive | Possible | Low | Minimum | Low |
| acquisition process | | | | | |

Table 7.2



CHAPTER 8 SOCIAL IMPACT MANAGEMENT PLAN AND INSTITUTIONAL FRAMEWORK

8.1- Institutional structure for key personal

| Key persons responsible for mitigation | Role in mitigation Compensation & Grievance redress | |
|--|--|--|
| District Collector | | |
| Deputy Collector (L.A) | Compensation | |
| Special Thahasildar | Compensation | |
| District Forest Officer | Compensation measurement for trees | |
| Requisition Authority | Resettlement of access and structure valuation | |

Table 8.1



CHAPTER 9 SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF MITIGATION

9.1 Costs of all resettlement and rehabilitation costs

Not Applicable

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with breakup

Not Applicable



CHAPTER 10 SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATION

10.1. Key Monitory and Evaluating Indicators

- Participation of TH in DLPC meeting
- Number of direct purchase happened.
- Methodology of fixing compensation
- Formation of Grievance Redressal Committee
- Time span of completion of La

10.2. Reporting mechanisms and monitoring roles

Not Applicable

10.3. Plan of Independent Evaluation

Not Applicable



CHAPTER 11

ANALYSIS OF COSTS AND BENEFITS ANDRECOMMENDATION ON ACQUISITION

Since no economically vulnerable title holders identified as project affected in the area the impact of the project seems to be moderate. Maximum total 2.8602 hectares of land is required from both sides of the Palarivattom-INFO Park road which passing through Edappally South, Vazhakkala and Kakkananu villages for the proposed project of Widening of existing road from Palarivattom to INFO Park, Kakkanad as a Preparatory work of Metro Rail extension from JLN Stadium to INFO Park, Kakkanad. For this requirement of land, some people will have to leave their place and relocate. 47 front shops will have to be removed from there and the vendors and Auto & Taxi drivers will need to relocate at some other place. Three hundred and sixty two (362) Title Holders and Two hundred and fifty seven (257) Non-Title Holders are identified as project affected through social survey. Total displacement of TH and NTH identified as Sixteen (16) and Thrirty six (36) respectively. The affected NTHs are further categorized and found that 15 are severely affected (50 % <) and others are affected (30 % <) with moderate impact. Only 9% of THs is holding ancestral property in the affected area. About 51% of THs are owned the land in the project area after 1988 (30yrs >). The project area is one of the major commercial areas of the Kochi city spreading across Kochi Corporation and Trikakkara Municipal Corporation. The proposed twelve kilometer road widening will mainly affect the commercial establishments of the area.

The road widening and extension of metro rail to INFO Park area will reduce travel time and ease traffic jams in civil line road because road from Palarivattom to Infopark is going to be widen and many junctions will be developed at possible sites. The road widening and establishing of metro rail will reduce the risk of accidents because this area is accident prone area. With no traffic jams in civil line road will improve the access of public to district headquarters and Special economic zone like Info-Park. The project will not have any significant adverse impact on the existing residential area. There will be 10-12 of the Title Holders has loss or damage to their livelihood. All the stakeholders who will be displaced by the project will be reasonably prepared for their relocation. Because the number is so small Government can develop special rehabilitation package and mitigate the impact. There will be no adverse impact on health of local people. The pollution levels are likely to reduce with congestion free flow of traffic once the road is widened. The only concern however remains the duration during which the road-widening will be under process. With the participation and support of civil society organizations like residence association, organized Trade associations and Trade Unions Government can plan strategies to

mitigate this issue. Another major impact noticed is the impact on access of both Tittle Holders and Non-Title Holders. Requisition agency will study the issue well advanced and incorporated the resettlement plan in the detailed and final project report. Each PAPs will be well informed about their access resettlement plan in advance of the construction started so that they can do many voluntary efforts like modified the frontage etc to avoid business loss. Many of the Local people have welcomed the project as it will upgrade the traffic system, reduce risks of accidents, diminish traffic problem improve access to important destinations.

Since they own the land in the side of an important public road with a calculated risk of widening of the road and other development initiative, they were mentally prepared to face the consequences of the acquisition of land whenever required by the govt.

Moderate adverse impacts are identified such as five residential houses displaced and 47 shopkeepers and 10 vendors will have to relocate and leave their shops. Local people who are working as workers in these shops will find their jobs if their establishments will relocate in faraway places. Felling of trees will lead to major loss of tree cover. The negative impacts which were found were the displacement of five residential houses, 13 partially affected residence, loss of frontage and parking areas, loss of present access, removal of shops, replacement of shopkeepers and vendors, loss of drinking water sources, environment impact due to cutting trees etc.

After careful examination of various positive and negative impacts it has been found that the proposed project would be beneficial for local community at large and the traffic system of the city of Kochi. The positive outcomes of the proposed plan of road widening and extending the metro rail to Info Park far outweigh the possible negative impacts.

Resettlement of the access will get the priority while planning mitigation. The affected title holders are aware about the importance of the project and willing to surrender their land if an acceptable mitigation plan is implemented. No visible impact noticed in Lifestyle, Culture and Quality of life, Cohesion and Health of Title Holders and Community in the project area due to the project.

The residents in the project area are organized under residence association and shop owners have their organizations like Vapari Vyavasayi Ekopana Samithi and Vapari Vapasayi Association. The squatter merchants their own organization called petty shop owners association. These organizations are strong enough to bargain for the rights of their members and actively involved in addressing the grievance of the project affected people. District administration is having better rapport with all these organizations. This will already formulate a supportive environment to mitigate the impact through

participatory rehabilitation and resettlement strategies. These organizations are also supporting Government in channelizing communication regarding the project. Strengthening the communication, involvement and collaboration of these organizations in the land acquisition and project implementation will further strengthening the mitigation efforts of Government.

Since several small business establishments are affected by the project Government can plan out collective rehabilitation strategies and minimize the impact and ensure sustainability and better cost benefit in the rehabilitation and resettlement.

Several roads are crossing or joining in the proposed widening road. Development of these roads and its bell mouths will reduce traffic jams during construction of the project.

The Edapally Thodu is crossing the project road at Chembumukku. Free flow of the thodu will be ensured during and after the project. This is a public demand received from people's representatives and public during the study.

Special resettlement packages will be formulated for those who have partially affected buildings, losers of parking area and bit land holders.

A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation. A comprehensive plan to protect the drinking water sources coming under the acquisition area will also reduce the impact. Acquisition

The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. Considering the public importance and interest the project is an inevitable need and the project is able to address the social impact of the project. Therefore the project has to be implemented.

The proposed acquisition does serve public purpose. There was an overwhelming consensus among people, people' representatives, residents associations, trade associations too with regard to the benefits accruing due to the proposed project.

Annexures

- 1. Project Location Map
- 2. List of PAFs.
- 3. Gazette Notification regarding SIA study.
- 4. Photographs Field Investigation



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PHOTO GALLERY

DISCUSSION WITH DEPUTY COLLECTOR L. A. METRO



DISCUSSION WITH MLA





FIELD INVESTIGATION WITH REVENUE TEAM



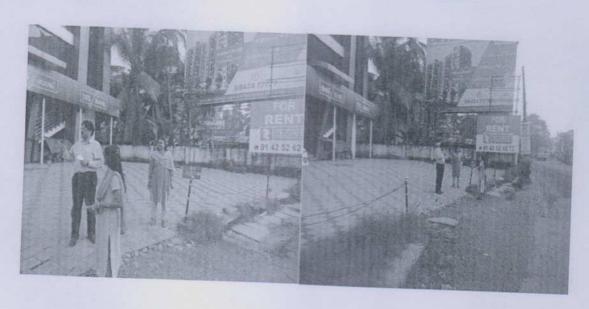
ORIENTATION TO SURVEY TEAM



PRIMARY DISCUSSION - DEPUTY COLLECTOR & VYAPARI VYAVASAYI LEADERS WITH SURVEY TEAM



FIELD IDENTIFICATION VISIT BY SIA TEAM



DISCUSSION WITH AFFECTED HOUSE OWNERS BY SIA TEAM



DISCUSSION WITH LOCAL BODY LEADERSS



SOCIAL SURVEY AND DATA COLLECTION



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MEETING OF RESIDENCE ASSSOCIATION LEADERS, LOCAL BODY LEADERS, PALARIVATTOM



AFFECTED BUILDINGS



MEETING WITH VYAPARI VYAVASAYI ASSOCIATION VAZHAKKALA





MEETING WITH VYAPARI VYAVASAYI ASSOCIATION CHEMPUMUKKU





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| | | 132/1 A |
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| | വെണ്ണല ഹൈസ്കൂൾ റോഡ്, വെണ്ണല | |
| 6 | പീറ്റർ ജോസ് | 132/3 A-1. |
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| 7 | പോൾ എ തെക്കേക്കര ഹൗസ്, സിവിൽ ലൈൻ റോഡ്, പാലാരിവട്ടം | 132/4 |
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| 27 | എ.ജെ. ജേക്കബ്. അറയ്ക്കപറമ്പിൽ, പവർലിംഗ് റോഡ്, പാലാരിവട്ടം. കൊച്ചി. | 131/8/3 |
| 28 | ഭാരതി അമ്മാൾ, ചിത്ര ശശിധരൻ, കല്യാൺ ഹൗസ്, എം.കെ.കെ. നഗർ, സിവിൽ ലൈൻ റോഡ്, കൊച്ചി | 131/8/3 |
| 29 | വിജയകുമാരി, വിജീഷ്, വിനീഷ്, ചാത്തോത്ത് വിജയവിഹാർ, സിവിൽ ലൈൻ റോഡ്, കൊച്ചിൻ - 24. | 131/8/3 |
| 30 | ശശിധരൻ മേനോൻ , കളവത്ത് ഹൗസ് സിവിൽലൈൻ റോഡ്, കൊച്ചി | 131/8/3 |
| 31 | സുനിൽ കുമാർ, കളവത്ത്, ബി.എസ്.എൻ, എൽ ഓഫീസിന് എതിർ വശം, പാലാരി വട്ടം | 131/8 |
| 32 | പുന്നൻ ഫിലിപ്പ്. പുഷ്പ മംഗംലം, കാക്കനാട് റോഡ്. പാലാരിവട്ടം | 131/7 A1 131/7 B1 |
| 33 | എൻ.ജെ. ജോയ്, ഷൈല ജോയ്, കിരൺ ജോയ്, ക്രിസ്റ്റിന ജോയ് , നെടി യത്തറൽ, കളവത്ത് | 131/7 A 131/7 B |
| 34 | എം.എ.പയസ്, മുല്ലേപറമ്പിൽ,സിവിൽലൈൻ റോഡ്, കൊച്ചി | 131/7 B |
| 35 | ഇന്ദിര ചാക്കോ, 32/23,27, ന്യൂ കലവത്ത് റോഡ്, പാലാരിവട്ടം. | 131/7B |
| 36 | മേരി ചെറിയാൻ (സ്പെഷ്യൽ ലേർണിംഗ് സെന്റർ) 40/1735, പുലിൻതിട്ട, സിവിൽലൈൻ റോഡ്, കൊച്ചി | 130/1A 131/7B |
| 37 | റോസ്ലി കുര്യൻ ഐപ്, വെള്ളുർക ത്തിൽ (H), സിവിൽ ലൈൻ റോഡ് | 257/2 |
| 38 | കെ.കെ. പരമേശ്വരൻ കളവത്ത് തു ിയിൽ, സിവിൽ ലൈൻ റോഡ്, പാലാരിവട്ടം | 130/1A 130/1B |
| 39 | റ്റി.കെ. കമ്യദീൻ (ഗ്രീൻലാന്റ് ഹൈറ്റ്സ്)) | 130/1A, 130/1 A1 130/1 A2 |
| 40 | സച്ചിദാനന്ദ പൈ, എ. ഗിരിപൈ ഗോൾഡ് E ഡയമ ്സ്, 40/1180 എ. സിവിൽ ലൈൻ റോഡ്, പാലാരിവട്ടം | 130/9 A2 130/9 A3 |
| 41 | ആന്റണി കുര്യൻ, ഞാവള്ളിൽ ഹൗസ്, സിവിൽ ലൈൻ റോഡ്. | 130/19A, 130/19B |
| 42 | Late ഡോ. പീറ്റർ ജോൺ ട ആനി ജോൺ കോടിയിൽ (H) | 130/19A, 130/19B |
| 43 | ടോണോ തോമസ്, 12 എ. എക്സ്പ്രസ്സ് എസ്റ്റേറ്റ്, കലൂർ- 17 | 130/19A, 130/19B |
| 44 | Late. ക്യാപ്റ്റൻ റ്റി.പി. ജോൺ, ലിസ്സി ജോൺ, തൊഴുപ്പാടൻ ഹൗസ്. സിവിൽലൈൻ റോഡ് | 128/16 |
| 45 | ജീജാ വസന്തൻ, ജെ.വി. ഹൗസ് | 128/16 |
| 46 | കാസിം റഹീം, സലാമത്ത് മഹൽ, എസ്.ആർ.എം. റോഡ്, പീടിയേക്കൽ ലൈൻ, കലൂർ | |
| | | |

| 48 | അഹമാദ് അലി, പറഷൂർ. മൂർഖത്ത് ഹൗസ്, പുന്നത്തറ പി.ഒ. വെട്ടിച്ചിറ, ആഭവനാട് റോഡ്, മലഷുറം | 128/11A |
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| 49 | ബേബി വി.ജി., വേലിക്കകത്ത് ഹൗസ് പാടിവട്ടം, ഇടപ്പള്ളി | 128/11 |
| 50 | ഡോ. ഗോപിനാഥൻ, ഡോ. ആനന്ദ് ഗോപിനാദ് വൻകരാത്, സിവിൽലൈൻ റോഡ്, പാലാരിവട്ടം, ഇടപ്പള്ളി | 128/11 A |
| 51 | എം.എം.പരീത്, മാനാത്ത് കുറ്റിക്കാട്ട്, ചെമ്പ് മുക്ക് | 185/9 |
| 52 | റഫീഖ് കുഞ്ഞാലി 6 റിയാസ് കുഞ്ഞാലി കടവ ിൽ ഹൗസ്, തെക്കുംഭാഗം, തൃഷ്യൂണിത്തറ | 185/10 |
| 53 | മുഹമ്മദ് നൗഫൽ കെ. കാണിപ്പൊയ്യിൽ, പുത്തൂർ പി.ഒ. പാനൂർ, കണ്ണൂർ | 185/10 |
| 54 | ജോബി ജോസഫ്, കീഴ്ഷള്ളിൽ, ചെമ്പുമുക് | 185/10 |
| 55 | കെ.റ്റി. ജേക്കബ്, കറ്റീത്തറ ഹൗസ്, തൃക്കാകര പി.ഒ | 185/14 |
| 56 | വർഗ്ഗീസ് കെ.വി. കുഴിപ്പിള്ളിയിൽ, വാഴക്കാല | 185/11 |
| 57 | കെ.വി.ജോസഫ്, കീഴ്പ്പള്ളിയിൽ, ചെമ്പ് മുക്ക്, വാഴക്കാല | 185/13 |
| 58 | വാഴക്കാല വില്ലേജിൽ ചെറുമറ്റപ്പുഴ കരയിൽ മാനത്തു മരയ്ക്കാർ മകൻ പരീത് | 185/9 |
| 59 | ടി കരയിൽ കിഴുപ്പാണിയിൽ ജോസഫിന്റെ മകൻ ജോയി | 185/10 |
| 60 | ഇടപ്പള്ളി തെക്കുംഭാഗം പകുതി പാലാരിവട്ടം കരയിൽ മാംഭോനപള്ളി കാര്യത്തിലേയ്ക്ക് | 185/11 185/13, 183/3 |
| 61 | വാഴക്കാല വില്ലേജ് പുതുഷള്ളി കരയിൽ കാട്ടിത്തറ വീട്ടിൽ കെ.വി.തോമസ് മകൻ കെ.ജെ.ജേക്കബ് | 185/14 |
| 62 | വാഴക്കാല വില്ലേജ് ചെറുമറ്റപുഴ കരയിൽ പെരിങ്ങാട്ടു | 204/5 |
| 63 | എളംകുളം വില്ലേജ് കലൂർ ദേശത്ത് ഇലഞ്ഞേരി വീട്ടിൽ നിന്നും വാഴക്കാല വില്ലേജ്, ചെറുമറ്റപുഴ കരയിൽ ഇലഞ്ഞേൽ റോഡ് ഗാർഡൻസിൽ ,ജോർജ് മകൻ ക്ലീറ്റസ് | 204/6 |
| 64 | എറണാകുളം വില്ലേജ് തൃക്കണാർവട്ടം ദേശത്ത് ലിസി ഹോസ്പിറ്റൽ ക്വാർട്ടേഴ്സിൽ നിന്നും പെരുമാനൂർ കരയിൽ തെക്കെവള്ളിക്കരയിൽ കൈരളി അഷാർട്ട്മെന്റ് ഫ്ളാറ്റ് നമ്പർ 47 ൽ താമസിക്കും മൂഴിയ തെക്കെ മേരൂർ കുര്യാക്കോസ് മകൻ ഡോ.എം.കെ.ജെയിംസ്. | 204/7 |
| 65 | ചെറുമറ്റപുഴകരയിൽ വാഴക്കാല അഹമ്മദ് മകൻ കൊച്ചുണ്ണി, ടിയാൻ ഭാര്യ മഠത്തിപ്പറമ്പിൽ കാതിരു മകൾ നബീസ | 204/10 |
| 66 | വർഗ്ഗീസ് മാത്യു, കുഴിപ്പറമ്പിൽ ഹൗസ്, തൃകാക്കര പി.ഒ | 204/18 |
| 67 | പി.സി. സേവ്യർ, പെരീങ്ങാട്ടുർ, ചെമ്പമുക്ക് | |
| 68 | ഫ്രാൻസീസ് റ്റി.ജി., ജോസഫ് റ്റോമി റ്റി.ജി., ജോൺറ്റി.ജി ജോർജ്ജ് പൈസ് | 204/5 |
| 69 | സുനിൽ ക്ലീറ്റസ്, എലൻഞ്ചേരിൽ (H), റോസ് ഗാർഡൻസ് | 204/6 |
| 70 | ഡോ. ജെയിംസ്, | 204/6 |
| 71 | വി.കെ. സലിം, വാഴക്കാല ഹൗസ്, ചെമ്പുമുക്ക്. തൃക്കാകര പി.ഒ | 204/10 |
| 72 | ഇക്ബാൽ, വാഴക്കാല ഹൗസ്, വാഴക്കാല | 204/10, 205/2 |
| | A CONTRACTOR OF THE CONTRACTOR | |

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| | ഷാജുഹാൻ, നബിൽ മുഹമ്മദ് പി. മുബിൻ മുഹമ്മദ് പി, ബി-15, ഓർക്കിഡ് മെഡോ, അത്താണി, കുസുമഗിരി പി.ഒ, കാക്കനാട് | 205/3 |
| 74 | സജി നാരായണൻ,ബിന്ദു സജീവ്.മു യ്ക്കൽ,നെടുക ം | 205/4 |
| 75 | ജെയിംസ് | 205/20 |
| 76 | സെക്രട്ടറി, അയ്യനാട് സർവ്വീസ് കോ-ഓഷറേറ്റീവ് ബാങ്ക് ലിമിറ്റഡ് സിവിലൈൻ റോഡ്, ചെമ്പമുക്ക് | 205/14 |
| 77 | എം.കെ. സെബാസ്റ്റ്യൻ, മതിലകത്തിൽ , തുരുഭത്തൽ പറമ്പ്, വാഴക്കാല | 206/5 |
| 78 | ഡോ. കെ.ജി. ജോൺസൺ, കുറ്റിത്തറയിൽ, തൃക്കാക്കര പി.ഒ. വാഴക്കാല | 206/4 |
| 79 | സനു വി.എസ്., വേണാട്ട് ഹൗസ്, നിയർ ക്ഷാലികാവ് ടെബിൾ, ഏരൂർ പി. ഒ., തൃഷൂണിത്തറ | 206/6 |
| 80 | എൻ.ജെ. മത്തായി , നേരേവീട്ടിൽ ഹൗസ്, നിയർ മേരി മാതാ, തൃക്കാക്കര പി.ഒ. | 206/6 |
| 81 | ഷമീർ കെ.എം, അബ്ദുൾ കരീം പി.പി. പയ്യാറ്റിൻ ഹൗസ്, കീത്തക്കേരി , അമ്മു സാഹിസ് ലൈൻ, ദേശാഭിമാനി റോഡ്, കലൂർ | 206/7 |
| 82 | ഇുമീല വി.എ., കളപുരയ്ക്കൽ ഹൗസ്, മൂലേഷാടം റോഡ്, വാഴക്കാല, | 206/19 |
| 83 | ചെറുമറ്റപുഴകരയിൽ കൈത്തേലി, മറ്റപുരയിടത്തിൽ താമസിക്കും വാഴക്കാല അഹമ്മദ് മകൻ കൊച്ചുണ്ണി, ടിയാൻ ഭാര്യ നബീസ | 205/2 |
| 84 | കാക്കനാട് കരമാനത്തുകുറ്റിക്കാട്ട് പരിയത് മകൾ മുഹമ്മദ് അബ്ദുൾ റഹിമാൻ, വാഴക്കാല കൊച്ചുണ്ണി ഭാര്യ നബീസ, ടിയിൽ കുട്ടി മകൾ പാത്തു | 205/3 |
| 85 | ചെറുകരയിൽ പറയനിപ്പാടത്തു താമസിക്കും വാഴക്കാല ചാക്കോ മകൻ മിതിയൻ ചെറുമറ്റപ്പുഴക്കര തെക്കേ കോക്കോളി വാഴക്കാല മക്കാറ് അഹമ്മദ് | 205/4 |
| 86 | ജോളി ജോൺ, ജോളി വില്ല 34/583, കൊച്ചിൻ - 24 | 126/5 |
| 87 | കെ.എ. പത്മകുമാർ | 127/8A, 127/8A1 |
| 88 | വിനോദ്, മാനസി, മനോജ്,ബിസ്മി, വെളിയത്ത് സിവിൽ ലൈൻ റോഡ്, പാലാരി വട്ടം | 126/6 |
| 89 | തോമസ് ജോർജ്, 33/2171 ബി, എം.കെ. കെ. നഗർ റോഡ, വെണ്ണല, ബൈപാസ് ജംഗ്ഷൻ , സിവിൽസ് ലൈൻ റോഡ് കൊച്ചിൻ 28 | 127/8 A |
| 90 | വി.കെ,സുരേഷ്ബാബു, വെളിയത്ത് ഹൗസ്, പാടിവട്ടം | 126/6 |
| 91 | രൻജിത്ത്, ഉഷ രഞ്ചൻ, രജ്ജിഷ ഹൗസ്, പാടിവട്ടം | 256/3 |
| 92 | എൽദോ ഏലിയാസ്, കിഴക്കേടത്ത്, തെങ്ങോട് പി.ഒ, കാക്കനാട് | 256/3 |
| 93 | സെക്രട്ടറി. ഗാർഡൻ കോർട്ട് അപ്പാർട്ട്മെന്റ്, ആലിൻചുവട് | 126/15 B,124/ B-2-3 |
| 94 | കേതൻ ഷ, ദിസ് ജീവത് വിർച്ചന്റ്. ലീസിംഗ് ട ഇൻവെസ്റ്റ്മേന്റ് കമ്പനി പ്രൈവറ്റ് ലിമിറ്റഡ് | 124/8/2/2 |
| 95 | ഡയറക്ടർ, പാസ്റ്ററൽ ഓറിയന്റേഷൻ സെന്റർ, പാലാരി വട്ടം | 127/7,126/17C 126/17D, 126/17 E |
| 96 | സന്തോഷ്,കൊടുവേലിൽ(ഹൗസ്).ഇടപ്പള്ളി പി.ഒ,കൊച്ചിൻ-24 | 124/8/2/2, 124/8/2/1 |
| 97 | സജീവ്, കൊടുവേലിൽ (ഹൗസ്), ഇടപ്പള്ളി പി.ഒ, കൊച്ചിൻ -24 | 124/8/2/2 |
| 98 | വി,ബി ഫ്രാൻസിസ്, വില്ലനശ്ശേരി(ഹൗസ്), വില്ലനശ്ശേരി പി.ഒ, കൊച്ചിൻ - 28 | 126/17L |
| | രാജൻ കെ.ആർ, കൊടുവേലിൽ (ഹൗസ്), ഇടപ്പള്ളി പി.ഒ. പാലാരിവട്ടം | 124/8/2/1 |
| 99 | | |
| 99 | പൈലി. വെച്ചിക്കാട്ട് , വെണ്ണല പി.ഒ. കൊച്ചി - 28 വലീയകത്ത് ഇബ്രാഹീംകുട്ടി, അബ്ദുൾ സലീംവലീയകത്ത് ഹൗസ്, ചുളുർ | 126/17 L 124/-8/2-1 |

| 102 | ശാരദാമ്മ, ലക്ഷ്മി വിഹാർ, ആലിൻചുവട് | 126/17 A.126/17 B |
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| 103 | വിനോദ് കുമാർ, ഹോട്ടൽ ആനന്ദാസ് | 126/17 |
| 104 | ബിൻസി ആന്റണി, കൂലിയത്ത് ബിൽഡിംഗ് | 126/17 |
| 105 | സെക്രട്ടറി, എസ്.എൻ.ഡി.പി യോഗം നം. | 126/17 |
| 106 | സജീവൻ | 126/17 |
| 107 | വർഗ്ഗീസ് | 126/17 |
| 108 | കെ.എൻ സുധാകരൻ, വിവേക് ബുക്ക് സെന്റർ ബേക്കൻ | 124/9 |
| | ഇടപ്പള്ളി പി.ഒ. പാലാരിവട്ടം | 1.7 |
| 109 | വി.ജി.വത്സല. മുട്ടുരുത്തിൽ ഹൗസ്, വെണ്ണല പി.ഒ | 126/17 |
| | ആലിൻച്ചുവട് , വെണ്ണല പി.ഒ, കൊച്ചി 28 | |
| 110 | സാജൻ കെ.എസ്, കൂഞ്ഞത്തു ഹൗസ്, പാടിവട്ടം, ഇടപ്പള്ളി | 124/9 |
| 111 | ഡോ.റ്റി.എ അലക്സാ ർ | 124/4/1 |
| | തോടുംമുക്കത്ത് ഹൗസ്, നിലമ്പത്തിന്നാംമുകൾ | 124/4 |
| 110 | രാജഗിരി വാലാ പി.ഒ | |
| 112 | എം.എൻ നന്ദൻ. മുട്ടുരുത്തിൽ ഹൗസ്, വെണ്ണല പി.ഒ | 126/17A |
| 113 | പി.കെ ബാവ | 124/4 |
| 211 | എച്ച്ബിസ് സ്ക്രാപ്പ് അയൺ മെർച്ചന്റ്സ് , വെണ്ണലപി.ഒ, കൊച്ചി - 28 കെ.എസ് വിജയൻ.കുന്നുംപിള്ളി ഹൗസ്,സി/34/378,പാടിവട്ടം | 101/4 |
| 114 | | 124/4 |
| 115 | രാജേശ്വരി, ഇറമാത്ത് ഹൗസ്, പാടിവട്ടം | 124/5-2 |
| 116 | വിജയകുമാർ പിള്ള, കല്ലുപറമ്പിൽ ഹൗസ്, സിവിൽലെൻ റോഡ്, പാലാരി | 121/3/1 |
| 117 | വട്ടം, കൊച്ചി ചി.ജി.വർഗ്ഗീസ്, അനിത മാത്യു, സഭാലയം, സാറ്റലൈറ്റ് ക്രോസ് റോഡ്, | 121/2 2 |
| 11/ | പടമുനൾ | 121/3-3 |
| 118 | ജോസഫ് തോമസ്റ്റ്, റൂബി തോമസ്റ് | 121/3-3 |
| 119 | സാം മാത്യു, 32/1386 ഡി. മാമ്മൂട്ടിൽ, പൈപ് ലൈൻ റോഡ്, പാലാരിവട്ടം | 121/3-3 |
| 120 | ജോസഫ് ഫിലിഷ്, മനയത്ത്, റെക്ക എൻഡേവ് | 121/4 |
| 120 | പടമുഗൾ, കാക്കനാഡ് | 121/4 |
| 121 | രാമചന്ദ്രൻ, ചിറക്കേതു ിയിൽ | 121/3 |
| 122 | മാത്യൂസ് പി മാണി, പാലകാട്ട്, ചോറ്റാനിക്കര | 121/4 |
| 123 | ഷാനി ൽ.ഡി, ഷിബു.ഡി, കളത്തിൽ ഹൗസ്, പാടിവട്ടം | |
| 124 | വർഗ്ഗീസ് എബ്രാഹം, കൊച്ചരിക്കുന്നിൽ | |
| | നേതാജി റോഡ്, കൊടുവത്തറ റോഡ്, പാലാരിവട്ടം | |
| 125 | അബ്ദ്ദുൾ മനാഫ്, താഴ്വകത്ത് | 120/1- C |
| 126 | അബ്ദ്ദുൾ അസീസ്റ്റ്, പാലിയ താഴത്ത്, പി.ബി.കെ. മെയിൻ റോഡ്, വാഴ ക്കാല | 120/16 |
| 127 | വിവേക് ഡാൻ ഈഷൻ, ജോസഫ് ഈഷൻ, പടവുപുരയ്ക്കൽ, അറുനൂറ്റി | 119/2A1 |
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| 128 | ഡോ.റ്റോണി, തെങ്കേക്കര, തെങ്കേക്കര ഹൗസ് | 120/2A, 120/2 B, 19/2A |
| 129 | ജോയി സി.ആർ, മേവട്ടാത്ത് ഹൗസ്, പാടിവട്ടം, ഇടപ്പള്ളി പി.ഒ. കൊച്ചി -24 | 119/2A |
| 130 | ജോസഫ് വി.സി. വട്ടത്തിൽ, പാലാരിവട്ടം, ഇടപ്പള്ളി പി.ഒ. കൊച്ചി - 24 | |
| 131 | സ്നേഹ നിലയം കോൺവെന്റ്, സെന്റ് ചൈകിൾസ് ചർച്ച് , ചെമ്പുദുക്ക് | 31/214, 31/215 31/216, 31/217 |
| 132 | സാബു ജോസഫ് നിരഷുകാട്ടിൽ , ചെമ്പുമുക്ക്, കാക്കനാട് | 2/1 |
| 133 | ഡോ.സാബു റ്റി ജോർഇജ്, അമ്പാട്ട് ഓട്ടോ സെന്റേഴ്സ് | 2/1 |
| | ചെമ്പുമുക്ക്, കാക്കനാട് (ചി.ഒ) | |
| 134 | തോമസ്സ് മാത്യു, ഷിബു തോമസ്സ് മാത്യു. ഷിജു <mark>തോമസ്സ് മാത്യു, കേർ ത്തേട</mark> ത്ത്, പുതിയകാവ് മാവേലിക്കര | 19/2 |
| | ¥ The state of the | |

| | അജിത് തോമസ്, പ്ലാഷാറ ഹൗസ്, ആമല്ലൂർ, | 19/2 |
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| 126 | മഞ്ഞാടി പി.ഒ, തിരുവല്ല ആന്റണി ഷിജു, വെട്ടിക്കാട്ട്. തൃക്കാക്കര പി.ഒ, ചെമ്പുമുക്ക് | 183/2 |
| 136 | കെ.എ.ലൈല. ഫസ്സു എ.എ., ഷാജി എ.എ. ഷബീർ എ.എ. ആഞ്ഞിക്കാട്. | |
| 137 | ഒത്ത് പള്ളി റോഡ്, വാഴക്കാല | |
| 138 | ജയകുമാർ, പുത്തൻ പുരയ്ക്കൽ, തൃക്കാക്കര പി.ഒ | 183/4 |
| 139 | ജേക്കബ് പി.എബ്രാഹം, പുളിമൂട്ടിൽ, തൃക്കാക്കര | 183/4 |
| 140 | സെക്രട്ടറി. വ്യാപാരഭവൻ ഓഫീസ്, ചെമ്പുമുക്ക് | 183/4 |
| 141 | അജിത് ബാബു ജോസഫ്, കരത്തോട്ടം, ചെമ്പമുക്ക് | 183/4 |
| 142 | റ്റി.എസ് ജോസഫ്, തറമേൽ ഹൗസ്, ചെമ്പ്മുക് | 183/6 |
| | ജോസഫ് പി.എ., പള്ളത്ത് ഹൗസ്, ചെമ്പുമുക്ക് | 183/8 |
| 144 | കാക്കനാട് സെന്റ് ഭാരീസ് ദിഖായേൽ പള്ളി | 180/ |
| 145 | ചെറുമറ്റപുഴക്കരയിൽ വെട്ടിക്കാട്ട് ഔസേഷ് പാഷു | 183/2 |
| | കണിപ്പറമ്പിൽ അലക്സാ ർ ജെർസൺ സറാഫ് | 183/4 |
| | | 183/5 |
| | കരത്തോട്ടത്തിൽ മാത്തുപാപ്പച്ചൻ എന്നു വിളിക്കുന്ന ജോസഫ് | 183/7 |
| 148 | ചെറുമറ്റപ്പുഴകരയിൽ കോന്നുള്ളിപ്പറമ്പിൽ താമസിക്കും വാഴക്കാല | 10377 |
| 1.10 | അഹമദ് പരീത് സാമുവൽ ജോർജ്, ഷെഫിൻ സാമുവൽ, അല്ലി സാമുഒന്റ. കല്ലുങ്കൽ, 43. | 292/6 |
| 149 | ആലപ്പാട്ട് നനർ, കാക്കനാട് - 30 | |
| 150 | സുഹറ വി.എ. തസ്വീർ പി.ച്ച്, താഹാ പി.ച്ച് താഹിറ പി.ച്ച്, പനച്ചിക്കാൽ | 292/4 |
| 150 | ഹൗസ്, തൃകാക്കര പീ.ഒ. വാഴക്കാല | |
| 151 | എ. കെ. ഷംസു, അരിയാറ്റിൻപറമ്പ്, പടനിലത്ത്, ചക്കരപ്പറമ്പ്, തമ്മനം പി.ഒ | 292/4 |
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| 152 | SWIDELL GREENING CONTINUES | 240/8 |
| 1.70 | മോഹൻദാസ് പി.വി., ഉഷസ്സ് ഭവൻ, മാവേലിപുരം, കാക്കനാട് | |
| 153 | മോഹന്ദ്രാസ പ്രവ., ഉപ്പുറ്റ ചെയ്യും വിറിൽ കാരവൻ നാന്തർ | 239/2 |
| 154 | പാലാരിവട്ടം കരയിൽ ശ്രീനിലയം വീട്ടിൽ കേശവൻ നായർ മകൾ തങ്കമണി അമ്മ. | |
| 155 | കാക്കനാട് കരയിൽ പടമുകളത്തു ജമാഅത്ത് പള്ളിവക | 239/3 |
| 155 | ടികരയിൽ തൈക്കൂടത്തിൽ ഇബ്രാഹിംകുട്ടി മകൻ മുഹമ്മദ് കുഞ്ഞ്. | 239/4 |
| 156 | | 239/5 |
| 157 | കാക്കനാട് കര വാഴ്ചകാലയിൽ കളത്തിപറമ്പി മത്തായി ദേവസി ഭാര്യ മേരി, മക്കൾ ചിന്നു. മത്തായി | |
| | മെക്കിൾ ജോസഫ്, ജോർഇജ് | |
| 158 | ഇടപ്പള്ളി സെന്റ് .ജോർഇജ് പള്ളിക്ക് വേ ി വികാരി ഫാദർ | 239/11 |
| 100 | മോസഫ് കാവാലിപ്പാടൻ കൈക്കാരൻമാർ | |
| | ചെറുമുറ്റപ്പുഴക്കരയിൽ നേരേവീട്ടിൽ ജോസഫ് മകൻ | |
| | തോസ്, അമ്പാടു മാത്തു മകൻ ജോസു. | 220112 |
| 159 | കാക്കനാട് കരയിൽ പടമുളത്ത് പറമ്പിൽ കണ്ണകര അയ്യപ്പൻ | 239/12 |
| | ഭാര്യ കാല മക്കൾ, സഹദേവൻ, അംബിക, ലീല, ശാന്ത. | |
| | ബോസ്, രമ, രതി, രാജി. | 239/11, 43/2 |
| 160 | സെന്റ് ജോസഫ് ചർച്ച് | |
| 161 | തങ്കുമ ഇയശ്രീ, രാജശ്രീ, ജ്യോതിശ്രീ,പുജ, ശാരദ, മേഘ, 32/1060,രാഘവീ | 57/7-3, 59/3 |
| | യം,പീ.എ.ആർ.സീ.കളവത്ത്റോഡ്,പാലാരിവട്ടം | 59/3-2-1 |
| 162 | എം.പി.ഹനീഫ, ഉഴുനേലിൽ ഹൗസ്, മൂലേപാടം റോഡ്, എം.ആർ.ആർ.എ- | 239/5 |
| 1020 | 220, വാഴ്യക്കാല, കാക്കനാട് | |
| 163 | മഹല്ലെ മുസ്ലീം ജമാഅത്ത് , പടമുഗൾ, തൃക്കകര പി.ഒ. | 57/7 |
| 100 | റ്റി.ഇ. മുഹമ്മദ് കുഞ്ഞ് , തൈക്കുട്ടത്തിൽ, വാഴക്കാല | 239/4 |

| 165 | | 239/4 |
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| 166 | പരീത് പിള്ള, മൂലയിൽ ഹൗസ്, വാഴ്യക്കാല, കാക്കനാട് | 57/5-2,56/6-2,56/6-1 |
| 167 | കെ.അബ്ദുൽഖാദർ, കളപ്പുരയ്ക്കൽ, വാഴക്കാല, കാക്കനാട് | 209/8, 208/6 |
| 168 | മുഹമാദ് നൗഷാദ്, മുഹമാദ് അൻവർ അലികുഞ്ഞ് കെ.എം, കളപ്പുര യ്ക്കൽ, വാഴ്ചകാല | 208/7, 209/4, 208/5 |
| 169 | നായരമ്പലം വില്ലേജ് ടി മുറിയിൽ വട്ടത്തറ കൂരൻ ജോസഫ് ഭാര്യ ത്രേസ്യ | 236/5 |
| 170 | കാക്കനാട്ടുകരയിൽ തൈക്കൂട്ടത്തിൽ മൂസ ഇബ്രാഹിം മകൻ ഷംസുദ്ദീൻ മുഹമ്മദ് ഹബീബ് | 236/6 |
| 171 | കാക്കനാട്ട് കര വാഴക്കാലയിൽ താമസിക്കും ചെറുതടത്തിൽ അബൂബക്കർ മകൻ അബ്ദുൾഖാദർ | 236/9 |
| 172 | ടിയിൽ അബൂബക്കർ മകൻ മുഹമ്മദ് | 236/10 |
| 173 | ടിയിൽ അബൂബക്കർ മകൻ അലി | 226/11 |
| 174 | മുഹമ്മദ് ബഷീർ, റുഹിയ, അബ്ദുൽ നാസർ, ഇളവക്കാട്ട് കുന്നേൽ. തൃക്കാ കര പി.ഒ. വാഴക്കാല | 236/5 |
| 175 | കാക്കനാട്ട് കര പുത്തൻ പുരയ്ക്കൽ കോശി മകൻ ടോണി കോശി, | 242/4 |
| 176 | തിരുവല്ല താലൂക്ക് കോയിപ്രം വില്ലേജ് പുല്ലാട്ടുമുറിയിൽ നിന്നും. വാഴക്കാല വില്ലേജ് കാക്കനാട് കരയിൽ ആനമല വീട്ടിൽ ഫിലിഷ് മകൻ എം.പി. മാത്യു ടിയാൻ മകൻ സജീവ് മാത്യു. | 242/6 |
| 177 | നാസർ എം.കെ, പീച്ചമ്പള്ളി, തൃക്കാക്കര പി.ഒ, വാഴ്വക്കാല | 209/7 |
| 178 | ജമീലാ എം.എ, ലൈല എം.എ, ആസിദ എം.എ മാളിയേക്കൽ ഭവനം. അരൂർ പി.ഒ | 291/12, 291/13 291/17, 208/2,209/2 |
| 179 | കാക്കനാട്ടുകരയിൽ ചിറ്റേത്തുപറമ്പിൽ താമസം മുളക്കാപ്പിള്ളി കാതിരു മകൻ അബ്ദുൾ റഹിമാൻ | 208/2 |
| | വാഴക്കാല വിഭല്ലജിൽ ചെറുമറ്റപ്പുഴ കരയിൽ കൈതേലിമറ്റപുരയിടത്തിൽ പാർക്കും വാഴക്കാലയിൽ അഹമദ് മകൻ കൊച്ചുണ്ണി | 208/3 |
| | വാഴക്കാല വില്ലേജ്ലിൽ കാക്കനാട്ടുകരയിൽവാഴക്കാല പുരയിടത്തിൽ താമസിക്കും മാഹിത്തു കാത്തുപിള്ള മകൻ നാസ്സർ. | 208/4 |
| | കാക്കനാട്ടുകരയിൽ കളപ്പുരയ്ക്കൽ അലി മകൻ മുഹമ്മദ് | 208/5 |
| | കാക്കനാട്ട് കരയിൽ കളപ്പുരയ്ക്കൽ അലി മകൻ അബ്ദുൾ ഖാദർ | 208/6 |
| | ടിയിൽ മകൻ മുഹമ്മദ് | 208/7 |
| 0 | ഇബ്രാഹീം, എം,കെ., പീച്ചമ്പള്ളിൽ, വാഴ്വകാല പീച്ചമ്പള്ളിൽ ബിൽഡിംഗ്സ് | 209/13, 209/6 |
| 86 | പി. അബ്ദുൽ റഷീദ്, ജോൽസ്യന, കെ.ആർ.എ/II. പി.ബി.കെ ചെയിൻ റോഡ്, വാഴ്യക്കാല | 209/13, 209/6 |
| 87 | മൻ.എ.അലി, നമ്പിലപാടത്ത്, വാഴ്യക്കാല, തൃക്കാകര | |

| 188 | അൽ ഫലാൽ ചാരിറ്റബിൾ ട്രസ്റ്റ് | 206/13, 206/20 |
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| | 220, വാഴക്കാല, കാക്കനാട് | |
| 189 | ആർ.എസ്.ആനന്ദവല്ലി, ശോഭന കെ. എസ്., പ്രീതിയിൽ, വാഴക്കാല | 206/11 |
| 190 | വാഴക്കാല വില്ലേജിൽ ടികരയിൽപിച്ചാംപിള്ളി മരക്കാരുടെ മകൻ കാതിരുപിള്ള | 209/1 |
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| 203 | പി.എം.മുഹമ്മദ്, പുഴക്കര ഹൗസ്, വാഴക്കാല, തൃക്കാക്കര കാക്കനാട്ടുകരയിൽ കുന്നേഷറമ്പിൽ മുസ്തഫ മകൻ മുഹമ്മദ് | 206/10 |
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| 207 | കാക്കനാട്ട് കരയിൽ കളപ്പുരയ്ക്കൽ കെ.കെ.പരീത് ഭാര്യ വി.എ.ജൂമീല | 206/18 |
| 208 | സെന്റ് കുര്യക്കോസ് ചർച്ച്, വാഴക്കാല, കാക്കനാട് | 49/22, 49/14, 49/15 |
| 209 | കരിത്തല ദേശത്ത് പോൾ ഹൗസിലിരിക്കും വടക്കോട് വില്ലേജിൽ, ടി ദേശത്ത് കറുത്തേടത്ത് പൈലി മകൻ പത്രോസ്, ടിയാൻ മകൻ പോൾ. | 49/1 |
| 210 | കോട്ടയം രൂപതയിൽപെട്ട വിസിറ്റേഷൻ കോൺക്രിയേഷനുവേ ി മദർ ജനറൽ | 49/9, 49/13 |
| 211 | കാക്കനാട് കരയിൽ പടമോളത്ത് . അഹമ്മദ് ഇബ്രാഹിം. | 49/14 |
| | കൊച്ചി താലൂക്ക് ഫോർട്ട്കൊച്ചി വില്ലേജ് കൊച്ചി ദേശത്ത് 1/656-ാം നമ്പർ | 49/15 |
| 212 | | 45/15 |
| 212 | വീട്ടിൽ ജോസഫ് മാമ്പിള്ളി മകൻ പോൾ ജേക്കബ് മാമ്പിള്ളി. വിസിറ്റേഷൻ കത്തോലിക് കോൺവെറ്റ് | 49/9 |

| 215 | വി.പി.ജോർഇജ് | 48/5 |
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| 217 | ജീവൻ ജോൺ, രാജു ജോൺ, വീനസ് തോമസ്, ഗോ ശ്രീ, പൂതക്കുഴി, മണിക്കിരി റോഡ്, കൊച്ചിൻ | 45/11 |
| 218 | മുഹമ്മദ് കുഞ്ഞ്, മുഹമ്മദ് ബിൽഡിംഗ് | 12/203- A12/203- B |
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| 219 | റ്റി. ഇ. മുഹമ്മദ് കുഞ്ഞ് , തൈക്കുടം, വാഴ്രകാല | 9/45/22, 44/22 |
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| 220 | സി.ജി. സകുറിയതറയിൽ ബിൽഡിംഗ് | 44/6/17 |
| 221 | കെ.എസ് ഹൈറുന്നീസാ, പുളിക്കൽ | 45/2 |
| 222 | ജോഷി കെ.വി. ക ത്തിൽ | 45/16 |
| 223 | കാക്കനാട്കര നേരേ വീട്ടിൽ കൊച്ചുവറിയത് മകൻ ആന്റണി. | 45/1 |
| 224 | കാക്കനാട്കര ചെറുവള്ളിത്തറയിൽ, സഖറിയ ഭാര്യ ജോളി. | 45/6 |
| 225 | എറണാകുളം കര പെരുമാനൂർ ദേശത്ത് പൂതക്കുഴി ജോൺ ഭാര്യ മേരി. | 45/11 |
| 226 | എറണാകുളം വില്ലേജ് കോവിൽവട്ടം ദേശത്ത് വരാപ്പുഴ അതിരൂപതയ്ക്ക് വേ ി അട്ടിപ്പേറ്റിൽ മാത്യു ജോസഫ് മെത്രാപ്പോലീത്ത. | 45/13 |
| 227 | കാക്കനാട് കര ക ത്തിൽ ജോസഫ്, ഭാര്യ ബെക്സി. | 45/16 |
| 228 | കാക്കനാട് കര ചാലിപ്പറമ്പിൽ താത്തു മകൻ | 45/18 |
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| 229 | കാക്കനാട്കരയിൽ ഇലവുങ്കപറമ്പിൽ, പ്രഭാകരൻ മകൻ നടേശൻ. | 45/21 |
| 230 | കാക്കനാട് കരയിൽ തൈക്കൂട്ടത്തിൻ താമസിക്കും | 45/22 |
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| 231 | ടിയാന്റെ ഭാര്യ സുഹറ. കാക്കനാട്കരയിൽ കമ്പിവേലിക്കകത്ത് താമസിക്കും | 46/2 |
| 232 | പേഴ്സി പാഷച്ചി മകൻ അലൻ പാഷച്ചി. ജോസ്, ജോമോൻ, ജോൺസൻ | 12/134,12/134A, 12/134 |
| 252 | നേരിവീട്ടിൽ ഹൗസ് | B,12/134 C, 12/135, |
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| 233 | മുഹമ്മദ് അലി, ഇബ്രാഹിംകുട്ടി, അബ്ദുൾ സലാം,അബ്ദുൾ നാസർ, പി. പി.അഷറ്ഫ്,തൈവേലിക്കത്ത് ബിൽഡിംഗ് | 56/8, 43/4 |
| 234 | എൻ.എസ് ജോസഫ് 8 എൻ.എസ് ജോർജ് എൻ.ജെ.ജി ബിൽഡിംഗ് | 43/5, 43/3 |
| 235 | എൻ.വി ശൗര്യാർ, നേരിവീട്ടിൽ ബിൽഡിംഗ് | 43/5, 43/3 |
| 236 | ഡിക്സൺ. നേരിവീട്ടിൽ, വാഴക്കാല | 9/45/5 |
| 237 | സെന്റ് ഉളാസഫ് ചർച്ച്. സെന്റ് ജോസഫ് കുരിശ് | 43/4, 43/2 |
| 238 | ഇടപ്പള്ളി വടക്കും വില്ലേജ് ടി കരയിൽ, മെയ് മാസ റാണി. | 43/2 |
| 239 | കാക്കനാട്ടുകര ഞാറകാട്ടു പറമ്പിൽ താമസിക്കും നേരേ | 43/3 |
| 239 | വീട്ടിൽ ഔസേഫ് സേവ്യർ. | 1313 |
| 240 | കാക്കനാട്കര പിച്ചുംപിള്ളിയിൽ പാർക്കം മാനാത്ത് ഊറാൻ പരീത്. | 43/4 |
| 241 | കാക്കനാട് കരയിൽ കമ്പിവേലിക്കകത്ത് താമസിക്കും പാപ്പള്ളി ജോർജ് പാപ്പള്ളി മകൻ ഡോ.വെർജിൻ വാഴ്യപ്പിള്ളിയിൽ ഫ്രാൻസിസ്. | 48/1 |

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| | പറമ്പിൽ വാഴ്വക്കാല. | |
| 243 | കാക്കനാട് കരയിൽ പടിഞ്ഞാറെ പഴക്കുപറമ്പിൽ വാഴക്കാല | 48/5 |
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| 244 | തിരുവല്ല താലൂക്ക് മല്ലപ്പിള്ളി കിഴക്കുംമുറിയിൽ | 48/6 |
| | കൈപുരയിടത്തിൽ നിന്നും പുലിയേവനം വീട്ടിൽ | |
| 21- | താമസിക്കും കുര്യൻ ഭാര്യ സൂസി. | |
| 245 | ദാരിഷ് . തങ്കം ശശിധരൻ, വെളുത്തമന ഹൗസ്, ചെമ്പുമുക്ക്, കാക്കനാട് | 3/1 |
| 246 | സുനിൽ ആന്റണി, മറിയാമ്മ ജോസഫ് | 3/1 |
| 247 | പി.രാമൻ പിള്ള, ശ്രീകോവിൽ. കീർത്തി നഗർ | 3/1 |
| 248 | ശാന്തമ്മ മർക്കോസ്, അറക്കൽ ഹൗസ്,ചാലുകുന്ന്, കോട്ടയം | 4/1 |
| 249 | കെ.വി. മത്തായി, കെ.വി.എം ടവർ | B1/9 |
| 250 | ജയിംസ് എബ്രാഹം, പാലയ്ക്കൽ ടവർ | B1/9 |
| 251 | വി.വി.തമ്പി. വെളുത്തമന ഹൗസ്, ചെമ്പുമുക്ക്, കാക്കനാട് | 4/20, 4/26, 4/27 |
| 252 | കുഞ്ഞുമോൻ കെ.എസ്, കുന്നുംകുളത്ത് ഹൗസ്, കാക്കനാട്, വാഴക്കാല | 4/21 |
| 253 | | 4/21 |
| | വി.എ.ഇബ്രാഹിം, വയലി പറമ്പ്, കൃനമ്മാവ് പി.ഒ,വള്ളുവള്ളി | |
| 254 | വി.വി ഗോപിനാഥൻ, വെളുത്തമന, ചെമ്പ്മുക്ക്. കൊച്ചി - 30 | 4/25 |
| 255 | ഫിലിഷ്, പൈനീർ റ്റിംബേഴ്സ് | 42/11-2, 42/8-1 |
| | | 42/2 B |
| 256 | കെ.കെ. അബ്ദുൾ റസാക്ക്, കൊല്ലിയിൽ ഹൗസ്, വാഴക്കാല | 42/27 |
| 257 | ഷിഹാസ് മോൻ വി.എ., വാഴക്കാല ഹൗസ് | 42/5 |
| 258 | സാലി മുഹമ്മദ്, തൈക്കുട്ടത്തിൽ ഹൗസ്, സിമന്റ് ലൈൻ റോഡ്. വാഴ | 42/7 |
| | കാല | |
| 259 | പീ.എം. ഹങ്കീം. പീച്ചംഷള്ളി ഹൗസ്, , വാഴ്വക്കാല | 42/8, 42/9 |
| 260 | കോഴിക്കോട് താലൂക്ക് മണ്ണൂർ അംശം കിഴക്കേപ്പുരയ്ക്കൽ | 42/1 |
| | അറുമുഖൻ മകൻ ഗോവിന്ദൻ. | |
| 261 | കാക്കനാട് കര എങ്കഡൽ Industriesനുവേ ി മാനേജിംഗ് | 42/3 |
| | പാർട്ട്നേഴ്സ് പ്ലാക്കൽ വർഗീസ് ഭാര്യ അച്ചിണി. കാവളക്കാട്ട് | |
| | ആനി കണ്ണോത്ത് മേരി, കടുവങ്ങാട്ട് മത്തായി. | |
| 262 | തൃക്കാകര വടക്കു പകുതി പുതുപ്പള്ളിപ്രം കരയിൽ തീനാട് | 42/4 |
| | മരുമകൾ റഫി ഷെരീഫ്, അബ്ദുൾ | |
| 263 | കാക്കനാട് കര വാഴക്കാല സെയ്താലി മകൻ അബുബക്കർ | 42/5 |
| 264 | കാക്കനാട് കരയിൽ സാദർ അൻജുമാൻ | 42/6 |
| | അഹമദിയാഖ്വാദിയാൻ (ഇൻഡ്യാക്ക് വേ ി മൂസ്റ്റാ | |
| | മുസ്സിയാർ മകൻ അബ്ദുൾ വാഹാബ്) | |
| 265 | കാക്കനാട് കര തൈക്കൂടത്തിൽ ഇബ്രാംഹിം കുട്ടി മകൻ ഷംസുദ്ദീൻ | 42/7 |
| 266 | കാക്കനാട് കര പീച്ചംപിള്ളി പാർക്കും | 42/8 |
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| 266 | കാക്കനാട്കര പിച്ചാംപിള്ളിയിൽ പാരക്കം മാനാത്ത് മരയ്ക്കാർ മകൻ | 42/9/ |
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| 268 | മമദ്കുഞ്ഞ് മുതൽപ്പേർ | |
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| 271 | കാക്കനാട് കര പനച്ചിക്കൽ കുട്ടി വീരാൻ | 20276 |
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| 274 | കാക്കനാട് കരയിൽ എളവകാട്ട് അബൂബകൾ മകൻ മുഹമ്മദ്. | 297/3 |
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| 276 | കാക്കനാട് കരയിൽ എളവകാട് അഹമാദ് മകൻ അബ്ദുള്ള. | 297/5 |
| 277 | | 297/5 |
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| 278 | ഇബ്രാഹിം അഷ്ഠഫ്, ഷംസു, കുഞ്ഞുമോൻ ഇസ്മായിൽ, സിദ്ധിഖ്. | 200/2 |
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| 282 | അഷ്റഫ്, പള്ളിപറമ്പിൽ. പടമുഗൽ, കാക്കനാട് | 299/7, 298/3 |
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| 292 | വിനി മാത്യൂ, അഞ്ചലീന മാത്യൂ, ബഥേൽ ഹൗസ്, കാക്കനാട് | 299/13 |
| 293 | എൻ. അനിരുദ്ധൻ, ഭാവന, പടമുഗൽ | 299/14 |
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| 298 | കാക്കനാട് കര പീച്ചാംപിള്ളി അഹമ്മദ് മരയ്ക്കാര് | 299/20 |
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| 305 | സബീന ഏബ്രഹാം | |
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| 306 | ജോൺ തോമസ്സ്. നോയൽ വില്ലാസ് & അപ്പാർട്ട്മെന്റ്സ് | 300/9 |
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| 307 | കര കൊറ്റത്ത് മത്തായി മകൻ തര്യൻ | 300/5 |
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| 308 | | 300/6, 300/7 |
| 309 | കാക്കനാട് മകര നെയ്തേലി അലി ഭാര്യ ആയിശക്കുഞ്ഞു മകൾ വാഹിദ, ആബിദ, ഷെറീന, റഹ്മത്ത്, നബീസ, സഫിയ, ഖദീജ ബീവി, കുഞ്ഞു മുഹമദ്, ഷാജി. | 300/8 |
| 310 | പെരുമ്പാവൂർ കര വേലക്കുട്ടി പുരയിടത്തിൽ ചെന്നേക്കാട് കെ.സി. ജോസഫ് മകൾ മേരി. | 300/9 |
| 311 | എം. മധുസൂദനനൻ. ഗ്രീൻ ഹിൽസ് അഷാർട്ട് ഓണേഴ്സ് അസോസിയേ ഷൻ, സിവിൽ ലൈൻ റോഡ്, കാക്കനാട് | 345/11 345/16 |
| 312 | എ.പി. ഹരിദാസ്, ഹാഷി വില്ല, സി.ഇ.പി.ഇസഡ് ന് എതിർവശം, കാക്കനാട് | 345/12 |
| 313 | പി.സി.മോഹനൻ, പുറ്റടിയിൽ ഹൗസ്, ശ്രീവിലാസം റോഡ്, ഹൗസ് നം. 38/224 6 എ. മാമംഗലം, ഇടപ്പള്ളി പി.ഒ. | 63/2 |
| 314 | എബി ഹിൽ, കരിമാശ്ശേരി, വാഴക്കാല | 64/1 |
| 315 | സി.എം.ഐ. ചർച്ച് ആർച്ച് ഡൈസ് ഓഫ് വയനാട് | 64/12, 64/13 |
| 316 | റുഖിയ ഭായ്, സാനിയ ഹൗസ്, എസ്.ആർ.ആർ.എ-20 കലൂർ | 64/11, 64/2 |
| 317 | എൽസി എബ്രഹാം, എബ്രാഹം | 64/19 |
| 318 | കെ.സി. ഫിലിപ്പ്, സൂസൻ ഫിലിപ്പ് | 64/3 , 64/5 |
| 319 | Late. റ്റി.എച്ച്.മുഹമദ്കുഞ്ഞ്, തൈക്കൂട്ടത്തിൽ ഹൗസ്, മൈത്രിപുരം, തൃക്കാക്കര | 64/6, 64/22 |
| 320 | അബ്ദ്ദുൾ സത്താർ എം.എ മുളക്കാമ്പള്ളി ഹൗസ് , തൃക്കാകര പി.ഒ., വാഴക്കാല | 64/6 |
| 321 | അബ്ദ്രുൾ സത്താർ എം.എ., മുളക്കാമ്പള്ളി ഹൗസ് , തൃക്കാകര പി.ഒ., വാഴക്കാല | 64/22 |
| 322 | കാക്കനാട് കരയിൽ കരിമഞ്ചേരിയിൽ അബ്രഹാം മക്കൾ ജോൺ, കോര, അബ്രഹാം, ജോസഫ്, കുര്യൻ, ചിന്നമ്മ | 64/1 |
| 323 | കാക്കനാട് കരയിൽ കരിമഞ്ചേരിയിലായ മന്ദിരം അബ്രാഹാം മകൻ അബ്രഹാം. | 64/11 |
| 324 | കാക്കനാട് കരയിൽ കരിമഞ്ചേരിയിലായ മന്ദിരം അബ്രാഹാം മകൻ അബ്രഹാം. | 64/13 |
| 325 | കാക്കനാട് കരയിൽ കരിമഞ്ചേരിയിലായ മന്ദിരം അബ്രാഹാം മകൻ ജോൺ. | 64/12 |
| 326 | കൊച്ചി താലൂക്ക് തോഷുംപടി വില്ലേജ് രാമേശ്വരം പടിഞ്ഞാറെ മുറിയിൽ പുത്തൻപറമ്പിൽ ജോസഫ് മകൻ- പി.ജെ. അബ്രഹാം ടിയാൻ ഭാര്യ എൽസി അബ്രഹാം. | 64/19 |
| 327 | കാക്കനാട് കരയിൽ തൈക്കൂട്ടത്തിൽ താസിക്കും എളവക്കാട് ഹൈദ്രോസ് മകൻ മുഹമ്മദ്. | 64/22 |
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| 328 | ജമീല എ.എ, മുളക്കാംമ്പള്ളി, ലൈല ബി.എ, ആബിദ എം.എ | 291/12 |
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| 329 | ജമീല എ.എ, മുളക്കാംമ്പള്ളി, ലൈല ബി.എ. ആബിദ എം.എ | 291/13 |
| 330 | ജമീല എ.എ, മുളക്കാംമ്പള്ളി. ലൈല ബി.എ, ആബിദ എം.എ | 291/17 |
| 331 | അബ്ദുൾ സലാം, മുളക്കാംമ്പള്ളി. സുബൈർ, എം. കെ.അബു | 291/2, 291/3, 291/9, 291/5, 291/19 |
| 332 | എം.കെ.സലാം. മുളകാംമ്പള്ളി, പടമുഗൾ | 291/2 |
| 333 | എം.കെ.സലാം, മുളക്കാംമ്പള്ളി, പടമുഗൾ | 291/3 |
| 334 | എം.കെ.സലാം, മുളക്കാംമ്പള്ളി, പടമുഗൾ | 11/99C |
| 335 | എം.കെ.സലാം, മുളക്കാംമ്പള്ളി, പടമുഗൾ | 291/19 |
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| 337 | എം.കെ.സലാം, മുളക്കാംമ്പള്ളി, പടമുഗൾ | 291/4 |
| 338 | അബു.എം.കെ മുളക്കാംമ്പള്ളി, കാക്കനാട് പി.ഒ | 291/2, |
| 339 | അബു.എം.കെ മുളക്കാംമ്പള്ളി, കാക്കനാട് പി.ഒ | 291/5 |
| 340 | ബ്ലാഫർ എം.കെ. | 291/5 PT |
| 341 | സിയാദ് എം.കെ. സെയൻ റെസിഡെൻസി | 291/5 PT |
| 342 | തങ്കച്ചൻ, ജോയി ജോസഫ്', | 291/9 |
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| 348 | കാക്കനാട് കര പാനിക്കുളം ചാക്കഷൻ മകൾ എറണാകുളം വില്ലേജ് പെരുമാനൂർ ദേശത്ത് താമസം ത്രേസ്യ, മണക്കുന്നം പകുതി ഉദയംപേരൂർ മുറിമാണിക്കുന്നം പറമ്പിൽ വർക്കി മകൻ തൃക്കനാർവട്ടം ദേശത്ത് താമസം -ജോൺസൺ. | 291/1 |
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| 355 | കാക്കനാട് കര മുളയ്ക്കാമ്പിള്ളികാതിര് അബ്ദു റഹിമാൻ. | 291/13 |
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| 362 | എറണാകുളം വില്ലേജ് തൃക്കണാർവട്ടം ദേശത്ത് തകഢ/44-ാം നമ്പർ വീട്ടിൽ താമസിക്കും പള്ളിഷാട്ട് വില്ലേജ് തെങ്കേക്കര കിഴ്ചകുംമുറി ചിരുങ്കേരി ഗീവർഗീസ് മകൻ ജോർജ്, ടി ഈഷൻ മകൻ ഗീവർഗീസ് | 303/5 |

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