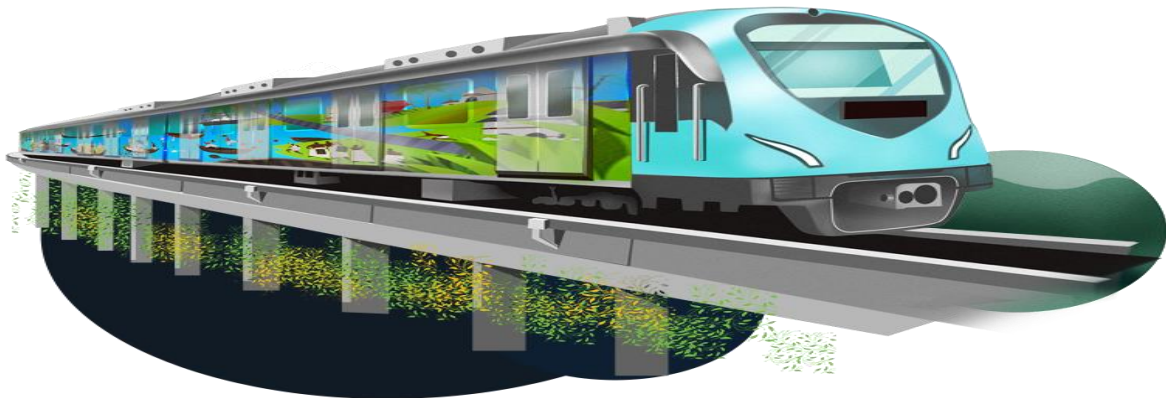


SOCIAL IMPACT ASSESSMENT STUDY FINAL REPORT

*Land Acquisition for Widening of PWD Road from JLN
Stadium-Palarivattom Junction*

KOCHI METRO RAIL LIMITED

JUNE 2020



SIA UNIT



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CHAPTER 1 EXECUTIVE SUMMARY

1.1. Project and Public Purpose

The urbanization of Kochi City is happening at a fast pace. Due to progressive increase in vehicles and vehicular movement, the roads of Kochi city is hardly able to cater traffic efficiently, especially the main roads. These show the way to many adverse impacts in different parameters in terms of time, maintenance of roads, pollution etc. A rail-based Mass Rapid Transit System (MRTS) for Kochi was conceived as a constant remedy for all the traffic problems of Kochi City and the suburban areas. 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.

The need of improving the transportation facilities to Kakkanad became very significant as the commuters to Kakkand increased rapidly. The administrative capital of the district, Smart City-Kochi, the IT Special Economic Zone (SEZ), CEPZ and many offices are located in Kakkand. As an alternative to address the traffic issues and for availing Metro service to more population, the state cabinet accorded approval to extend the rail network from JLN Stadium to Infopark via Kakkanad, as Phase II of Metro Rail Project. The proposed project of land acquisition for *Road Widening of PWD Road from JLN Stadium-Palarivattom Junction* stretch is a preparatory work of Kochi Metro Rail project for the extension of Metro from JLN Stadium to Info Park.

Section 2(1) b(i) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013 provides for the acquisition of land by appropriate Government for its own use, including for public sector undertakings and for public purpose. The public purposes, as defined under this Section of the Act include and shall include the purpose of Infrastructure projects which

includes all activities or items listed in the notification of the Government of India in the Department of Economic Affairs (Infrastructure Section) number 13/6/2009-INF, dated 27th March 2012. The proposed project for land acquisition comes within the purview of public purpose of infrastructure projects.

1.2. Location

The proposed project area is in 39, 40, 44 Wards of Kochi Corporation in Ernakulam district. The alignment area for land acquisition is on both sides of existing JLN-Palarivattom Road. The project area comes in Poonithura village of Kanayannoor Taluk.

1.3. Size and Attributes of Land Acquisition

The proposed project is being planned to undertake about 0.5835 hectares of land from 95 properties in the project area. 91 properties of these properties are owned by either private single owners or multiple owners and 4 properties are Puramboke. 91% of the properties are “Dry Land” and the remaining 9% is “Wet now Dry” land category. The project area is commercially significant; 89 % of the land use for business activities.

1.4 Alternatives considered

There is no scope for considering alternatives for the land acquisition alignment of the proposed project of Widening of PWD Road from JLN Kaloor Stadium to Palarivattom Junction stretch, as this road is part of the alignment of Phase II. The Phase II of Kochi Metro project comprises 11.2 km extension of the existing metro line from Jawaharlal Nehru Stadium to Info Park via Kakkanad. Alignment of this stretch is already finalized. The Revenue department issued 11(1) notification prior to acquire land for widening the road along the Jawaharlal Nehru Stadium-Kakkanad stretch on 17th June 2020.

1.5 Social Impacts

No development project can be executed without causing adverse effect on the people residing in the project area. The major adverse impacts of the land acquisition for the said project are:

- Displacement of 4 residential houses and 87 commercial establishments
- Direct loss of livelihood for 87 families
- Reduction in the major source of income of 140 families
- Requirement of demolition of 68 structures (partially/ fully) that includes structures of houses/ shops/multistoried buildings/religious properties
- The project will directly affect 93 title holders and 94 non-title holders
- The project will indirectly affect employees working in the commercial establishments and street vendors doing business on the pavements in the project area

1.6. Mitigation Measures

Based on the outcome of socio- economic survey and interview with various stakeholders of the project, the following mitigation measures are suggested by the Social Impact Assessment Study team.

- Rehabilitation, Resettlement and Compensation Procedures should be undertaken in accordance with the Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement, Act 2013, the Kerala **Rules** made there under and the **Notifications** issued by the Government from time to time.
- Speedy implementation of rehabilitation procedures by considering the displacement from the project area as the severest impact of the project.
- Livelihood restoration activities to be done without delay.

- Provide priority to the families belonging to the vulnerable groups in rehabilitation and resettlement scheme.
- Provide Special provisions for Scheduled Caste and Scheduled Tribe families in the affected area as per sec.41 of RFCTLARR Act 2013.
- Acquire the land left as useless due to the acquisition of land.
- The livelihood issue of senior citizens in business sector who are unable to start a new business or relocate have to be addressed.
- The employees who become jobless as a result of acquisition of the properties also to be considered for compensation.
- The issues related to the physical access to the properties due to demolition of structures for land acquisition to be addressed by providing alternatives without delay.
- Flexibility in the building rules to be provided to reconstruct the structures for continuing business in the area.
- Provide parking space to the shop owners to park their personal vehicles in the premises of the shop.
- To reduce the delay in the process of reconstructing the affected structures, a separate committee/cell may be constituted by KMRL to channel the process with the concerned departments. Hence the restoration activities can be done in a coordinated manner for the affected families in various projects for Land Acquisition under KMRL.
- Precautions and safety measures are to be taken to avoid environmental hazards that may cause due to the project.
- Speedy reinstallation of public utilities like Electricity lines, electric poles, drinking water pipelines, etc. when it is shifted for project purpose.
- Alternate arrangements for the movement of the people during construction period and healthy disposal of wastages arise out of construction, should be ensured.

CHAPTER 2

DETAILED PROJECT DESCRIPTION

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

The urbanization of Kochi City was occurring in a fast-unforeseen pace in the last few decades, especially in the era of globalization in India. In tandem with the development in other areas, progressive increase in vehicles and vehicular movement, the roads of Kochi city became hardly able to gear up to the needs of the traffic efficiently, especially the main roads. They indicated many adverse impacts in different parameters in terms of time, maintenance of road, pollution etc. A rail-based Mass Rapid Transit System (MRTS) for Kochi was conceived as a perennial remedy for all the traffic problems of Kochi City and the suburban areas. 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. The need of improving the transportation facilities to Kakkanad is significant as it is the administrative capital of the district, Smart City, CEPZ and many offices are in that area. For availing metro service to more population, the state cabinet accorded approval to extend the rail network from JLN Stadium to Infopark via Kakkanad as Phase II of Metro Rail Project. The proposed road widening project is a preparatory work for the extension of Metro from JLN Stadium to Info Park.

2.1.1. Implementing Agencies

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

KMRL (Kochi Metro Rail Limited) is the joint venture of Government of India and Government of Kerala constituted as a Special Purpose Vehicle (SPV) for implementation, operation and maintenance of the Metro Project. The Kochi Metro system is an urban

Mass Rapid Transit System (MRTS) that is being built to serve Kochi, the commercial capital of Kerala.

2.1.1.(b). Land Acquisition Authority

Special Tahsildar (LA) No.2, Kakkanad is the Land Acquisition Officer (LAO) for the proposed project. The responsibility of land acquisition process is vested on him.

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

The state cabinet accorded approval to extend the metro rail network from JLN Stadium to Infopark via Kakkanad 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. The proposed road widening stretches of 850 meters (approx.) between JLN to Palarivattom Junction is part of JLN Stadium to Info Park stretch. The extension of Kochi Metro to Kakkanad is expected to bring down the travel time from city. As connectivity improves it is expected to reduce traffic congestion in the city.

As per Section 2(1) b (i) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, the proposed land acquisition for Road Widening of PWD Road from JLN Stadium to Palarivattom Junction comes within the purview of public purpose.

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

The proposed project is widening of PWD road from JLN Stadium, Kaloor to Palarivattom Junction which is approximately 850-meter stretch. The estimated land requirement for the project is 0.5835 hectares of land located in the area that comes under Wards 39, 40 , 44 of Kochi Corporation. The project area comes under Poonithura village of Kanayannoor Taluk in Ernakulam District. The possible risk factors of the project are

adverse weather condition, unforeseeable shortages of labour or materials, disputes, delay in financial flow etc.

2.4 Examination of Alternatives

The Phase II of Kochi Metro Rail project comprises 11.2 km extension of the existing metro line from Jawaharlal Nehru Stadium to Info Park via Kakkanad. The proposed Road *Widening of PWD Road from JLN Stadium-Palarivattom Junction stretch* is part of the preparatory work of Phase II which is already finalized its alignment. Hence there is no scope for considering alternatives for the alignment.

2.5. Core design features and size and type of facilities

Not Applicable

2.6. Need for ancillary infrastructure facilities

Not Applicable

2.7. Workforce requirements (temporary and permanent)

The work force is equipped with Modern machineries and planned manpower in various range in terms of skilled, semi- skilled and un-skilled labourers.

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

Social Impact Assessment study of JLN-Palarivattom Junction stretch of Phase II of Kochi Metro has not conducted. .But the SIA study of Palarivattom to Infopark, Kakkanad (Preparatory Work -Widening of Palarivattom -Kakkanad PWD Road) was done by Kerala Voluntary Health Services in 2018 .The SIA found that total 362 title holders and 257 Non-Title holders were affected due to the project.

2.9 Applicable law and policies

The applicable laws on land acquisition, rehabilitation and resettlement for the Road widening of JLN Stadium-Palarivattom Junction stretch as preparatory work of Phase II of Kochi Metro Rail Project are given below:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
- The Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.
- Government of Kerala - Revenue (B) Department -State Policy for Rehabilitation and Resettlement Package for Land Acquisition in the State in lieu of RFCTLARR Act 2013 vide GO(MS)No.448/2017/RD dated 29/12/2017.

CHAPTER 3

TEAM COMPOSITION, APPROACH, METHODOLOGY AND SCHEDULE OF THE SOCIAL IMPACT ASSESSMENT

Section 4(1) of RFCTLARR Act, 2013, mandates to carry out a Social Impact Assessment (SIA) study in consultation with the concerned local bodies, whenever the appropriate Government intends to acquire land for a public purpose. For fulfilling this requirement, Bharata Mata School of Social Work, Bharata Mata College has been assigned to conduct the Social Impact Assessment study and prepare a Social Impact Management Plan (SIMP) for the Land Acquisition of the proposed project for *Widening of PWD Road from JLN Stadium-Palarivattom Junction stretch as preparatory works of Phase II of Kochi Metro Rail Project* of Ernakulam District. (Refer Kerala Gazette, Extraordinary notification number 18, volume 9, dated 01.01.2020).

3.1 List of SIA team members with qualification

The study team included experienced and competent people in the field and similar areas particularly social impact assessment studies and assigned them specific roles and responsibilities. The data investigators were given training and assigned for data collection in the supervision of senior team members. The details of the study team are shown in the table below.

Table 3.1. Social Impact Assessment Study Team

Name	Educational Qualification and Designation	Experience
Dr. Sheena Rajan Philip	MSW, M.Phil, Ph.D. SIA Unit Chairperson	14 years

Dr.Elsa Mary Jacob	MSW, M.Phil, Ph.D, Research Officer	15 years
Arya Chandran	MSW, M.Phil, Research Scholar	5 years
Princy Jacob	MSW, Project Coordinator	23years
Joshy Varghese	MA, MSW, Monitoring Officer	21 years
Tony M Tom	MSW, Field Supervisor	5 year,
James Jose	MSW Student	Data Investigator
Akhila.P.Moni	MSW Student	Data Investigator
Shahazaman M.S	MSW Student	Data Investigator
Riya Mary	MSW Student	Data Investigator
Christy Babu	MSW Student	Data Investigator
Amaldev.M	MSW Student	Data Investigator
Sreelakshmi Sabu	MSW Student	Data Investigator
Amrita Ajay	MSW Student	Data Investigator
Krishnendu. A.P	MSW Student	Data Investigator
Krishnapriya Sudhakaran	MSW Student	Data Investigator

3.2 Description and rationale for the methodology and tools used to collect information for the Social Impact Assessment

The study team conducted a joint site visit with Revenue department and KMRL officials. The list of affected persons has been prepared according to the LA stone alignments and data from the Revenue Department. Socio-economic survey was conducted among the project affected families and in-depth interviews with representatives of stakeholders were conducted for data collection. Kochi Corporation Ward Councilors and Vypara Vyavasayi Ekopana Samiti representatives were the stakeholders met by SIA team. The land related data collected from the affected families were rechecked with the land records at Poonithura village office. The proposed project details were collected from KMRL office. The Social Impact Assessment (SIA) study report and Social Impact Management Plan (SIMP) were prepared based on the data collected through the primary and secondary data sources.

3.3. Sampling Methodology used

Since the proposed project affects each family in differently, the census method of data collection was adopted. The data collection was therefore comprised of all project affected families both Title holders and Non-title holders. Key Informant Interviews with various stakeholders also were done.

3.4 Overview of information/data source used

The study team relied on primary sources and secondary sources for data collection. The primary source is information from people directly affected by the project, Trustees of St. Martin Church, and Ward Councilors of the affected area. Secondary sources include land records from the Revenue Department and documents from Kochi Metro Rail Limited.

3.5. Schedule of consultations and brief description of public hearings conducted

As part of the study, meetings and interview with stakeholders were conducted. Section 5 of the Right to Fair Compensation and Transparency in Land Acquisition,

Rehabilitation and Resettlement Act of 2013 mandates the holding of a Public Hearing in the affected area to ascertain the views of the affected families. In compliance with this provision and in accordance with the detailed procedure of Public Hearing laid down by Rule 14 of The Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015, a public hearing was held on 3rd March 2020 from 10.30 AM to 12.30 PM at St. Martin's Church Parish Hall, Palarivattom. The notification of the public hearing in Form No.5 of RFCTLARR Act, 2013 was given in Madhyamam Daily and Deepika, two major Malayalam dailies in Ernakulam district. Notice of Public hearing was served to all project affected families/ institutions. Project affected families' representatives, Ward Councillors of Kochi Corporation, Officials of KMRL, Revenue Department and SIA agency attended the Public Hearing.

Table 3.2. Schedule of Activities

Date	Activities
11.12.2019	Preliminary Visit to the project affected area, joint visit with LA department officials
01.01.2020	4 (1) Notification
January 2020	Socio Economic Survey and Stakeholder meetings
February 2020	Secondary data collection
15.02.2020	Interview with Stakeholders- Ward Councillors & Vyapari Vyavasya Ekopana Samiti Representatives
21.02.2020	Newspaper Notification regarding Public Hearing
03.03.2020	Public Hearing

Video Recording of the Public Hearing was done. The concerns raised by the participants and the remarks given by the requiring body is given in the table below.

Major Concerns/Objections raised by the participants in the Public Hearing

Table 3.3

Sl. No	Name & Address	Concerns	Reply of KMRL
1.	Jessy Jacob, Councilor Ward 44 Kochi Corporation	<p>-Issues of shop owners to be solved before starting the project.</p> <p>-The people here had struggled a lot during the 1st phase of Metro project. Hence the officials of KMRL should understand their issues and implement the project without creating much disturbance to them.</p>	<p>This is only a general concern of the Councillor. No alternative suggested</p>
2	Joseph Alex Councilor, Representing Ward 39 & 40 Kochi Corporation	<p>-Palarivattom is a major business centre, Most of the shops have been running for a long period, difficult to find out another location.</p> <p>-Commercial establishments and banks might have to leave Palariavttom due to Metro project.</p> <p>-The project shall affect a large number of business men who have been living with business as their source of livelihood.</p> <p>-The land from St.Martin's Church to JLN Stadium was acquired earlier for Metro, the shops/houses on both sides of the road had tolerated lot of difficulties during construction stage. Now they have settled and restarted their business. Again another acquisition will create problems to the people.</p> <p>-Consider all these impacts before implementing the project.</p>	<p>This is only a general concern of the Councillor. No alternative suggested.</p> <p>The project (widening of the existing road) is essential for the KMRP phase II approved by the GoK.</p>

3	C.S.Ramachandran, President, Vyapari Vyvasayi Ekopana Samithi	<p>-No proper communication regarding the date of starting the project</p> <p>-Clarity on Rehabilitation Scheme, the price of land to be given to the land owners and shop owners</p> <p>-Appropriate compensation should be provided, The compensation amount Rs.6,10,000 is not enough for each shop</p> <p>- Nearly 10 businessmen who have been running business for a longer period have no corporation license. If KMRL proceeds with the project, consider them for compensation.</p> <p>-The final opinion of the participants is not to proceed with the proposed project</p>	<p>The current process is for deciding whether the proposed project is needed and feasible.</p> <p>The concern regarding the adequacy of R &R will be taken up for consideration at the time of land acquisition.</p>
4	Anilkumar, Sticker works	<p>-Running the shop for 26 years, 6 employees are working in the shop. Looks after 3 children from the income of the shop. No updated rental agreement is available. As per the current alignment the shop will be acquired which will result in Loss of livelihood source. What will do if the shop is acquired?</p>	<p>This is only a general concern. No alternative suggested.</p>
5	Sreekumar, BM Tower	<p>-Runs an Ayurveda Oushadhashala. The shop is functioning in the basement of the building. As per the alignment, the shop may not be acquired but the alignment marking is till the steps of the shop. It may result in blocking the shop which will be a similar effect of acquisition, may affect his livelihood source.</p> <p>-Data is not collected for SIA study. No idea about what will do, if the shop is closed.</p>	<p>The alignment cannot be changed as the minimum required land is proposed for acquisition. No alternative suggested.</p>
6	<u>Hariharan,</u>	<p>-Owns 4 shops, 10 ft. width of the</p>	<p>The alignment cannot</p>

	<u>Kochineth Building</u>	shop will be acquired. The rental income is the source of livelihood. If the alignment is redesigned 10 feet back, it may not affect the livelihood. Without parking space, the business is not possible or it will be reduced. The project is not useful for the people in Palarivattom.	be changed as the minimum required land is proposed for acquisition. No alternative suggested.
7	Sujith, Thoppil Sanitary & General Secretary of Vyapari Vyavayi Ekopana Samiti	<p>-Runs the shop for 26 years, shop is not affected. The alignment marking is adjacent to his shop which will affect the business. Difficult to continue the sale and unloading the goods, compensation should be given per sq.ft, not uniform compensation for all shops.</p> <p>-When the construction starts the parking facility may not be available which will create situation such as a Frozen stage. It will affect the repayment of bank loans. The employees are also in an uncertainty. So Metro has to bear the salary of shop employees, rent of the building etc.</p> <p>-If the shop is relocated, the business may not be continued.</p> <p>-No rental agreement after 2000 and advance amount given at various periods. Consider all these while paying compensation.</p>	<p>The alignment cannot be changed as the minimum required land is proposed for acquisition. No alternative suggested.</p> <p>The matter of compensation is not an issue in the SIA study. Adequate compensation will be given to the landowner and rentees.</p>
8	Philo John, Owner Exotic Spices	- Owns a shop, 5 renters are also running business in the same building, The parking facility is less, the access to the building will be affected which	The alignment cannot be changed as the minimum required land is proposed for acquisition. No

		<p>will result in loss of business.</p> <p>- While constructing footpath, provide facility for entering cars to the building</p>	alternative suggested.
9	Joji, Shop owner	<p>-Need to provide clarity about the alignment, the extent of acquisition of each shop and its compensation.</p> <p>- The time required for completion should be specified otherwise the situation will be similar to Thammanam-Pulleppady Road land Acquisition.</p> <p>Freezing the land transactions in the project area may create difficulties for the owners, which may not lag for long years.</p> <p>- Exemption in Corporation Rules to be given to reconstruct the remaining structure to continue business in the space left after acquisition.</p> <p>-Compensation to be given in the beginning stage of acquisition itself, should not create a situation to run after the officials for getting compensation.</p>	<p>This is only a general concern. No alternative suggested. Alignment is already published for the information of all concerned.</p> <p>The affected persons may take up the matter with the Corporation authorities and Government.</p>
10	Hashim representative of the Mosque	-On an average 300 people attends the Mosque on Fridays, provide Pay and parking facility by Metro. Find out solution for parking by Metro. Parking facility is needed for shops and religious institutions.	The alignment cannot be changed.
11	Ashraf, shop owner	- Land acquisition may not affect the shop, but the parking space will be lost,	The alignment cannot be changed.

		<p>which will affect the business</p> <ul style="list-style-type: none"> -Need a solution for loss of business during land acquisition period and construction period. -Provide access to the shop -Need clarity regarding the approval of the project, date of starting the project and whether the shop is to be relocated? etc. 	<p>Will be considered as per existing rules in the matter.</p> <p>Shall be provided.</p>
12	Shaji	<ul style="list-style-type: none"> -Runs a Pollution testing Centre, parking facility will be affected, if the parking facility is acquired. If the business is continued without Parking space the business will be closed. -Late compensation will affect the livelihood , - Not mentally prepared during the survey to give response properly, suggested the SIA unit to conduct a thorough survey -Consider type of business, income etc. and provide adequate compensation package accordingly to each, then present it in the final report. 	<p>The alignment cannot be changed.</p> <p>There is provision in RFCTLARR Act for giving adequate compensation.</p>
13	Baiju Bhargavan Outlook Construction, Engineer's Association District Secretary	<ul style="list-style-type: none"> -runs an office, Pay and parking facility in the land proposed for acquisition. The land and structure will be affected -No need of a Metro from JLN Stadium to Kakkanad. For the extension of Metro towards Kakkanad, it has to cross the Palarivattom Bye-pass and the pillar height will be very high which is expensive -If there is no parking space, difficult to run business. It will result in closure of 	<p>The alignment cannot be changed.</p> <p>No alternative is suggested. Technical matters will be considered at appropriate time.</p>

		<p>the business. Metro should provide provision for parking.</p> <p>-The good business may not get back after the implementation of metro project.</p>	The alignment cannot be changed.
14	<p>Chandramohan, one of the owners of Nattayikkodath Building,</p> <p>Vice President, Rental Building Owners Association, Ernakulam District</p>	<p>-A multi-storeyed building in the ownership of a family, one third of the building will be acquired for Metro. 5 cents of land was given as free to Kerala Government in 2001. With the privilege of free surrender, the building rules were waived and the existing building was constructed.</p> <p>-Difficult to build new building after the acquisition of the building for Metro. Consider the land owners who had given their land earlier as free surrender as a special category and provide compensation accordingly.</p>	The alignment cannot be changed. The matter of compensation will be considered by the LAO.
15	<p>Gangadharan, one of the owners of Nattayikkodath Building</p>	<p>-Change the alignment of the Metro, vacant space is available opposite to Nattayikkodath is utilized the building can be saved from acquisition.</p> <p>- Even though shops are constructed in south side of the road, the land is Puramboke. If that land is acquired, Government can save a huge amount as Compensation.</p>	<p>The alignment cannot be changed</p> <p>The concern of the speaker will be taken up</p>
16	<p>Rajkumar, Kochineth Building</p>	<p>-Didn't inform at the time of alignment marking.</p> <p>- As per the present alignment marking 3 ft. space will be lost, ie. Loss of space till shutter of the building and the passage to upstairs. A Bank is functioning in the upstairs,</p>	<p>Alignment marking was public.</p> <p>The alignment cannot be changed</p>

		<p>will lose its entry.</p> <p>-struggled a lot during the 1st phase of Metro. Followed by the Metro construction in first phase the entry from road to shops/buildings were lost. After a long period of waiting the support from Metro, the shop owners managed to build access to the buildings.</p> <p>-requested Metro officials to change the alignment such a way that may not affect the building.</p>	<p>The alignment cannot be changed. No alternative is suggested.</p>
17	Shamsudheen	<p>-Nobody is happy with this project and leave the project.</p> <p>- No need of a garden under metro line, the space under the Metro is waste, provide the space for parking.</p> <p>-Provide compensation to the employees of shops.</p>	<p>No alternative is suggested by the speaker.</p> <p>Adequate compensation will be provided.</p>
18	Arunan	<p>- One of the businessmen engaged in plywood business for more than 26 years, who had faced the adverse impacts of Metro Phase 1. For the sale of plywood in small quantities needs space to cut plywood. The business cannot continue in the existing area, as the space in front of the shop will be acquired for metro.</p> <p>-As per the alignment marking, the space till the shutter will be acquired, hence the drainage will become next to the shop. The drainage water will flow to the shop during rainy season which will spoil the plywood</p>	<p>The alignment cannot be changed. No alternative is suggested by the speaker.</p>

		<p>materials in the shop.</p> <p>-The sunshade of the shop will be demolished as per the proposed alignment, hence the raining water will flow to the shop which will make damage to the plywood.</p> <p>-Finding a new occupation in old age is impossible, To move the shop to a new place is difficult, requested not to demolish the sunshade of the building.</p>	Adequate compensation will be provided if the shop is acquired.
19	Benny, a shop owner of Nattayikkodath Building	<p>-No need of Metro from Palarivattom to Infopark, suggested a new alignment Kalamassery to Kakkanad. The people at Palarivattom have enough transportation facility.</p> <p>-Acquire land from Palarivattom to Kakkanad will affect nearly 3000 small-scale businessmen. Relocating them is impossible. Implement the project without affecting the shops and continue the business activities.</p> <p>-Full acquisition of a building is difficult since a building has many owners, few of them bought shops for outright sale. If one of the owners is unwilling for acquisition, not possible to acquire the full building.</p>	<p>The alternative suggested by the speaker is not viable from the point of view of commercial operation</p> <p>The alignment cannot be changed.</p>
20	Suresh Nattayikkoodath Building	<p>-South side of the property is mainly encroached area, if that land is acquired, it will help to save building on left side.</p> <p>-Avoid acquisition of the parking space of opposite building. Metro Project can be implemented without spending more amount for compensation</p>	The alignment cannot be changed.

Concluding Suggestion of the participants in the Public Hearing

The participants unanimously suggested leaving the proposed project as it will affect the business and livelihood source of a lot of people. To extend Metro from JLN to Kakkand is not needed for the people in Palarivattom. They suggested considering other alternatives routing the Metro from Kalamassery to Kakkanad then to Thripunithura which may not affect many people.

Concluding remarks from KMRL

As per Section 17A a detailed assessment based on a thorough analysis of relevant land records and data, field verification, review and comparison with similar projects shall be conducted by the SIA Agency to determine the following:

- a) Area of impact/area affected by social, environmental or other impacts
- b) Quantity and location of land
- c) Is it bare minimum required
- d) Possible alternative sites and their feasibility
- e) Whether the land proposed in the Scheduled area is the demonstrable last resort
- f) Land, if any already purchased, alienated, leased or acquired and the intended use of each plot required for the project
- g) Possibility of any public, unutilized land, whether such land is under occupation.
- h) Nature of land, present use and classification, irrigation coverage, cropping pattern
- i) Special provisions with respect to food security
- j) Size of holdings, ownership patterns, land distribution, number of residential houses, public and private infrastructure and assets
- k) Land prices and recent changes in ownership, transfer and use of lands over the last 3 years.

Widening of the existing road is essential for the Metro project in Phase II. KMRL has proposed only bare minimum land for the viaduct and for smooth

traffic during and after the construction of the Metro viaduct. The alignment cannot be changed.

A public hearing is an opportunity for the general public to evaluate the merits and demerits of the proposed project in terms of social impact and suggest an alternative. In the meeting, none of the attendees has suggested a feasible alternative to the proposed project. Most of them expressed their personal concerns about loss of business and livelihood, loss of parking space. Inadequacy of compensation and R&R package. These items may be taken up by the SIA Agency while preparing SIMP.

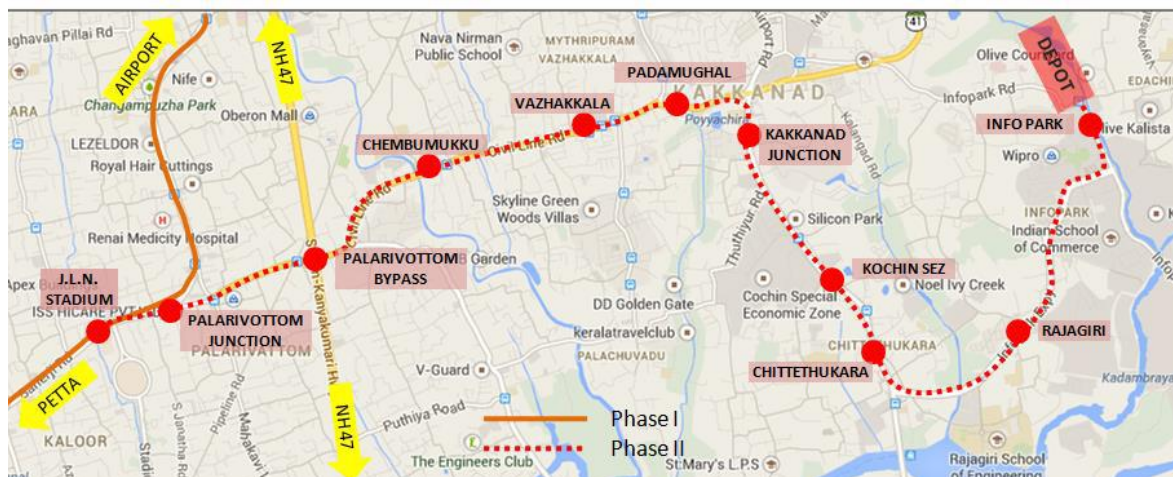
CHAPTER 4

LAND ASSESSMENT

4.1 Description with the help of the maps, information from land inventories and primary sources

0.5835 hectares of land is needed for widening of JLN Stadium-Palarivattom Junction stretch as preparatory works of Phase II of Kochi Metro Rail Project .The proposed project area is in 39, 40,44 Wards of Kochi Corporation in Ernakulam district. The area is on both sides of existing JLN-Palarivattom Road.

Fig. 4.1.Map of Proposed Land for Acquisition



4.2 Entire area of impact under the influence of the project

As per the current Land Acquisition alignment plan, the data received from the field shows that 190 families and 2 religious institutions would be directly affected due to the proposed project. Project affected families includes the landowners, tenants and owners of commercial establishments in the project area.

4.3 Total Land requirement for the project

0.5835 hectares of land is the total required for the proposed project of Road widening from JLN stadium to Palarivattom Junction. 96 properties belong to Poonithura

village in Kanayannoor Taluk of Ernakulam District come under the land acquisition process. The owners of 4 properties were not identified by the team and 2 owners were non cooperative.

4.4. Present Use of any Public, Utilized land in the Vicinity of the project Area.

No Public utilized land is present in the vicinity of the project.

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

No lands are purchased, leased or acquired earlier for the proposed project.

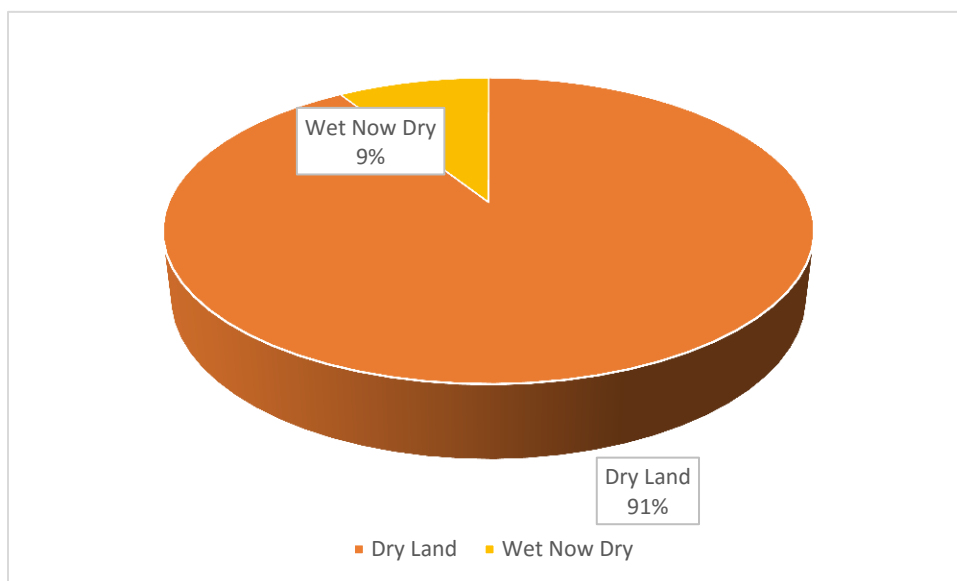
4.6. Quality and location of land proposed to be acquired for the project

The land proposed to be acquired for the project is located 850m (approx.) between Jawahar Lal Nehru Stadium and Palarivattom Junction in Ernakulam district. The land proposed for acquisition is commercially significant. Shopping complexes and shops exist on both sides of the road which will be affected due to acquisition.

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

The following diagram depicts the Nature of the land proposed for acquisition. Out of the total land area 91% of land comes under the category of "Dry Land". 9% of the land is "Wet now Dry" category. No agricultural activities are done in the project area.

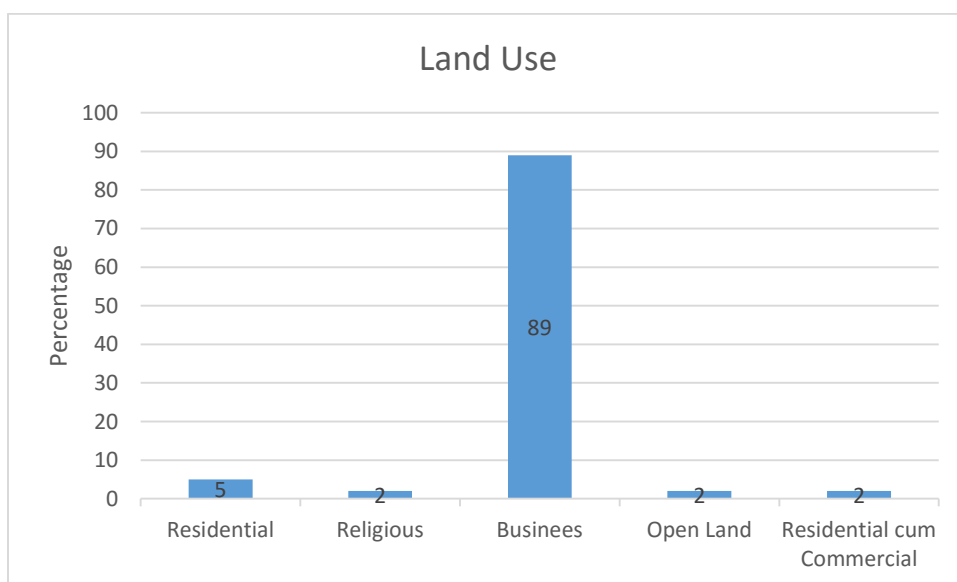
Figure 4.2 Nature of Land



Land Use

The Figure 4.3 shows the present use of the affected properties. The land is mainly used for business activities i.e. 89%. 2% of the properties are open land, 5% for residential purpose, 2% for religious purpose and 2% for residential cum commercial purpose.

Fig.4.3 Present use of land



4.8. Size of Holding, Ownership Patterns and Number of Residential Houses

The data from the revenue department, land records and information received from the respondents show that among 96 properties in the project area, 92 properties are Private, and 4 properties are Puramboke. The private properties are either in single or multiple ownership. 4 residential houses exist in the project area.

Table.4.1. Size of holdings and ownership details

Sl. No.	Sy. No	Ownership of land	Extent(in Ha)
1	1/1-9	Private	Not available
2	1/6	Private	Not available
3	1/7	Private	Not available
4	1/7-12	Private	Not available
5	4/1-7	Private	0.0180
6	4/1-8		
7	5/1-3	Private	0.0535
8	5/2	Private	
9	6/1Pt	Puramboke	0.0025
10	6/2Pt	Private	0.0165
11	6/3	Private	0.0185
12	6/3-2-2		
13	6/3-3		
14	6/3-4		
15	6/4Pt	Private	0.0095
16	6/5-2	Private	0.0165

17	18/4	Private	0.0225
18	18/4-8		
19	18/13	Private	Not available
20	19/2-2	Private	Not available
21	19/3-2	Private	0.0015
22	19/4-3	Private	0.0025
23	19/4-4		
24	19/5	Private	0.0050
25	19/5-6		
26	19/5-8		
27	19/6	Puramboke	0.0015
28	20/1	Private	0.0115
29	20/1-2		
30	20/1-4		
31	20/1-7		
32	20/2-6	Private	Not available
33	20/3-6	Private	0.0050
34	20/3-7		
35	20/4-4	Private	0.0125
36	20/4-5		
37	20/6 Pt	Private	0.0030
38	21/1	Private	Not available
39	21/1-2	Private	Not available
40	21/1-4	Private	Not available
41	21/1-7	Private	Not available

42	22/1-2	Private	Not available
43	22/2-4	Private	Not available
44	32/1	Private	0.0480
45	32/1-5		
46	32/1-10		
47	32/1-15		
48	32/1-16		
49	32/2	Private	0.0175
50	32/2-4		
51	33/1-2	Private	0.0335
52	33/1-3		
53	33/1-4-2		
54	33/1-5		
55	33/1-9		
56	33/1-10		
57	33/1-11		
58	33/1-12		
59	33/1-13		
60	35/1	Private	Not available
61	35/3-4	Private	Not available
62	36/1-2	Private	Not available
63	38/1	Private	0.0210
64	38/1-9		
65	38/1-12		
66	38/2	Private	Not available

67	38/2-12	Private	Not available
68	38/2-21	Private	Not available
69	39/1	Private	0.0250
70	39/1 -7		
71	39/1-12		
72	39/1-14		
74	39/1-18		
75	39/2	Private	0.0005
76	41	Private	
77	41/2A		
78	42	Private	0.0005
79	42/9		
80	99 Pt	Private	0.0140
81	100/3-4	Private	0.0395
82	100/3-9		
83	101/1	Private	0.0265
84	101/1-7		
85	101/1-8		
	101/1-13		
86	101/3-4	Private	0.0120
87	101/3-6		
88	101/3-7		
89	101/4 Pt	Puramboke	0.0075
91	102/1-2	Private	0.0345
92	102/1-5		

93	102/2-5	Private	Not available
94	102/16	Private	Not available
95	104/1	Private	0.0180
96	107/1 Pt	Puramboke	0.0475
	Total		0.5835 (hectres)

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

As per the information given by the respondents, the ownership of one property was changed over the last three years.

CHAPTER 5
ESTIMATION AND ENUMERATION (WHERE REQUIRED)
OF AFFECTED FAMILIES AND ASSETS

This chapter comprises of the details of the families that are directly and indirectly affected by the project.

5.1 Estimation of families

5.1.1 Families which are directly affected (own land that is proposed to be acquired)

The directly affected families of the proposed project are 190 families and 2 religious institutions. It is included of 94 families of title holders and 96 Non-title holders' families. Moreover that, 2 title holders are religious institutions. 201 employees working in the project area for the last 3 years are also directly affected by the project. But most of them have no documents to prove their claim, since most of them are working in unorganized sector. Hence their data is not included in the data given below.

5.1.2. Social Background of the Directly Affected families

Table 5.1. Religion of the affected families

Religion	Percentage
Hindu	63
Muslim	17
Christian	20
Total	100

The above table shows the religion of the affected families of which 63%` families belongs to Hindu and 20% families belong to Christian and 17% belongs to Muslim.

Table 5.2. Category of the Affected Families

Caste	Percentage
OBC	63
General	34
ST	2
S C	1
Total	100

The above table shows that 63% of the project affected families belong to the OBC category, 34% belong to general category, 2% belong to ST category and 1% belong to Scheduled Caste category.

5.2. Families of Scheduled Tribes and other Traditional Forest Dwellers who have lost any of their Forest Rights

No families belong to this category are found in the project area.

5.3. Families which depend on common property resources which will be affected due to acquisition of land of their livelihood

Nil

5.4. Families which have been assigned land by the State Government or the Central Government Under any of its Schemes and such land is under acquisition

Nil

5.5. Families which have been Residing on any land in the Urban Areas for Preceding three years or more prior to the acquisition of land

Not Applicable

5.6. Families which have depended on the land being acquired as a primary source of livelihood for three years prior to the acquisition

Among the affected families, 153 of them are depending on the land being acquired as their primary source of livelihood. 53 of them have additional sources of income for their livelihood.

5.6.1 Families which are indirectly impacted by the project (not affected directly by the acquisition of own lands)

The project area is adjacent to Palarivattom market; many street vendors are doing their business on the pavements. They will be indirectly impacted by the project. These street vendors have to be relocated for business activities. Even though all the shop owners do not come under the acquisition process, the business in the project area will be reduced during construction period which will indirectly affect their livelihood source.

5.6.2 Inventory of productive assets and significant lands

The land acquisition will affect 96 properties in various survey numbers, either partly or fully. 28 titleholders and 63 Non-title holders will be displaced from the project area. 4 residential houses and 87 commercial establishments may come in the impact of displacement. The primary livelihood source of 153 families will be lost, but 53 families among them have additional sources of income for their livelihood. 68 structures will be affected. The structures include houses, shops, commercial multi-storied buildings, structures of religious institutions, compound wall, etc. The parking space of most of the title holders will be affected. Electricity Poles, Telephone cables, Street Light, and transformers may be shifted from the existing position. The current alignment plan will affect Part of 4 private roads and 8 public roads.

CHAPTER 6

SOCIO-ECONOMIC AND CULTURAL PROFILE

6.1. Demographic Details of the Population in the Project affected area:

The SIA team identified 190 families and 2 religious institution as project affected which constitute 693 project affected population. There are 327 males and 366 females in the project affected population. Demographic details of the project affected families studied are analyzing below:

Table 6.1: Age wise distribution of the affected population

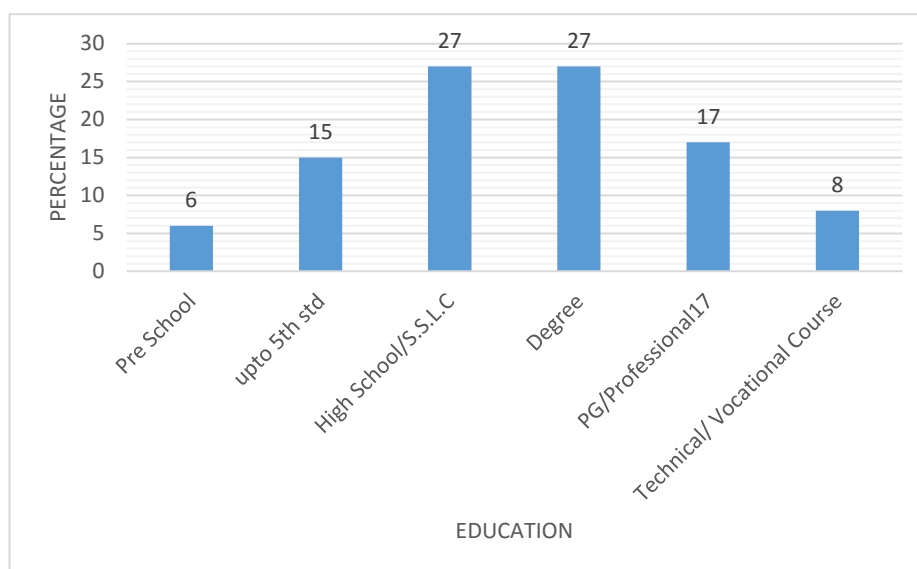
Age in years	Percentage
0-18	21.8
19-30	19.2
31-45	18.6
46-60	22.2
61&above	18.2
Total	100

Table 6.2: Marital Status of the affected population

Marital Status	Percentage
Married	56
Unmarried	36
Divorced/separated	1
Widow/widower	7

Table 6.2 shows that 56% of the project affected population are married, 36% are unmarried, 1% are divorced and 7% are widow/widower.

Fig.6.1. Education level of the Population



6.2. Income and Poverty Level of the Affected Families

Fig.6.2. Colour of Ration Card

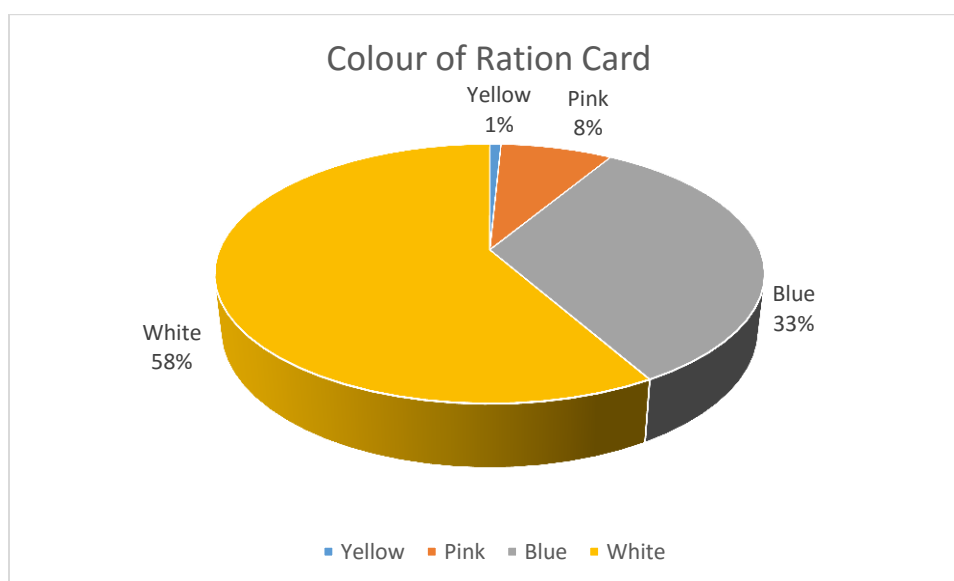
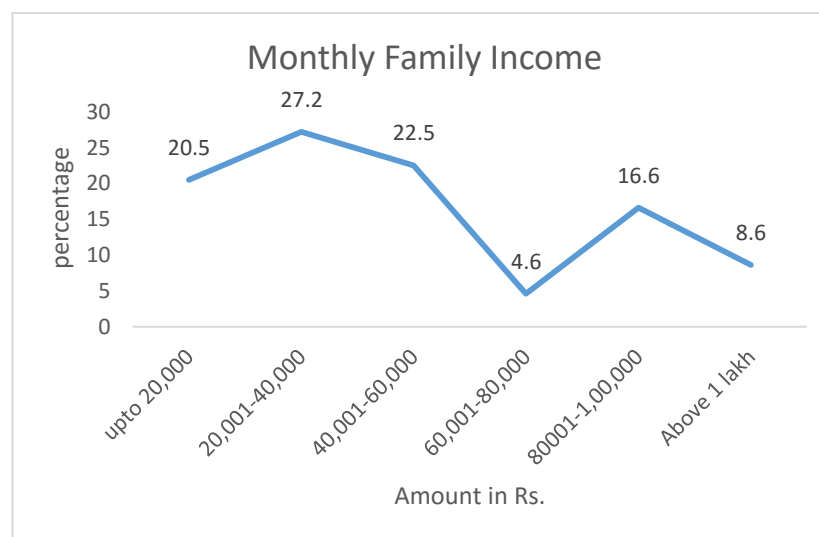


Fig.6.2 shows the type of ration card, based on the classification by Public Distribution System. 58% affected families possess white colour ration card, 33% have blue, 8% have pink and 1% has yellow colour ration card. **Of these, yellow and pink cards are given to the most deprived sections of the society.**

Fig.6.3 Monthly Family Income



The above figure illustrates that the highest number of the families, 27.2% are with monthly family income of Rs.20,001-40,000. The lowest number is in the income group of Rs.60,001-80,000 ie.4.6%.

6.3 Vulnerable groups

7% of the population is widow or widower category and 1% is divorced. The population above the age of 60 is 18%. Among the affected families, only one differently abled persons was met by the team.

6.4. Land Use and Livelihood:

89% of the affected properties are used for business activities. 2% of the families use their property for residential and commercial purpose. Business is the major livelihood source of the affected families since it is a commercially significant area. The

income from rent of buildings, hoardings etc. are sources of other income. The project area provides job opportunities for many people in the neighbouring area. These employees are mainly working in the unorganized sector.

6.5. Local Economic Activities

Business is the major economic activity in the project area, few offices are also functioning. The category of business includes shops, hotels and restaurants, beauty salons, automobile shops, textiles, women entrepreneurship etc.

6.6 Factors that contribute to local livelihoods

The project area is commercially significant and the livelihood of majority of the families in this area depend on business activities. The rental income from commercial buildings is also another source of income for the affected families.

6.7. Kinship Pattern and Social and Cultural Organisation:

81% of the project affected families are nuclear families, 18% is joint families and 1% separated or divorced families.

6.8 Administrative organization

No administrative organizations is present in the area, the project area belongs to Kochi Corporation.

6.9 Political organization

The people in the affected area are members of any one of the political organizations namely Communist, Congress or BJP and maintain cordial relationship is maintained among them. Office of BJP is functioning in the project area, which will be affected due to acquisition.

6.10. Community based and civil society organizations

Vyapari Vyavasayi Ekopana Samiti is an organization of the commercial establishment and majority of the commercial establishments are registered under this organization. Kerala Hotel and Restaurants Association is also active among restaurants and hotels in the area. Most of the owners of hotels and restaurants are members of this organization. Owners of bakeries are members of Baker's Association.

6.11. Regional Dynamics and Historical Change Process

The project area is an urban area which is growing fast with Kochi city. The people in the neighbouring area reach Palarivattom for education, job, accessing transportation facilities to various places and shopping. This area is a hub of shops and Palarivattom market is adjacent to the project area. The project will bring positive changes and more development to the place.

6.12. Quality of the living environment

The project area has very good access to all services needed for the population. The people have good access to education, health care facilities, transportation facilities and all basic infrastructures. The study shows that the socio-economic level of the population is also good.

CHAPTER 7

SOCIAL IMPACT MANAGEMENT PLAN

7.1. Approaches to Mitigation

In compliance with “The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013”, Social Impact Assessment Report and Social Impact Management Plan is mandatory for the land acquisition process. The prime objectives of the SIA is to understand the nature and characteristics of the project, to identify the potential positive and negative impact of the land acquisition, to devise a plan to mitigate the adverse effects and to maximize the social benefits generated by the project. For the preparation of SIA study report and Social Impact Management Plan of land acquisition for this proposed project, the SIA team collected the data from the project affected families, religious institution, discussions and interviews with Councilors of Kochi Municipal Corporation, Vyapari Vyavasaya Ekopana Samiti, officials of revenue department, KMRL and examination of available documents. These strategies were supported to identify appropriate measures to mitigate the impacts among the affected population.

7.2 Measures to avoid mitigate and compensate impact

- Rehabilitation, Resettlement and Compensation Procedures should be undertaken in accordance with the Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement, Act 2013, the Kerala **Rules** made there under and the **Notifications** issued by the Government from time to time.
- Speedy implementation of rehabilitation procedures by considering the displacement from the project area as the severest impact of the project.
- Livelihood restoration activities to be done without delay.

- Provide priority to the families belonging to the vulnerable groups in rehabilitation and resettlement scheme.
- Provide Special provisions for Scheduled Caste and Scheduled Tribe families in the affected area as per sec.41 of RFCTLARR Act 2013.
- Acquire the land left as useless due to the acquisition of land.
- The livelihood issue of senior citizens in business sector who are unable to start a new business or relocate must be addressed.
- The employees who become jobless as a result of acquisition of the properties also to be considered for compensation.
- The issues related to the physical access to the properties due to demolition of structures for land acquisition to be addressed by providing alternatives without delay.
- Flexibility in the building rules to be provided to reconstruct the structures for continuing business in the area.
- Precautions and safety measures are to be taken to avoid environmental hazards that may cause due to the project.
- Speedy reinstallation of public utilities like Electricity lines, electric poles, drinking water pipelines, etc. when it is shifted for project purpose.
- Alternate arrangements for the movement of the people during construction period and healthy disposal of wastages arise out of construction, should be ensured.

7.3 Measures that are included in terms of Rehabilitation and Resettlement and Compensation as outlined in the Act

Rehabilitation, Resettlement and Compensation Procedures should be undertaken in accordance with the Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement, **Act** 2013, the Kerala **Rules** made there under and the **Notifications** issued by the Government from time to time.

7.4 Measures that the Requiring Body has stated it will introduce in the project proposal

Requiring body stated that sufficient fund has been allocated for land acquisition, rehabilitation and resettlement activities.

7.5 Alterations to project design and additional measures that may be required to address the extend and intensity of impacts across various groups as identified during SIA

Nil.

7.6 Detailed Mitigation Plan including detailed activities to be carried out for each mitigation strategy, timelines for each mitigation strategy

To mitigate the social impacts of the proposed land acquisition, R&R package should be provided to the families as per the Policy issued by Revenue(B) Department, Government of Kerala vide G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the rehabilitation and resettlement package for land acquisition in the state in lieu of RFCTLARR Act 2013. The time plan and procedures stated in the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015 is applicable for the mitigation plan.

Table 7.1 Mitigation Plan

Sl. No.	Impact	Mitigation Measures	Time Plan
1	Loss of land	Compensation (as per 1 st schedule of RFCTLAR&R Act 2013)	The timeline for awarding compensation,

2	Loss of assets attached to land	Compensation (as per 1 st schedule of RFCTLAR&R Act 2013)	rehabilitation and resettlement packages to be complied as per the RFCTLAR&R Act, 2013
3	Loss of livelihood	Comply with State Policy for Rehabilitation and Resettlement Package for Land Acquisition in the State in lieu of RFCTLARR Act 2013 vide GO(MS)No.448/2017/RD dated 29/12/2017.	
4	Displacement of families belong to vulnerable groups- families with widows, divorced women and differently abled	Comply with State Policy for Rehabilitation and Resettlement Package for Land Acquisition in the State in lieu of RFCTLARR Act 2013 vide GO(MS)No.448/2017/RD dated 29/12/2017. Priority to be given for vulnerable groups	Timeline as per the RFCTLARR Act, 2013
5	Displacement of Scheduled caste and scheduled tribe families	Special provisions as per section 41 of RFCTLAR&R Act, 2013	Timeline as per the RFCTLARR Act, 2013
6	Demolition of	Measures to be taken to avoid security issues to the property of	Initiate activities from the beginning

	structures	the affected families/institution	of the construction activities
7	Acquisition of useless land or property	Acquire the properties on request from the affected parties	During the land acquisition period
8	Reduction in business due to loss of direct access from the road to the commercial establishments	Provide alternate arrangements for direct access to the commercial establishments	During construction period
9	Loss of Parking Space of commercial establishments	Provide Parking space in the premise of the shops for parking vehicles of shop owners	During construction period
10	Shifting of public utilities-drinking water pipelines, electric poles	Alternate arrangements to be done to reinstall the utilities	Initiate activities from the beginning of the construction activities
11	Damages to the utilities in the properties of affected families due to acquisition process	Rectify the damage caused due to acquisition or do alternate arrangements with the involvement of the affected parties	During construction period

12	Public mobility hindering and waste formation during construction period	Implement measures by the project executing agency	Initiate activities from the beginning of the construction activities
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7.7 The Social Impact Management Plan indicating which measures the Requiring Body has committed to undertake and those that have been proposed, but not committed to be undertaken by the Requiring Body

Not Applicable

CHAPTER 8
SOCIAL IMPACT MANAGEMENT PLAN
INSTITUTIONAL FRAMEWORK

8.1 Description of institutional structures and key person responsible for each mitigation measures

RFCTLARR Act, 2013, the Rules made there under and the notifications issued by the Government from time to time envisages the Institutional structures and key person responsible for implementing mitigation measures.

RFCTLARR Act, 2013 Sec.43 defines the **Administrator** appointed by the State Government would be the person responsible for Preparation of Rehabilitation and Resettlement Scheme for affected families of Land Acquisition. Subject to the superintendence, directions and control of the appropriate Government and the Commissioner for Rehabilitation and Resettlement, the formulation, execution and monitoring of the Rehabilitation & Resettlement Scheme shall vest in the Administrator. The Administrator appointed for Land Acquisition of Road Widening from JLN Stadium, Kaloor to Palarivattom Junction Stretch, project is Deputy Collector (LA), Kochi Metro.

The following committees have the role for monitoring the rehabilitation and resettlement activities of Land Acquisition:

- 1. Rehabilitation and Resettlement committee at Projectlevel:** The Section 45 of the RFCTLARR Act, 2013 and Rule 23 of the Kerala RFCTLARR Rules, 2015 provides for the constitution of a **Rehabilitation and Resettlement committee at project level** to monitor and review the progress of implementation of the rehabilitation and resettlement scheme.
- 2. The State Monitoring Committee for Rehabilitation and Resettlement:** The State Monitoring Committee to be constituted by the Government under section 50 of RFCTLARR Act 2013.

8.2 Specify the Role of Non-Governmental Organization, if any

Not applicable

8.3 Indicate Capacities Required and Capacity Building Plan, Including Technical Assistance, if any

Not applicable

8.4 Timelines for Each Activity

Timeline of activities will be as per the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.

CHAPTER 9
SOCIAL IMPACT MANAGEMENT PLAN BUDGET
AND FINANCING OF MITIGATION PLAN

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 Monitoring and Evaluative indicators

The key indicators devised for the currently proposed land acquisition is given below:

- Time taken to prepare and approve the rehabilitation and resettlement Scheme.
- The amount of compensation provided for land acquisition.
- The time taken to disburse the compensation amount to the Project affected families.
- Activities undertaken as per the mitigation measures stated in the Social Impact Management Plan.

10.2. Reporting mechanisms and monitoring roles

Reporting and monitoring should be in accordance with The Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.

10.3 Plan for independent evaluation

No independent evaluation is envisaged. The process will be evaluated by officials as mandated by RFCTLARR Act, 2013.

CHAPTER 11
ANALYSIS OF COSTS AND BENEFITS AND
RECOMMENDATION ON ACQUISITION

11.1 Final conclusions on assessment of public purpose, less displacing alternatives, minimum requirements of land, the nature and intensity of social impacts, and viable mitigation measures will address costs

The proposed project of **Widening of PWD Road from JLN Stadium to Palarivattom Junction stretch as preparatory works of Phase II of the Kochi Metro Rail Project** may help to reduce the traffic issues in Kochi City. As this project is part of the extension of Metro Rail from JLN Stadium to Kakkanad, it will help to provide easy transportation to more people. The positive impact of the project will reach to a wider area and more people. The financial benefits include the saving of travel time, transportation cost, reduction of pollution, easy access for employment in the Kakkanad area. As per Section 2(1) b (i) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement Act, 2013, the proposed project comes within the purview of public purpose.

0.5835 hectares of land is the total requirement for the project. The project area is commercially significant, and the extent of land holdings possessed by the landowners is comparatively less. The project will directly affect 190 families and two religious institutions. The titleholders and Non-Title holders cater to 96 in each category. The land acquisition will affect 96 properties in various survey numbers, either partly or fully. 28 titleholders and 63 Non-title holders will be displaced from the project area. 4 residential houses and 87 commercial establishments may come in the impact of displacement. The primary livelihood source of 153 families will be lost, but 53 families among them have additional sources of income for their livelihood. 68 structures will be affected. The structures include houses, shops, commercial multi-storied buildings, structures of religious institutions, compound wall, etc. The parking space of most of the title holders will be affected. Electricity Poles, Telephone cables, Street Light, and transformers may be

shifted from the existing position. The current alignment plan will affect Part of 4 private roads and 8 public roads.

The affected population, both titleholders, and non-title holders expressed their disagreement in proceeding with the land acquisition process since the land the acquisition will affect their livelihood source. Widening of the existing road is essential for the Metro project in Phase II. The requiring body has only proposed bare minimum land for the viaduct and for smooth traffic during and after the construction of the Metro viaduct. In the proposed area of land acquisition for the first stretch of Phase II, there is no scope for any alternatives other than the proposed one. In the Public hearing, none of the participants suggested feasible alternatives to the proposed project. Hence the alignment cannot be changed. The Revenue department issued 11(1) notification prior to acquiring land for widening the road along the Jawaharlal Nehru Stadium-Kakkanad stretch on 17th June 2020. (Source: Newspaper, Times of India, Dated 29th June 2020).

The adverse impacts of the project can be reduced, if the mitigation measures are done as outlined in the Social Impact Management Plan.

The study team also suggests the following measures to mitigate the adverse impacts of the project:

- Rehabilitation, Resettlement and Compensation Procedures should be undertaken in accordance with the Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement, **Act** 2013, the Kerala **Rules** made thereunder and the **Notifications** issued by the Government from time to time.
- Speedy implementation of rehabilitation procedures by considering the displacement from the project area as the severest impact of the project.
- Livelihood restoration activities to be done without delay.
- Provide Special provisions for Scheduled Caste and Scheduled Tribe families in the affected area as per sec.41 of RFCTLARR Act 2013.
- Provide priority to the families belonging to the vulnerable groups in rehabilitation and resettlement scheme.
- Acquire the land left as useless due to the acquisition of land.
- The livelihood issue of senior citizens in business sector who are unable to start a new business or relocate must be addressed.
- The employees who become jobless as a result of acquisition of the properties also to be considered for compensation.

- The issues related to the physical access either to the properties or shops due to land acquisition to be addressed by providing alternatives without delay.
- Provide parking space to the shop owners for parking their personal vehicles in the premises of the shop.
- Flexibility in the building rules to be provided to reconstruct the structures for continuing business in the project area.
- To reduce the delay in the process of reconstructing the affected structures, a separate committee/cell may be constituted by KMRL to channel the the process with the concerned departments. Hence the restoration activities can be done coordinated for the affected families in various projects under KMRL
- Precautions and safety measures are to be taken to avoid environmental hazards that may cause due to the project.
- Speedy reinstallation of public utilities like electricity lines, electric poles, drinking water pipelines, etc. when it is shifted for project purpose.
- Alternate arrangements for the movement of the people during the construction period and healthy disposal of waste arises out of construction, should be ensured.

11.2 The above analysis will use the equity the principle as a framework of analysis for presenting a final recommendation on whether the acquisition should go through or not.

In light of the above findings and after balancing the pros and cons of the project, the Social Impact Assessment Team unanimously recommends going forward with the land acquisition procedures as per the current plan.