



# SOCIAL DUE DILIGENCE REPORT FOR KOCHI METRO PHASE 2

**JLN STADIUM TO INFO PARK**

**January 2024**



JLN Stadium Metro Station, 4<sup>th</sup> Floor,  
Kaloor, Ernakulam, Kerala - 682017



# Social Due Diligence Report for Kochi Metro Phase 2 – JLN Stadium to Info Park

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## TABLE OF CONTENTS

LIST OF ABBREVIATIONS .....	4
EXECUTIVE SUMMARY .....	6
1. INTRODUCTION.....	25
1.1. Background of the study .....	25
1.2. Project Description- Metro Rail Phase 2 .....	26
1.3. Methodology of Social Due Diligence Study .....	27
1.4. Arrangement of Chapters.....	28
2. APPLICABLE LEGAL & POLICY FRAMEWORK.....	30
2.1. Legal & Policy Framework .....	30
2.2. AIIB's Environmental and social policy and its applicability .....	31
3. LAND ACQUISITION, REHABILITATION & RESETTLEMENT .....	33
3.1. Review of Land Acquisition, Rehabilitation & Resettlement Process .....	33
3.2. Determination of Compensation.....	47
3.3. Disbursement Status of Compensation.....	59
3.4. Assessment of Land Acquisition Process as per ESS2 .....	60
4. SOCIO ECONOMIC PROFILE.....	66
4.1. Socio Economic Profile as per SIA Studies undertaken.....	66
6.1. Validation of Socio Economic Profile .....	77
6.2. Conclusion of the study on Socio Economic Profile .....	80
5. LIVELIHOOD RESTORATION PLAN .....	82
5.1. Overview .....	82
5.2. Preparation of Livelihood Restoration Plan .....	82
5.3. Livelihood Restoration Plan measures.....	82
5.4. Updating Livelihood Restoration Plan .....	84
6. GENDER ASPECTS .....	85
6.1. Recruitment & Staffing at KMRL .....	85
6.2. Facilities in the Metro & Metro Stations for Women and differently abled ..	87
6.3. Women safety & empowerment at KMRL .....	89
6.4. Gender Equality and Social Inclusion (GESI) focussed strategies for Phase 2	90
7. LABOUR & WORKING CONDITIONS .....	92



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7.1.	Contractual Provisions for labour & working conditions .....	92
7.2.	Contractor’s Environmental & Social Management Plan.....	97
7.3.	Review of Labour & Working Conditions in Phase 1B of KMRL Project. ...	98
8.	STAKEHOLDER ENGAGEMENT, GRIEVANCE REDRESSAL MECHANISM, INSTITUTIONAL MEASURES .....	101
8.1.	Stakeholder Engagement .....	101
8.2.	Grievance Redressal Mechanisms .....	104
8.3.	Institutional measures in Grievance Redressal Mechanism.....	106
9.	IMPLEMENTATION PLAN FOR THE OUTSTANDING LAND ACQUISITION, REHABILITATION & RESETTLEMENT PROCESS, MONITORING AND REPORTING ARRANGEMENTS.....	110
9.1.	Implementation Plan for Outstanding LA and R&R Process .....	110
9.2.	Monitoring & Reporting Arrangements.....	112
10.	CONCLUSIONS & ACTION POINTS .....	114
10.1.	Conclusion .....	114
10.2.	Action Plan.....	118
11.	LIST OF ANNEXURES.....	122



## LIST OF ABBREVIATIONS

AIIB	Asian Infrastructure Investment Bank
BOCWW	Building and Other Construction Workers Welfare
CCTV	Closed Circuit Television
CESMP	Contractor's Environmental & Social Management Plan
DC	District Collector
DSR	Delhi Schedule of Rates
EIA	Environmental Impact Assessment
ESEL	Environmental and Social Exclusion List
ESP	Environmental & Social Policy
ESS	Environmental & Social Standards
GC	General Consultant
GESI	Gender Equality and Social Inclusion
GO	Government Order
Gol	Government of India
GoK	Government of Kerala
GRM	Grievance Redress Mechanism
H&S	Health & Safety
HSE	Health Safety & Environment
JLN	Jawahar Lal Nehru
JV	Joint Venture
KMRL	Kochi Metro Rail Ltd.
KVHS	Kerala Voluntary Health Services
LA	Land Acquisition
LAP	Land Acquisition Plan
LAPF	Land Acquisition Planning Framework
LARP	Land Acquisition and Resettlement Plan
LARPF	Land Acquisition and Resettlement Planning framework
LSG	Local Self Government
MRTS	Mass Rapid Transit System
O&M	Operation and Maintenance
OBC	Other Backward Classes
PAH	Project Affected Household
PAP	Project Affected Person
PDC	Pre Degree Course
PF	Provident Fund
PMC	Project Management Consultant
PPE	Personal Protective Equipment
PPP	Public Private Partnership
PWD	Public Works Department
R&R	Rehabilitation & Resettlement



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RFCTLARR	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement
RoW	Right of Way
RP	Resettlement Plan
SC	Scheduled Caste
SDM	Sub Divisional Magistrate
SEA	Sexual Exploitation and Abuse
SH	Sexual Harassment
SIA	Social Impact Assessment
SISF	State Industrial Security Force
SSLC	Secondary School Leaving Certificate
ST	Scheduled Tribe
TAT	Turn Around Time
TG	Transgender
VGF	Viability Gap Funding



## EXECUTIVE SUMMARY

### 1. General

Kochi Metro Rail Ltd is taking up the Phase 2 expansion of the Kochi Metro Rail Project. The construction of Phase 2 has already begun and is expected to be completed by 2026. This will be 11.2 km new Metro line and will connect Jawaharlal Nehru International Stadium to Info Park via Kakkanad. The project has been sanctioned with estimated budget of INR 1957 crore. There will be eleven new stations on the line viz. *Palarivattam Junction, Alinchuvadu, Chembumukku, Vazhakkala, Padamughal, Civil Station Junction, Cochin Special Economic Zone, Chittethukara, KINFRA Park, Info Park I and Smart City*. The alignment of Phase 2 corridor is given as Annexure 2.

The Asian Infrastructure Investment Bank (AIIB), a multilateral financial institution focussed in developing Asia, is in the process of approving financial assistance to KMRL for the construction of Phase 2 of the MRTS project.

The project commenced after completing the Environmental Impact Assessment (EIA) study and Social Impact Assessment (SIA) study which are mandated by the prevailing statutes, legislations and regulations of the country. Since the studies were done prior to AIIB consideration to financing, the existing environmental and social instruments, status of implementation are assessed through a due diligence exercise to identify gaps and arrive at an action plan to address these gaps. This report summarises the process and findings of the social due diligence assessment carried out during December 2023 to January 2024 and documents the agreed actions.

### 2. Methodology of study

The social due diligence study has followed the process as given below.





### **3. *Applicable legal & policy framework***

The project is governed by the Metro Policy of 2017 formulated by MoHUA, GoI and AIIB ESP.

The applicable laws and policies for land acquisition for Kochi Metro Rail Phase 2 project are the following:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Kerala) 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.

Similarly, the following laws and policies govern other social aspects of the project.

- The Child Labour (Prohibition and Regulation) Amendment Act, 2016
- Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013
- Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act 1996 and Rules 1998
- Employees Compensation Act, 1923
- Contract Labour (Regulation & Abolition) Act, 1970
- Minimum Wages Act, 1948
- Payment of Wages Act, 1936
- Trade Unions Act, 1926
- Inter-State Migrant workmen's (Regulation of Employment & Conditions of Service) Act, 1979
- Employees State Insurance Act, 1948

#### ***AIIB's Environmental and Social Policy (ESP)***

AIIB recognizes that environmental and social sustainability is a fundamental aspect of achieving outcomes consistent with its mandate to support the development of sustainable infrastructure and other productive sectors. The overarching objective of this policy is to facilitate achievement by the Bank's Clients of these development outcomes, through a system that integrates sound environmental and social management into Projects.

The policy has four major elements.

- a) Environmental & Social Policy: This policy sets forth mandatory environmental and social requirements applicable to all Projects.



- b) Environmental & Social Standards: The following three associated environmental and social standards (ESSs), set out more detailed mandatory environmental and social requirements to be implemented by the Client, depending on the nature of the Project. These standards cover the following:
- (i) ESS 1: Environmental and Social Assessment and Management (ESS 1);
  - (ii) ESS 2: Land Acquisition and Involuntary Resettlement (ESS 2); and
  - (iii) ESS 3: Indigenous Peoples (ESS 3).
- c) Environmental & Social Exclusion List: An Environmental and Social Exclusion List (ESEL) setting forth activities and items that are excluded from financing by the Bank and that the Client is required to exclude from the Project.
- d) Glossary: A glossary with definitions of certain terms used in the ESP and ESSs accompanies this policy.

Upon reviewing AIIB's ESP, ESS1 & ESS2 are found to be applicable for the project and ESS3 pertaining to indigenous people is not applicable.

#### 4. Land Acquisition, Rehabilitation & Resettlement

The land to be acquired for Kochi Metro Phase 2 project is primarily for two purposes which are as stated below:

- a) Required Right of Way including off the road viaduct portion
- b) To construct the 'Entry & Exit' building for accessing the elevated Metro stations.

The land acquisition for the project is being carried out in four stages. The details of stretches/parcels originally identified for the RoW and entry exit buildings are provided in the table below:

*Table 0.1: Stretches/parcels for acquisition*

Sl. No.	Stretches/Parcel	Taluk, Village	Area of Land (ha) <sup>1</sup>	Purpose of land Acquisition
1	JLN Stadium - Palarivattam	Kanayannur Taluk, Poonithura Village	0.5835	RoW JLN-Palarivattam
2	Palarivattam-Kakkanad	Edappilly south, Vazhakkala, Kakkanad-Villages	2.8770	RoW Palarivattam – Kakkanad PWD Road
3	Kakkanad to Info Park Expressway Entrance	Kakkanad Village, Kanayannur Taluk	0.0380	RoW (Seaport – Airport Road)

<sup>1</sup> The land area mentioned here is from the land requisition request made by KMRL after conducting preliminary surveys. This area is subject to change after detailed measurements by LA authorities.



4	Construction of Entry Exit buildings	Edappilly south, Vazhakkala, Kakkanad Villages –	1.6510	Construction of Entry Exit buildings
<b>Total Area</b>			<b>5.1495</b>	<b>ha</b>

Source: SIA study reports

### Land Acquisition

As per the Metro Rail Policy 2017, issued by Ministry of Housing & Urban Affairs, the onus of making the above land available for the projects, rests upon the Government of Kerala (GoK). Pursuantly, GoK has appointed Kochi Metro Rail Project "Ponnumvila Tehsildars" who have been entrusted to discharge the duties of the District Collector to acquire the land as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act).

The present status of land acquisition is provided below.

Table 0.2: Present status of LA

Sl. No.	Stretches/Parcel	Stage of Land Acquisition	Area of Land requested (ha)	Updated Area of Land as per LA (ha)	Period of SIA Study	Period of Public Hearing	Number of Title Holders as per SIA	Number of PAPs as per SIA	Number of Land Parcels as per LA	Number of eligible PAPs as per LA
1	JLN Stadium - Palarivattam	Acquisition in progress	0.5835	0.3649 (updated)	15.02.20	03.03.20	96	96	59	24
2	Palarivattam-Kakanad	Land acquired.	2.8770	2.0167 (updated)	28.06.18 to 30.06.18	09.08.18 to 10.08.18	362	257	353	84
3	Kakanad to Info Park Expressway Entrance	Acquisition in progress	0.0380	0.0160 (updated)	05.02.20 to 07.02.20	13.07.20	11	0	Census by LA authorities in progress. Cut-off date is 31.03.2024	
4	Construction of Entry Exit buildings	Acquisition in progress	1.6510	1.6510	18.04.23 to 20.04.23	23.05.23	18	77		
<b>Total Area</b>			<b>5.1495</b>	<b>4.0486</b>						

As per the assessment of LA authorities, 412 land owners are affected and 108 PAPs are eligible for R&R in the two stretches viz. 'Palarivattam to Kakkanad' and 'JLN stadium to Palarivattam'.

It is to be noted that the 30% of the cases are pertaining to PAPs losing their livelihood due to the project. 23% of the cases are pertaining to PAHs who require subsistence grant for a period of 1 year. Another 23% of the cases pertains to PAHs who require resettlement allowance. 9% of the cases pertain to PAHs of an artisan, small trader or self-employed who is involuntarily displaced due to the project. 7% of the cases pertains to commercial tenants who require one-time assistance to meet shifting charges and social costs. The remaining are less significant.



**Due Diligence on Land Acquisition Process**

The due diligence on the LA process was undertaken by consulting a random sample of PAPs over phone in the month of December 2023.

The due diligence process on the LA process revealed that:

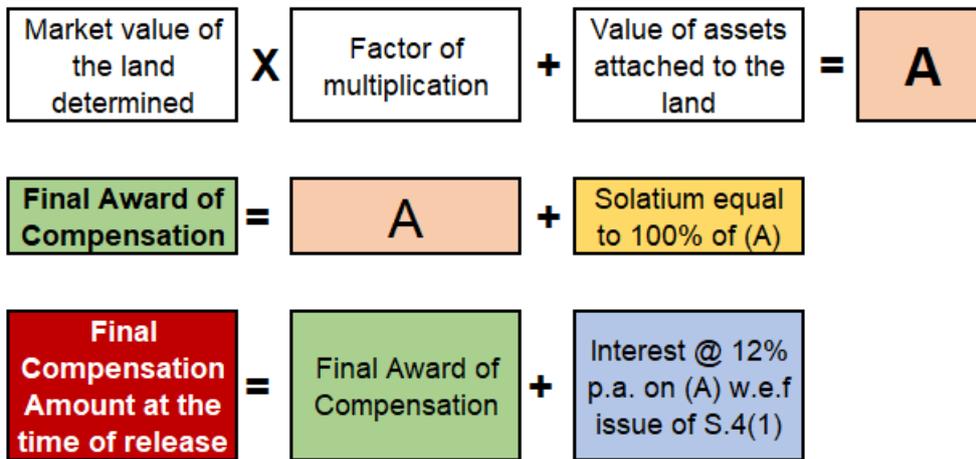
- a) 90% of the respondents informed that they were aware of the land acquisition process.
- b) 91% of the PAPs attended the public hearings conducted.
- c) 4% of the PAPs have raised objection to measurements.
- d) 100% PAPs confirmed receipt of compensation before taking over of assets.

The due diligence team also took stock of the number of court cases filed against the LA process.

The due diligence team has come to a conclusion that the land acquisition process followed by the LA team has been well publicised and there is good awareness within the public. The public is made aware of their rights with respect to the provisions of RFCTLARR Act. The public is aware of the avenues for grievance redressal and some of them have approached the honourable courts for settlement.

**Compensation Determination for Title Holders (Land Owners)**

The compensation calculation is based on first schedule of RFCTLARR Act. The method of calculation is illustrated below.



As illustrated above, the Final Award of Compensation is calculated from the Market Value of land and Value of Assets attached to the land. The Final Award of Compensation includes a Solatium of 100% of the Market Value of land and Value of Assets attached to the land.

In addition to the above, an additional amount @ 12% p.a on the market value of the land and value of assets attached to the land will be paid to the PAP calculated from the date of issue of Notification as per S.4(1) of RFCTLARR Act (Intention to acquire & conduct of SIA Study) till Passing of Award as per S.23 of the Act or the date of taking possession, whichever is earlier.



After the Award, the landowners also have the option to move before the RFCTLARR Authority regarding any sort of objection with the Award. RFCTLARR Authority also follows the method stipulated in the RFCTLARR Act. As per the procedure laid down in 'first schedule' of RFCTLARR Act for calculating the compensation for land owners, the following two components play key role in determination of the compensation amount.

- a) Market value of land
- b) Value of assets attached to land or building

Due diligence was also conducted on the process of determination of Compensation. The due diligence team accessed the records such as deeds used by authorities to determine the market value of the land. The due diligence team concurs the process. The team also verified the valuation process of assets attached to the land being acquired. The due diligence team also concurs this process.

From the validation process, the team has come to a conclusion that the compensation for land owners derived as per the RFCTLARR Act is adequate and meets the replacement cost of Project Affected Persons by far.

### ***Compensation Determination for Non-Title Holders***

Compensation for Rehabilitation & Resettlement is based on the comprehensive Rehabilitation & Resettlement policy of the state issued by GoK. The state policy entails 15 categories of mutually exclusive compensations. Total compensation is derived by summing up applicable entitlements described in the policy.

The Rehabilitation & Resettlement package has been declared only for two stretches viz. 'Palarivattam to Kakkanad' and 'JLN stadium to Palarivattam'. As on date, the compensation has been given to the PAPs of 'Palarivattam to Kakkanad' only.

In this stretch, it is to be noted that the 31% of the cases are pertaining to PAPs losing their livelihood due to the project. 25% of the cases are pertaining to PAHs who require subsistence grant for a period of 1 year. Another 25% of the cases pertains to PAHs who require resettlement allowance. 10% of the cases pertains to PAHs of an artisan, small trader or self-employed who is involuntarily displaced due to the project. Remaining are less significant.

The due diligence team observed that PAPs/PAHs in the following categories of eligible compensation are vulnerable in the society and therefore needs greater attention of the authorities.



Table 0.3: PAPs/PAHs found vulnerable and needing attention

State Policy provision Ref.	Compensation Applied	Number of PAPs/PAHs
4	PAPs who lost their livelihood due to the project	74
5	PAHs who require subsistence grant for a period of 1 year	60
8	PAHs of an artisan, small trader or self-employed who is involuntarily displaced due to the project	25
10	PAHs who require resettlement allowance	60
11	Commercial tenants who require one time assistance to meet shifting charges and social costs	8

The due diligence decided to take random samples of PAPs/PAHs who have sought the above 5 categories of compensation for validation over phone.

After interacting with the PAPs, the due diligence team observed that although the PAPs received the compensation as per the Act, they are still in the lookout for opportunities to start a new business or shop close to their existing location.

The due diligence team ascertained that hike in commercial rents were one of the reasons for the above. Further, the non-availability of vacant shops has also aggravated the situation.

The findings indicated that there are PAPs whose socio-economic conditions are yet to be restored and there are PAPs who are yet to be finalised for two stretches hence, necessitating the need for Livelihood Restoration Plan. KMRL shall prepare LRP for the project.

## 5. Socio economic profile

The review of the socio-economic profile of the four stretches was done based on the SIA reports. The process revealed that the stretch between 'JLN Stadium to Palarivattam' and the stretch between 'Palarivattam to Kakkanad' needs special attention as these two stretches have PAPs/PAHs who are vulnerable.

The number of PAPs/PAHs have decreased considerably after completion of census by the LA authorities. Hence, KMRL needs to update the Socio Economic Profile with respect to the finalised list of eligible PAPs/PAHs after completion of the census of LA authorities. The process of updating shall cover determination of Vulnerability Status and collection of Gender Segregation Data of the PAPs/PAHs.



KMRL shall take up the activity of preparing the livelihood restoration plan (LRP) for the vulnerable section of PAPs after completion of the activity of updating the socio economic profile of the PAPs based on the census of LA authorities.

The due diligence team also studied the various indicators for monitoring arrangements. The following monitoring indicators were proposed to form part of the Monitoring & Reporting arrangements.

- a) Compensation disbursed to Title Holders
- b) Rehabilitation and Resettlement assistances disbursed to PAPs/PAHs
- c) Special provisions enacted for Schedules Caste, Scheduled Tribe and OBCs if any
- d) Compensation disbursed to vulnerable class of PAPs such as SC, ST, OBCs, Senior citizens, Divorcee, Widowers

## 6. Livelihood Restoration Plan

The due diligence team has identified certain gaps while analysing the Rehabilitation & Resettlement measures with respect to AIB's ESS 2 requirement of restoring the livelihoods of all displaced persons in real terms relative to pre-project levels. Hence, a Livelihood Restoration Plan (LRP) has been prepared for the PAPs/PAHs whose livelihood is yet to be restored and the ones who are socio-economically vulnerable.

The LRP measures as provided below.

Table 0.4: LRP measures

Sl. No.	Reason hindering livelihood restoration	LRP measure
1	The PAPs who used to rent shop along the RoW are finding it difficult to find alternate shop nearby due to sudden hike in commercial rents and shortage of vacant shops nearby.	<p>a) KMRL will extend its existing policy of offering the right of first refusal to the PAPs for the commercial spaces which are developed within the metro stations and adjacent area. KMRL will publicise this policy during the stakeholder engagement process and prior to auctioning of the commercial spaces.</p> <p>b) In order to unburden the PAPs from high commercial rents, KMRL already has a policy of deferring the rents for a period of 4-5 months</p>
2	There are PAPs who are vulnerable in the society particularly PAPs belonging to SC & ST category, PAPs who are widows, PAPs who are senior citizens,	<p>c) KMRL will extend its existing policy of giving preference in employment opportunities at KMRL for the PAHs.</p> <p>The policy entitles preference in employment opportunity for one member of PAH within a period of 15 years from the date of commercial operation of the first reach.</p>



	PAPs who are below poverty line. They will find it very difficult to find new means of livelihood .	The employment opportunity is not confined just to technical but also covers non-technical jobs such as tickets agents, security staff, maintenance staff etc.
		<p>d) KMRL will organise and conduct specifically designed training programmes after studying the skill sets possessed by the PAPs and analysing their potential.</p> <p>These training programmes will aim at equipping the PAPs to develop their existing skill or acquire new skill which will not only improve their livelihood but also be long term and sustainable.</p>

In addition to the above the following additional LRP measures are also planned.

*Table 0.5: Additional LRP measures*

Sl. No.	LRP measure	Target objective
1	<p>KMRL will continuously engage with the PAPs who have been identified as PAPs requiring livelihood restoration support and monitor their progress.</p> <p>The status will be reported to AIB on a monthly basis starting from 28.02.2024</p>	Support and provide assistance in improving livelihood of the PAPs
2	<p>KMRL will provide institutional support to PAPs in terms of providing mentorship, opportunities for networking with credit agencies, supply chain etc.</p>	Making the livelihood means long term and sustainable.
3	<p>KMRL will pursue the Action Point 1 with Government of Kerala regarding considering the cases of PAPs who have not be considered for R&amp;R package due to being marginally short of the specified time criteria.</p>	Improving the coverage of R&R package thereby improving the livelihood of more number of PAPs
4	<p>KMRL will pursue the Action Point 7 with Government of Kerala regarding adjusting the R&amp;R compensation to inflation.</p>	Improving the compensation amount of R&R package to bring it to real terms.

## 7. Gender Aspects

Various initiatives aimed in the direction of promoting gender inclusivity and women empowerment have been implemented by KMRL.



### **Recruitment & Staffing at KMRL**

Kochi Metro is committed to hire women for a variety of roles, including train operators, station controllers, customer support staff and security personnel. Women make up over 40% of the total workforce, which is significantly higher than the national average of 12%. Kochi Metro Rail Ltd., also have 15% women representation (Director Finance of KMRL & Director Finance of NCRTC) in their Board of Directors. This is a testament to Kochi Metro's commitment to providing equal opportunities for women. A summary of staffing at KMRL is given below.

*Table 0.6: Staffing details of KMRL*

Sl. No	Section	Male	Female	TG	Total
1	KMRL – Corporate Office	437	89	0	526
2	KMRL – O&M Staff	343	55	0	398
3	Facility Management Service (Contract)	13	509	16	538
4	Security (Contract)	201	46	0	247
<b>Total</b>		<b>994</b>	<b>699</b>	<b>16</b>	<b>1709</b>

Kochi Metro has partnered with 'Kudumbashree', a women's self-help group under the aegis of Government of Kerala, by selecting it as the service provider for facility management services and thus provide employment opportunities for women. Under this initiative, 'Kudumbashree' members are trained and deployed to work in various roles at Metro stations, such as ticketing, housekeeping, security, customer service and gardening. In a first of its kind initiative, 'Kudumbashree' provides 525 staff out of the 538 staff employed in the Facility Management Service.

Kerala had become the first Indian state to take the initiative in bringing transgender community into mainstream society by building a 'Transgender Policy' in 2016. Soon after, KMRL broke new grounds in the gender equality sphere, by recruiting 16 transgender for operations.

### **Facilities in the Metro & Metro Stations for Women and differently abled**

Kochi Metro has priority seats for pregnant women/differently abled/elderly passengers in Metro trains to ensure that they have a safe and comfortable travel experience. Kochi Metro has installed breastfeeding cubicles at all Metro stations to provide a safe and comfortable space for mothers to breastfeed their babies. Kochi Metro has also installed sanitary napkin vending machines at some of its Metro stations. Ambulance facility has been provided in Aluva and Petta Metro stations of Phase 1. Medical & First Aid room has been provided in Aluva, Palarivattam and Petta Metro stations of Phase 1.



### ***Gender Equality and Social Inclusion (GESI) focussed strategies for Phase 2***

KMRL expects that there would be at least 4500 construction workers during the execution of the Phase 2 project. The Supervisory & Management employees would be around 650. The construction workers, supervisors, managers will be employed through various contractors and consultants appointed through a bidding process. KMRL would encourage deployment of women workers wherever women are willing to work.

There will be a total of 11 stations for the Phase 2 project. KMRL expects that during operation there will be staff requirement of at least 510 for Phase 2. KMRL is targeting for the gender split of Male – 250, Female 250, Transgender -10.

KMRL expects to continue with the existing gender inclusive initiatives it has been implementing for its recruitment & staffing.

KMRL will provide all the existing facilities provided in Phase 1 such as CCTV cameras in trains and stations, Signage, Digital Ticketing, Passenger emergency communication system, Breastfeeding Pods, Accessible ramps, lifts, escalators etc.

Further to the above, KMRL is planning to provide Diaper Changing Stations in the Metro stations. KMRL is also planning to provide Fast Track Lifts from street level to platform level for regular passengers who are willing to do transactions digitally.

### ***8. Labour & Working Conditions***

For ensuring the availability of safe and healthy living/working conditions for the above-mentioned migrant labour work force and also the local work force, Health & Safety Manual published by Department of Labour & Skills, Government of Kerala will be strictly enforced.

Further, various Acts/Mandatory conditions have been included in all the construction contracts to make it binding on the contractor such as Minimum Wages Act, Employees Compensation act, Payment of Gratuity Act, Maternity Benefit Act etc.

The compliance / effective implementation of the above-mentioned aspects from the part of the Contractor will be regularly monitored by way of periodic inspections by the Project Implementing Agency (KMRL) and also the General Consultant (GC) appointed for the Project.

A contractor's Environmental & Social Management Plan will be prepared. It will serve as a 'Project Specific' management plan covering aspects such as air quality management, noise & vibration monitoring and management, construction and demolition waste management, spillage protection measures, solid and hazardous waste management, drainage & flood mitigation measures, traffic management, Health, Safety & Work Environment of workers engaged for the project, labour welfare measures, labour amenities such as labour camps, labour restrooms, first aids points, PPEs etc.



The due diligence team reviewed the labour and working conditions in Phase 1B of KMRL Project and found that it is broadly compliant to extant rules and no complaints have been received.

## ***9. Stakeholder Engagement, Grievance Redressal Mechanism, Institutional Measures***

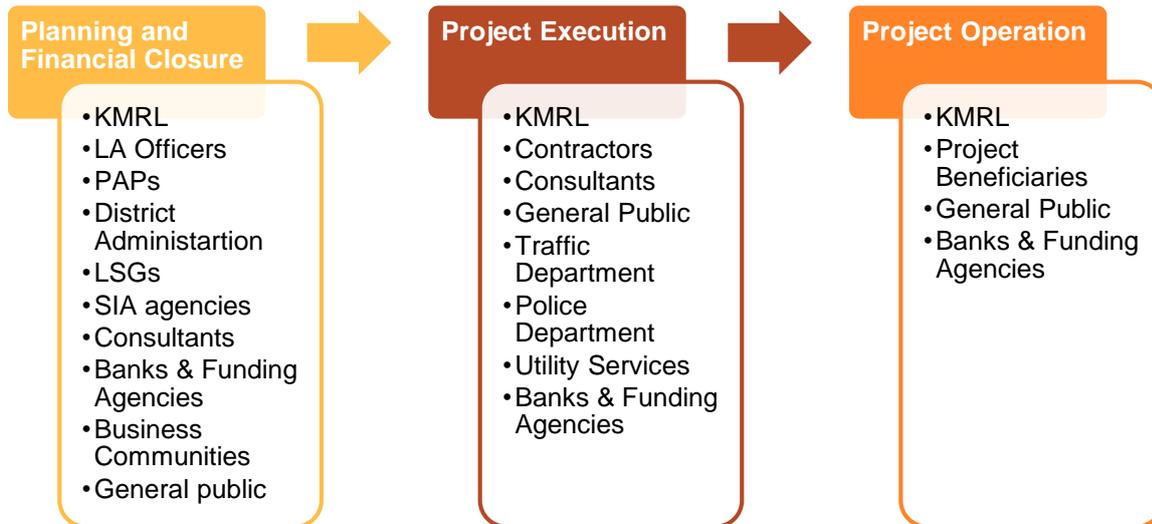
### ***Stakeholder Engagement***

The major stakeholders of this project can be identified as given below.

- a) Project Affected Persons (PAPs)
- b) Land Acquisition Officers comprising of Tehsildars, Commissioners, Collector
- c) District administration
- d) Local self-government - Panchayat, Municipalities, Corporations
- e) SIA agencies
- f) Kochi Metro Rail Ltd
- g) Contractors
- h) Consultants
- i) Business communities
- j) Beneficiaries of the project – Commuters, local community
- k) General Public
- l) Traffic Department
- m) Police Department
- n) Utility services –Electricity Board, Water Authority etc.
- o) Banks & other funding agencies

The success of the project is dependent on the active involvement of the above stakeholders. Hence, it is important to engage with the stakeholders during the various phases of the project.

This project has three primary phases and the stakeholders involved in those phases are as illustrated below.



Each of the above stakeholders have varying interest on the project and their actions have varying degree of influence on the project. Further, the project also has varying impacts on the stakeholders. An assessment of the same was made in the report.

The due diligence team further interacted with key stakeholders such as Project Execution Team, Land Acquisition team, Traffic Department. The interactions gave confidence that KMRL will be able to execute the project without any holding back.

***Grievance Redressal Mechanisms***

When KMRL was acquiring lands for the Phase 1 of Kochi Metro project, RFCTLARR Act was not implemented in the country. Hence, all grievances pertaining to Land Acquisition was dealt by a Grievance Redressal Cell of KMRL which was headed by a Deputy Collector appointed by GoK. After implementation of RFTCLARR Act, the entire Grievance Redressal Mechanisms was brought under the aegis of the District Collector having statutory powers. However, KMRL continues to receive and direct the grievances of PAPs pertaining to LA activities as a support service. As and when grievances are received at KMRL, it is brought to the notice of competent authorities and KMRL also follow up the matter to ensure that it is disposed.

Since, the RFCTLARR Act is self-sufficient with respect to LA processes, KMRL has decided that no parallel grievance committee is to be constituted by KMRL for land acquisition, rehabilitation and resettlement matters. To facilitate sharing of information and stakeholder consultation, KMRL will provide and maintain a system of receiving grievances and forwarding the same to competent authorities in Government.

***Grievance Redressal Mechanism at field level***

KMRL had adopted various institutional measures for redressing grievances which are other than Land Acquisition. These measures attempted to provide relief to the PAPs at the field level or at the higher management level. The institutional measures were



designed in such way that it provided relief to the PAPs in a swift manner without any administrative hassles. Further, when the magnitude of projects undertaken by KMRL increased, KMRL also setup facilities for receiving and disposing off grievances online.

There could be complaints which require immediate resolution and communicated directly by the PAP at the project site through the complaint box facility. These complaints will be registered in the complaint register kept at the site office and immediately looked into by a team formed by the following;

- a. Deputy General Manager/Manager of KMRL in charge of the concerned area.
- b. Senior Engineer of General Consultant
- c. Project Manager/ Assistant Project Manager of the contractor.

The team will examine the complaint and if the complaint is found to be under the purview of KMRL project and can be resolved immediately, then necessary actions from the field level will be taken to resolve the issue. If the complaint is resolved to the petitioner's satisfaction, then the complaint is marked as closed in the register. If the complaint is not resolved at field level, then the same shall be reported through KMRL website and escalated as per the escalation matrix provided in the KMRL website.

### ***Grievance Redress Mechanism (GRM) using Kochi Metro website***

For the complaints which are not resolved at field, they can now be reported through website as well. Any complaints and suggestions with respect to the Phase 2 work shall be handled using the common facility provided in the KMRL website.

General public can register their grievance by filling up a simple form (sample form shown below) which is made available in the website as a facility to handle all complaints and suggestions. The website can be accessed electronically at: <https://kochimetro.org/phase-ii-grievance-redressal/>. The Public/stakeholders who would like to physically come and give complaints, can do so at the "Metro Connect" customer experience centre or reach us at <https://kochiMetro.org/contact-us/>.

## ***10. Implementation Plan for the Outstanding Land Acquisition, Rehabilitation & Resettlement Process, Monitoring and Reporting Arrangements***

As on date, approximately 50% of the total land acquisition has been completed. The land acquisition of the stretch 'Palarivattam to Kakkanad' has been completed in all respects.

The due diligence team interacted with the Land Acquisition officers appointed by Government of Kerala for the Kochi Metro project and the in house team of KMRL regarding the timelines for completing the outstanding LA and R&R works. The LA team conveyed that the LA process will be completed by May 2024.

The due diligence team observed that the major chunk of land required i.e. from 'Palarivattam to Kakkanad' has already been acquired. The LA process in the stretch



between 'JLN stadium to Palarivattam' is also nearing completion. The stretch between 'Kakkanad' to 'Info Park Expressway Entrance' doesn't have any non-title holders and only a tiny parcel of land needs to be acquired. In view of the above the due diligence team expects that KMRL will be able to achieve the above targets on time. The LA process for the land parcels for 'Construction of Entry & Exit Buildings' is in preliminary stages and hence it is important to put in place robust monitoring and reporting arrangements for the remaining LA process so as to achieve acquisition completion by May 2024.

### **Monitoring & Reporting Arrangements**

The monitoring and reporting arrangements will be devised in such a manner that it covers all the aspects of the project such as;

- a) Land Acquisition, Rehabilitation & Resettlement
- b) Financial Management pertaining to aspects such as financial closure, expenditure.
- c) Procurement status of various components
- d) Physical Progress of various components
- e) Environmental Compliance
- f) Social Compliance
- g) Grievance Redressal

The due diligence team also reviewed the tentative monitoring & reporting arrangement for the project.

*Table 0.7: Tentative monitoring & reporting arrangement for the project*

Sl. No.	Aspect of the Project	Document	Frequency of Reporting	Prepared by	Reviewed by	Approved by
1	Land Acquisition, Rehabilitation & Resettlement	Status Report	Once in a month	KMRL LA team in consultation with District Administration	General Manager - Projects	Director - Projects
2	Financial Management pertaining to aspects such as financial closure, expenditure.	Utilisation Certificates	Once in a Quarter	Joint General Manager- Finance	General Manager – Finance	Director – Finance
3	Procurement status of various components	Procurement schedule	Once in a Month	Joint General Manager- Procurement	General Manager - Projects	Director - Projects
4	Physical Progress of	Progress Report	Once in a Month	General Consultant	General Manager - Projects	Director - Projects



	various components					
5	Environmental Compliance	Compliance Report	Once in a Month	General Consultant	General Manager - Projects	Director - Projects
6	Social Compliance	Compliance Report	Once in a Month	General Consultant	General Manager - Projects	Director – Projects
7	Grievance Redressal	Status Report	Once in a Month	General Consultant	General Manager - Projects	Director – Projects

**11. Outcomes of Due Diligence Study and Action Plan**

One of the objectives of this due diligence study is to verify whether the land acquisition and rehabilitation & resettlement process has been carried out compliant to the extant rules and regulations and to standards prescribed in AIIB’s Environmental & Social Framework.

Another very important objective is to bring out the deficiencies in the land acquisition process which may lead to/may have led to degradation of the socio-economic condition of the PAPs/PAHs and to propose mitigation measures to overcome these deficiencies.

The due diligence team as part of their study covered all the aspects leading to the two objectives stated above. The due diligence process revealed 16 action points which is intended to close the gaps identified during the study.

An Action Plan has been devised. The summary of the Action Plan with timelines and responsibilities is provided below.



Table 0.8: Summary of Action Plan with timelines & responsibility

Action Point	Process/Aspects	Description of Issue	Mitigation measure to be taken	Expected Timeline	Responsibility
<b>Action Point 1</b>	Identification of PAPs/PAHs	One of the prerequisite for being eligible for R&R compensation is that the claimants should be able to prove that they have been residing or doing business or working in the notified area for at least three years. There are cases where claims have been rejected for being short even by months. It is pertinent to note that the land acquisition process in these stretches have extended for more than 3 years. This means the people have been affected for more than three years. Hence, KMRL may recommend to Government of Kerala to consider such marginal cases for compensation.	KMRL shall identify such PAPs who have not been considered for R&R compensation. KMRL to send a correspondence to GoK recommending to consider such marginal cases of compensation.	The LA for the remaining stretches is expected to be completed by 30.04.2024. The planned date of completion for the activity is 31.05.2024.	LA Authority (District Administration) & KMRL <sup>2</sup>
<b>Action Point 2</b>	R&R Compensation Claims	There are still chances of people approaching KMRL seeking R&R compensation. KMRL shall provide necessary assistance in redressing their claims.	KMRL shall acknowledge their claims and entrust those claims to its Grievance Redressal Cell for its redressal and closure. The status of the activity will be monitored by Project Execution Team and reported to AIIB on a monthly basis.	This is an ongoing activity. Sharing of monitoring report will start from 28.02.2024.	KMRL
<b>Action Point 3</b>	Census Activities of LA authorities	The census activities of LA authorities in the remaining stretch of 'Kakkanad to Info Park Expressway' and the land parcels for 'Construction of Entry & Exit Buildings' is still underway.	The status of this activity will be monitored by Project Execution Team and reported to AIIB on a monthly basis.	The cut-off date for finishing this activity is 31.03.2024. Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL
<b>Action Point 4</b>	Impact of LA on Land Owners	Impact of the land acquisition for the remaining stretch 'Kakkanad to Info Park Expressway Entrance' and land parcels for 'Construction of Entry and Exit buildings' is yet to be ascertained. KMRL has to monitor the land acquisition activities and analyse the impact of land acquisition on land owners as well as completion of LA activities in compliance.	Impact analysis will be done in 1-month time after completion of census activities of LA authorities The status of this activity will be monitored by Project Execution Team and reported to AIIB on a monthly basis.	Impact analysis will be completed by 30.04.2024. Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL
<b>Action Point 5</b>	Impact of LA on PAPs other than Land Owners	Analysis of impact of the land acquisition for the remaining stretch 'Kakkanad to Info Park Expressway Entrance' and land parcels for 'Construction of Entry and Exit buildings' is yet to be completed. KMRL has to monitor the land acquisition activities and analyse the impact of	Impact analysis will be done in 1-month time after completion of census activities of LA authorities The status of this activity will be monitored by Project Execution Team and reported to AIIB on a monthly basis.	Impact analysis will be completed by 30.04.2024. Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL

<sup>2</sup> KMRL will recommend to the District Administration. The final authority to take the decision will be the Revenue Department, Government of Kerala.



Action Point	Process/Aspects	Description of Issue	Mitigation measure to be taken	Expected Timeline	Responsibility
		land acquisition on PAPs other than land owners.			
<b>Action Point 6</b>	Due Diligence on LA process Compliance	Though survey gives confidence, it is limited to the stretch 'Palarivattam to Kakkanad'. Similar survey shall be conducted for remaining stretches and submitted to AIIB as part of monitoring reporting.	Survey of LA process compliance for the remaining stretches 'JLN stadium to Palarivattam' and 'Kakkanad to Info Park Expressway Entrance' and land parcels for 'Construction of Entry and Exit buildings' will be done after census activities of LA authorities.	The cut-off date for finishing the census activities of LA authorities is 31.03.2024. Survey of LA process compliance will be completed by 30.04.2024.	KMRL
<b>Action Point 7</b>	Determination of R&R Compensation	The compensation amount prescribed in the comprehensive R&R policy of Government of Kerala is 6 years old. These amounts are not indexed to inflation.	KMRL shall recommend to Government to revise the above compensation amounts to present day value.	The correspondence will be sent by 31.01.2024.	LA Authority (District Administration) & KMRL <sup>8</sup>
<b>Action Point 8</b>	Livelihood Restoration.	The finding indicates that there are PAPs whose socio-economic conditions are yet to be restored and there are PAPs who are yet to be finalised for two stretches hence, necessitating the need for Livelihood Restoration Plan. KMRL shall prepare LRP for the project.	KMRL has prepared the Livelihood Restoration Plan as part of this report. See Chapter 5.  The LRP will be implemented	The LRP initiatives will commence from 28.02.2024.	KMRL
<b>Action Point 9</b>	Identification of vulnerable section of PAPs/PAHs	KMRL shall monitor and ensure that the vulnerable PAPs receive the special benefits and attention mandated by the provisions in the RFCTLARR Act and include them in the ambit of Livelihood Restoration Plan (LRP).	The Project Execution Team will monitor the status of the vulnerable PAPs and report to AIIB on a monthly basis.	Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL
<b>Action Point 10</b>	Updating Livelihood Restoration Plan	The Livelihood Restoration Plan (LRP) for the vulnerable section of PAPs may have to be revised after completion of the activity of updating the socio economic profile of the PAPs based on the census of LA authorities.	The LRP prepared will be updated based on the updated socio economic profile of the PAPs/PAHs identified after the census of LA authorities.	The cut-off date for finishing the census activities of LA authorities is 31.03.2024. LRP will be updated by 30.04.2024.	KMRL
<b>Action Point 11</b>	Gender Equality & Social Inclusion	KMRL shall insist the contractors to ensure separate restrooms, labour camps for women construction workers.	Instructions to contractors to construct separate restrooms, labour camps for women construction workers will be issued.  Inspection of the labour camps and restrooms will be done prior to commencement of site work.  This requirement will be included in the checklist for routine HSE inspections.	Instruction shall be sent to contractor within one week from the issue of Letter of Award.  Inspection of the labour camps and restrooms will be done 1 week prior to commencement of site work.	Contractor & KMRL



Action Point	Process/Aspects	Description of Issue	Mitigation measure to be taken	Expected Timeline	Responsibility
				Inclusion in the checklist be done at the time of approval of contractor's HSE documents.	
<b>Action Point 12</b>	Gender Equality & Social Inclusion	KMRL shall form a dedicated 'Women Cell' which shall be headed by an officer of grade not less than General Manager. The 'Women Cell' shall be responsible for conduct of audits & inspections, grievance redressal on matters related to safety, security, health, working environment for women for all the project stakeholders coming under KMRL.	KMRL will issue office order regarding formation of 'Women Cell' and the officers in charge. The order will define the jurisdiction of the cell along with the standard operating procedures. The order will be widely publicised among other stakeholders coming under KMRL.	The office order will be issued by 28.02.2024.	KMRL
<b>Action Point 13</b>	Gender Equality & Social Inclusion	KMRL may appoint a qualified person as focal point who will be responsible for devising GESI strategies, implementing them and monitoring the initiatives targeted at Gender Equality & Social Inclusion.	KMRL will designate an officer of grade not less than Joint General Manager as focal point for devising GESI strategies and its implementation.  The status of the GESI initiatives will be monitored and reported to AIIB on a monthly basis.	The office order will be issued by 28.02.2024.  Sharing of monitoring report will start from 28.02.2024.	KMRL
<b>Action Point 14</b>	Working Conditions	It was observed during the labour camp visit that improvements in the drainage arrangements and housekeeping arrangements is required to tackle water logging due to sudden rains. This aspect shall be taken care of for Phase 2.	KMRL will give special attention to the aspects of drainage and housekeeping will be given while scrutinising the development plans for construction of labour camps. Approval of development plans will be given only after satisfactory compliance.  These requirements will be included in the checklist for routine HSE inspections.	Instruction shall be sent to contractor within one week from the issue of Letter of Award.  Inspection of the labour camps and restrooms will be done 1 week prior to commencement of site work.  Inclusion in the checklist be done at the time of approval of contractor's HSE documents.	Contractor, KMRL & Statutory Authorities
<b>Action Point 15</b>	Working Conditions	The Phase 1B is only 1.2km in length. However, in the case of Phase 2, since the length of the corridor is long, labour camps at multiple locations will be needed. Contractor will have to identify suitable lands for constructing labour camps along the stretch.	Identification and selection of plots for establishing labour camps will be done after due consultation by the contractor. The development plans for labour camps will be prepared after the above exercise.	Instruction shall be sent to contractor within one week from the issue of Letter of Award.	Contractor & KMRL
<b>Action Point 16</b>	LA process	In order to meet the timelines for completing the entire LA process, KMRL shall implement robust monitoring and reporting arrangements for the remaining LA process.	The Project Execution Team will monitor the status of this activity and report to AIIB on a monthly basis.	Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL



## 1. INTRODUCTION

### 1.1. Background of the study

Kochi Metro is the first Metro Rail Project of Kerala state. The project is being implemented by Kochi Metro Rail Ltd. (KMRL). KMRL is a centre-state public sector company with ownership of 50% with Government of India (GOI) and 50% with Government of Kerala (GoK). KMRL has already completed Phase 1 and 1A of the Metro Rail Mass Rapid Transit System (MRTS) Project i.e., from Aluva to Pettah and Pettah to S N Junction respectively. The work of Phase 1B consisting of extension from Pettah to the terminal station at Thripunithura is reaching the completion stage.

In order to increase the coverage of the MRTS project, KMRL has planned Phase 2 of Kochi Metro. The construction of Phase 2 has already begun and is expected to be completed by 2026. This will be 11.2km new Metro line and will connect Jawaharlal Nehru International Stadium to Info Park via Kakkanad. The project has been sanctioned the estimated budget of INR 1957 crore. There will be eleven new stations on the line viz. *Palarivattom Junction, Alinchuvadu, Chembumukku, Vazhakkala, Padamughal, Civil Station Junction, Cochin Special Economic Zone, Chittethukara, KINFRA Park, Info Park I and Smart City*. The Alignment of Phase 2 corridor is given as Annexure 2.

The Metro Rail extension is through an elevated corridor and the alignment traverses parallel to the road connecting district administrative headquarters and Info Park which is the IT Hub of Kochi.

The Asian Infrastructure Investment Bank (AIIB), a multilateral financial institution focussed in funding the development projects in Asia, is in the process of approving financial assistance to KMRL to finance the construction of Phase 2 of the MRTS project.

AIIB, as mandated by the ESP, requires as part of its project appraisal documentation, an *Environmental and Social Screening, Categorization and assessment* for the project. KMRL has already commenced the construction work of Phase 2 of the MRTS project. The project commenced after completing the Environmental Impact Assessment (EIA) study and Social Impact Assessment (SIA) study which are mandated by the prevailing statutes, legislations and regulations of the country. Since the studies were done prior to AIIB consideration to financing, the existing environmental and social instruments, status of implementation are assessed through a due diligence exercise to identify gaps and arrive at an action plan to address these gaps.

This report summarises the process and findings of the social due diligence assessment carried out during December 2023 to January 2024.



## 1.2. Project Description- Metro Rail Phase 2

Kochi is the most densely populated city in the state of Kerala and is part of an extended Metropolitan region, which is the largest urban agglomeration in Kerala. Kochi city is also a part of the Greater Cochin region. Kochi consists of mainland Ernakulam; the islands of Willingdon, Bolgatty and Gundu in the harbour; Fort Kochi and Mattancherry on the southern peninsula and Vypeen Island, north of Fort Kochi.

Kochi ranks first in the total number of international and domestic tourist arrivals in Kerala. Rapid urbanization and intense commercial developments in the recent past have resulted in steep rise in travel demand putting Kochi’s transport infrastructure to stress. So, the Government of Kerala decided to implement the Phase 2 of Kochi Metro to further extend the coverage of the mass transport system. Based on the alignment of Kochi Metro Rail for Metro Phase 2, a total of eleven stations excluding JLN station are proposed along the 11.2km long corridor with an average inter-station spacing of 974m. The station locations were strategically selected to be near main road intersections and Inter-modal interchange points such as Railway stations/ bus terminals so as to improve passenger interchange and accessibility, for ensuring higher passenger convenience and ridership on the proposed Metro corridor. The Phase 2 project of Kochi Metro is under construction at a revised estimate of INR 1957 Crore and is expected to be completed in 2026.

The integrated public transport map indicating the major roads, rail metro lines, railway stations, water metro stations etc. is shown below. The detailed version is placed as Annexure 1.

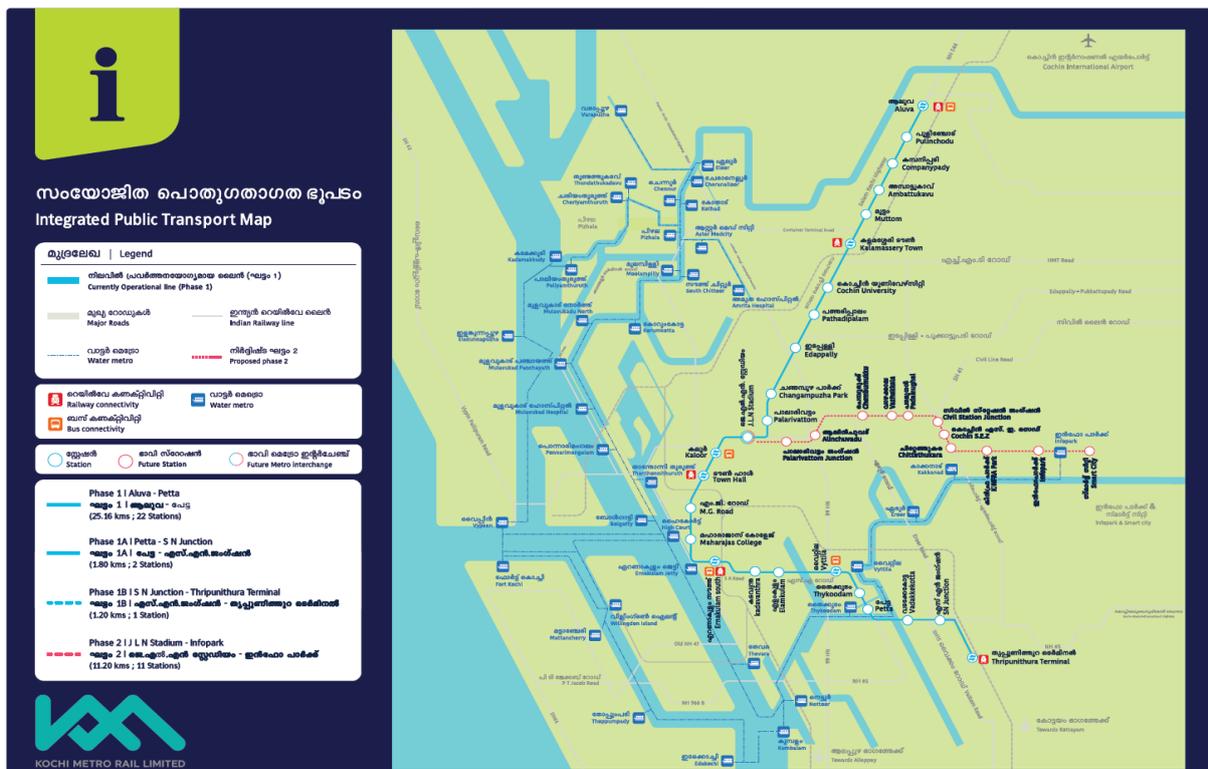


Fig 1.1: Integrated public transport map (Source: KMRL)



### 1.3. Methodology of Social Due Diligence Study

The statutory Social Impact Assessment (SIA) study for the entire stretch of 11.2km was undertaken by three agencies which are accredited by Government of Kerala for carrying out such SIA studies.

The extent of SIA studies undertaken by the accredited agencies is as given below.

*Table 1.1: Extant of SIA studies undertaken by agencies*

Accredited SIA Agency	Study Area	Taluk, Village	Area of Land in ha <sup>3</sup>	Purpose of land Acquisition
Bharata Matha College	JLN Stadium- Palarivattam	Kanayannur Taluk, Poonithura Village	0.5835	RoW JLN Stadium - Palarivattam
Kerala Voluntary Health Services	Palarivattam- Kakkanad	Edappilly south, Vazhakkala, Kakkanad – Villages	2.8770	RoW Palarivattam – Kakkanad (PWD Road)
Kerala Voluntary Health Services	Kakkanad to Info Park Expressway Entrance	Kakkanad Village, Kanayannur Taluk	0.0380	RoW (Seaport – Airport Road)
Rajagiri College	Construction of Entry Exit buildings	Edappilly south, Vazhakkala, Kakkanad – Villages	1.6510	Construction of Entry Exit buildings
<i>Source: SIA study reports</i>		<b>Total Area</b>	<b>5.1495<sup>4</sup></b>	

The main objective of this due diligence study is to verify whether the land acquisition and rehabilitation & resettlement process has been carried out compliant to the extant rules and regulations and to standards prescribed in AIIB's Environmental & Social Framework. The due diligence is carried out by:

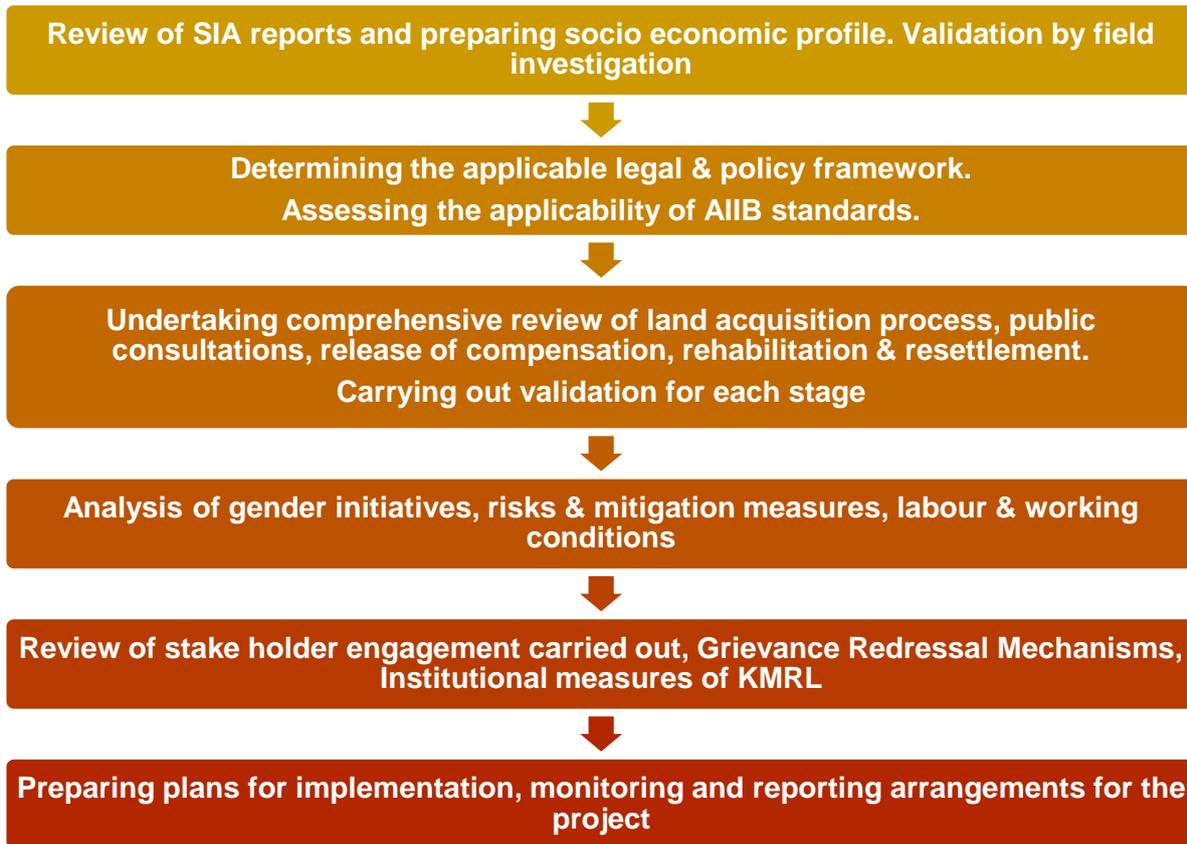
- Validating the process of land acquisition and R&R
- Validating the process of determining the compensation meeting the full replacement cost
- Validating the process of compensation disbursement to the entitled PAPs.
- Validating the socio-economic profile of PAPs
- Reviewing the labour management, gender inclusion, grievance management, stakeholder engagement, institutional arrangements
- Identifying gaps in the process

<sup>3</sup> The land area mentioned here is from the land requisition request made by KMRL after conducting preliminary surveys. This area is subject to change after detailed measurements by LA authorities.



- g) Preparing action plan, recommendations, mitigation measures to address gaps, if any.

Keeping in view the above objectives, the social due diligence study has followed the process as given below.



### 1.4. Arrangement of Chapters

The report comprises of the following Chapters.

Chapter 1 – Introduction: Talks about the project background, description of the project, methodology adopted for the due diligence study.

Chapter 2 – Applicable legal & Policy Framework: This chapter talks about the various legal & policy frameworks applicable to the project. It also talks about the applicability of Environmental & Social Policy (ESP) of AIIB.

Chapter 3 – Land acquisition, Rehabilitation and Resettlement: This chapter reviews the process of land acquisition, rehabilitation & resettlement, the impact of land acquisition on the land owners and others. The chapter also talks about the due diligence study carried out on the land acquisition process, determination of compensation, present disbursement status of compensation. The chapter further talks about the compliance to ESS-2 of ESP.

Chapter 4 – Socio Economic Profile - This chapter reviews the socio economic profile of the PAPs/PAHs in the four stretches and recommends action points.



Chapter 5 – Gender Aspects: This chapter covers the gender aspects of project. It talks about the current pattern of recruitment & staffing at KMRL, facilities provided in the Metro and Metro stations for women and differently abled, forward looking strategies of KMRL.

Chapter 6 – Labour & Working Condition: This chapter covers the various contractual provisions pertaining to labour and working conditions. It also talks about the contractors environmental & social management plan. The chapter also covers the labour and working conditions in the ongoing project of Phase 1B project of KMRL.

Chapter 7 – Stakeholder Engagement, Grievance Redressal Mechanism, Institutional Measures; This chapter describes how stakeholder engagement is proposed, feedbacks of key stakeholders pertaining to ongoing Phase 1B project. The chapter then talks about the grievance redressal mechanisms and institutional measures at KMRL.

Chapter 8 - Implementation Plan for the Outstanding Land Acquisition, Rehabilitation & Resettlement Process, Monitoring and Reporting Arrangements: The chapter covers the implementation plan for outstanding Land Acquisition, Rehabilitation and Resettlement process. The chapter also covers the monitoring and reporting arrangements proposed for the project.

Chapter 9 – Conclusions & Action Points: The chapter talks about the findings of the due diligence study, its recommendations and action points. The Action Plan is also described in this chapter.



## 2. APPLICABLE LEGAL & POLICY FRAMEWORK

### 2.1. Legal & Policy Framework

#### Metro Policy

Metro Rail systems in India are planned and implemented as per the Metro Policy 2017 formulated by Ministry of Housing & Urban Affairs, Government of India. Central government assistance is provided through various financing models, like 50:50 Joint Venture Model, Full funding by Central Government, PPP model with Viability Gap Funding (VGF), etc. For Kochi Metro Rail Project, 50:50 Joint Venture Model between State and central Government is followed.

Kochi Metro Rail system operates under the KMRL with a vision of

***‘to enrich the quality of life for everyone in Kochi by facilitating better connectivity between people, between people and places and between people and prosperity’***

and a mission

***‘to make Kochi a more liveable and pleasant city for residents and visitors alike, where public transportation would be used by all connecting people and places safely, seamlessly, reliably, and comfortably’***

KMRL is trying to build itself as a holistic urban transport solutions provider for the transport needs of Kerala.

#### Legal Framework

The applicable laws and policies for land acquisition for Kochi Metro Rail Phase 2 project are the following:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Kerala) 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.

Similarly, the following laws and policies govern other social aspects of the project.

- The Child Labour (Prohibition and Regulation) Amendment Act, 2016
- Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013
- Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act 1996 and Rules 1998
- Employees Compensation Act, 1923
- Contract Labour (Regulation & Abolition) Act, 1970



- Minimum Wages Act, 1948
- Payment of Wages Act, 1936
- Trade Unions Act, 1926
- Inter-State Migrant workmen's (Regulation of Employment & Conditions of Service) Act, 1979
- Employees State Insurance Act, 1948

### ***Administrative Framework***

Kochi Metro is a public undertaking venture under the equal ownership and control of the central government and the state government. It is governed by a Board of Directors consisting of 5 members nominated by the central government and 6 nominated by the Government of Kerala.

## ***2.2. AIIB's Environmental and social policy and its applicability***

### ***Environmental and Social Policy (ESP)***

AIIB recognizes that environmental and social sustainability is a fundamental aspect of achieving outcomes consistent with its mandate to support the development of sustainable infrastructure and other productive sectors. The overarching objective of this policy is to facilitate achievement by the Bank's Clients of these development outcomes, through a system that integrates sound environmental and social management into Projects.

The policy has four major elements.

- a) Environmental & Social Policy: This policy sets forth mandatory environmental and social requirements applicable to all Projects.
- b) Environmental & Social Standards: The following three associated environmental and social standards (ESSs), set out more detailed mandatory environmental and social requirements to be implemented by the Client, depending on the nature of the Project. These standards cover the following:
  - (iv) ESS 1: Environmental and Social Assessment and Management (ESS 1);
  - (v) ESS 2: Land Acquisition and Involuntary Resettlement (ESS 2); and
  - (vi) ESS 3: Indigenous Peoples (ESS 3).
- c) Environmental & Social Exclusion List: An Environmental and Social Exclusion List (ESEL) setting forth activities and items that are excluded from financing by the Bank and that the Client is required to exclude from the Project.
- d) Glossary: A glossary with definitions of certain terms used in the ESP and ESSs accompanies this policy.

AIIB's ESF can be accessed from: [Environmental and Social Framework - Framework Agreements - AIIB](#)



### ***Environmental and Social Assessment and Management (ESS 1)***

Environmental and Social Standard (ESS) 1 applies if the Project is likely to have adverse environmental risks and impacts or social risks and impacts (or both). It requires the Client to conduct an environmental and social assessment relating to these risks and impacts, and design appropriate measures to avoid, minimize, mitigate, offset or compensate for them, all as required under ESS 1.

The Kochi Metro Phase 2 project has both environmental as well as social risks and impacts. Hence, ESS 1 is applicable. Since this report pertains only to social due diligence aspects, the measures taken by KMRL to address the social risks and impacts are studied in following chapters.

### ***Land Acquisition and Involuntary Resettlement (ESS 2)***

Environmental and Social Standard (ESS) 2 addresses impacts of Project-related land acquisition, including restrictions on land use and access to assets and natural resources, which may cause physical displacement (relocation, loss of land or shelter), and/or economic displacement (loss of land or assets, or restrictions on land use, assets and natural resources leading to loss of income sources or other means of livelihood).

The Kochi Metro Phase II project has both Land Acquisition as well as Involuntary Resettlement. Hence, ESS 2 is applicable. The measures taken by KMRL to address this aspect are studied in following chapters.

### ***Indigenous Peoples (ESS 3)***

ESS 3 applies if Indigenous Peoples are present in, or have a collective attachment to, the proposed area of the Project, and are likely to be affected by the Project. The term Indigenous Peoples is used in a generic sense to refer to a distinct social and cultural group possessing the following characteristics in varying degrees: (a) self-identification as members of a distinct indigenous cultural group and recognition of this identity by others; (b) collective attachment to geographically distinct habitats, ancestral territories or areas of seasonal use or occupation in the Project area and to the natural resources in these areas; (c) customary cultural, economic, social or political institutions that are distinct or separate from those of the dominant society or culture; and (d) a distinct language or dialect, often different from the official language or languages of the country or region in which they live.

ESS 3 doesn't not apply for the project as there are no affected parties present in or qualify as Indigenous Peoples.

### ***Environmental & Social Exclusion List***

The Kochi Metro Phase II project doesn't involve any of the activities stated in the exclusion list.



### 3. LAND ACQUISITION, REHABILITATION & RESETTLEMENT

#### 3.1. Review of Land Acquisition, Rehabilitation & Resettlement Process

##### Overview

The 11.2km long Kochi Metro Phase 2 project is completely elevated. The elevated Metro alignment running along the existing road requires 22m of 'Right of Way' (RoW). Wherever, the alignment is running off the existing road, the RoW required is 16.5m.

The land to be acquired for Kochi Metro Phase 2 project is primarily for two purposes which are as stated below:

- a) Required Right of Way including off the road viaduct portions
- b) To construct the 'Entry & Exit' building for accessing the elevated Metro stations.

The land acquisition for the project is being carried out in four stages. The details of stretches/parcels originally identified for the RoW and entry exit buildings are provided in the table below:

*Table 3.1: Stretches/parcels for acquisition*

Sl. No.	Stretches/Parcel	Taluk, Village	Area of Land (ha) <sup>4</sup>	Purpose of land Acquisition
1	JLN Stadium - Palarivattam	Kanayannur Taluk, Poonithura Village	0.5835	RoW JLN-Palarivattam
2	Palarivattam-Kakkanad	Edappilly south, Vazhakkala, Kakkanad-Villages	2.8770	RoW Palarivattam – Kakkanad PWD Road
3	Kakkanad to Info Park Expressway Entrance	Kakkanad Village, Kanayannur Taluk	0.0380	RoW (Seaport – Airport Road)
4	Construction of Entry Exit buildings	Edappilly south, Vazhakkala, Kakkanad – Villages	1.6510	Construction of Entry Exit buildings
		<b>Total Area</b>	<b>5.1495</b>	<b>ha</b>

Source: SIA study reports

<sup>4</sup> The land area mentioned here is from the land requisition request made by KMRL after conducting preliminary surveys. This area is subject to change after detailed measurements by LA authorities.



The proposed extant of land acquisition submitted by KMRL to the Government of Kerala is placed as **Annexure 3.1**.

As per the Metro Rail Policy 2017, issued by Ministry of Housing & Urban Affairs, the onus of making the above land available for the projects, rests upon the Government of Kerala (GoK). Pursuantly, GoK has appointed Kochi Metro Rail Project "Ponnumvila Tehsildars" who have been entrusted to discharge the duties of the District Collector to acquire the land as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act).

Copy of government orders appointing Kochi Metro Rail Project Ponnumvila Tehsildars is placed as **Annexure 3.2**. Copy of RFCTLARR Act is placed as **Annexure 3.3** via external link in list of annexures.

As per the RFCTLARR Act, a typical land acquisition process undergoes the following broad stages:

*Table 3.2: Stages in Land acquisition*

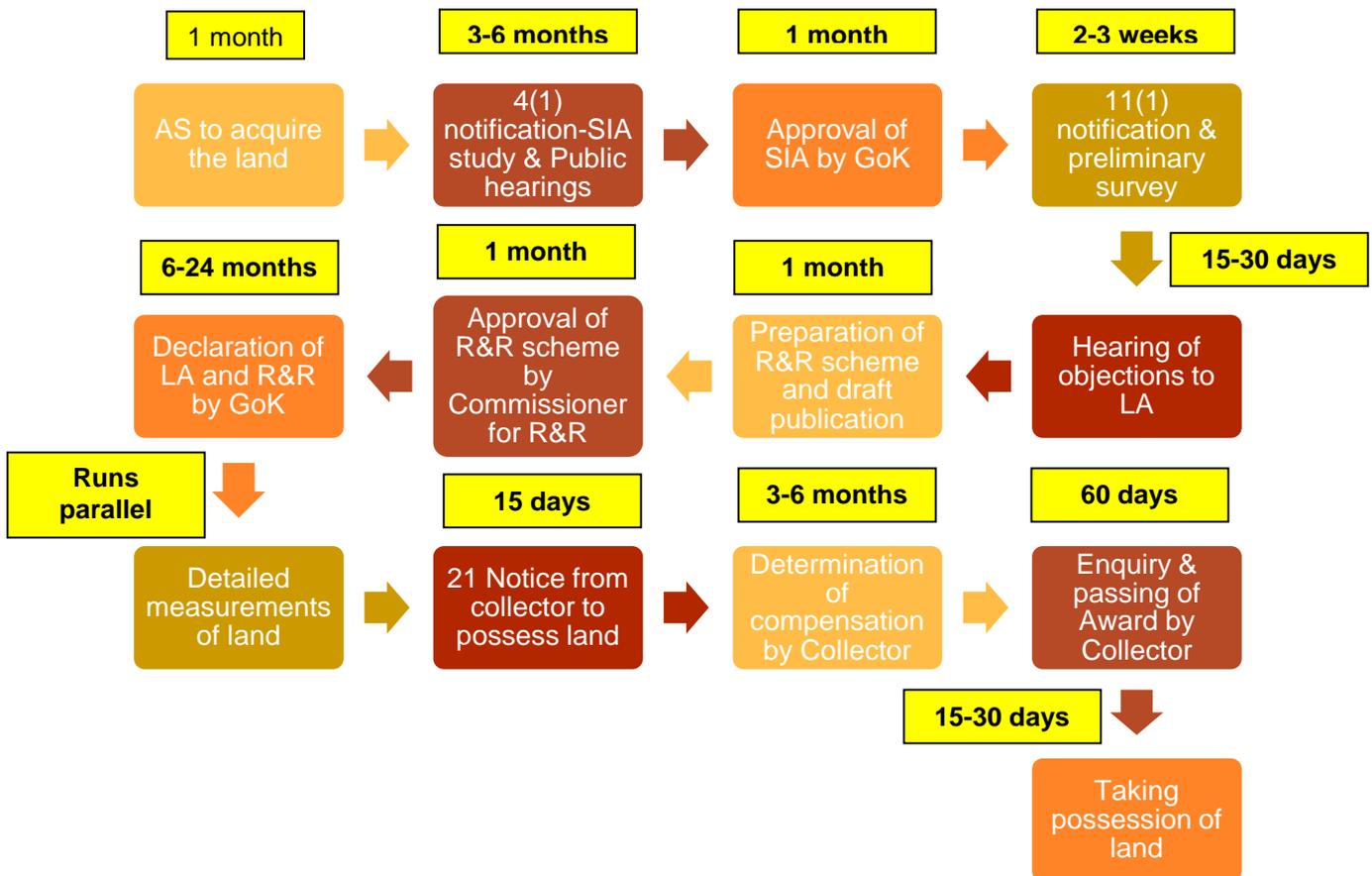
Stages	Stage Description	RFCTLARR Clause
Stage 1	Administrative Sanction from government to acquire the land requested by the project proponent by Government	
	Requisition of land to District Collector by Project Proponent	
Stage 2	Publishing the intention to acquire land in Gazette - 4(1) Notification by Government.	4(1)
	Publishing to be made available in local language and published in offices of LSG, DC, SDM, Tehsil, Affected Areas and uploaded in website.	4(2)
	Conduct of SIA study and Public Hearings by Government	5(1)
	SIA report to be made available in local language and published in offices of LSG, DC, SDM, Tehsil, Affected Areas and uploaded in website	6(1)
	Review and recommendation of SIA report by an independent multi-disciplinary Expert Committee appointed by Government	7(1)
	Report to be made available in local language and published in offices of LSG, DC, SDM, Tehsil, Affected Areas and uploaded in website	7(6)



Stages	Stage Description	RFCTLARR Clause
	Approval of SIA report by Government and recommendation for acquisition.	8(2)
Stage 3	Publication of preliminary notification and power of officers for land acquisition in: <ul style="list-style-type: none"> <li>a) Official Gazette</li> <li>b) Two daily newspapers of which one is regional</li> <li>c) local language and in offices of LSG, DC, SDM, Tehsil, Affected Areas and uploaded in website</li> </ul>	11(1)
	Preliminary Survey of land to determine extent of land being acquired.	12
	Hearing of objections to land acquisition by Government	15(1)
	Preparation of Rehabilitation and Resettlement Scheme by government appointed administrator	16
	Conduct of survey and undertake census of the affected families.	16(1)
	Preparation of Draft Rehabilitation and Resettlement Scheme	16(2)
Stage 4	Publication of draft Rehabilitation & Resettlement Scheme in Affected Areas and LSGs.	16(4)
	Public hearing on the draft Rehabilitation & Resettlement Scheme	16(5)
	Approval of Rehabilitation & Resettlement Scheme by Commissioner Rehabilitation & Resettlement	18
	Scheme to be made available in local language and published in offices of LSG, DC, SDM, Tehsil, Affected Areas and uploaded in website.	
Stage 5	Declaration of land acquisition along with approved Rehabilitation & Resettlement Scheme for the land acquisition by Government.	19(1)
	Publication of declaration to be made in: <ul style="list-style-type: none"> <li>a) Official Gazette</li> <li>b) Two daily newspapers of which one is regional</li> <li>c) local language and in offices of LSG, DC, SDM, Tehsil, Affected Areas and uploaded in website</li> </ul>	19(4)



Stages	Stage Description	RFCTLARR Clause
Stage 6	Marking out of land, preparation of detailed measurement and plans	20
Stage 7	Issue of Notice by Collector to parties stating intention to take possession of the land, and seeking parties to present claims to compensation, rehabilitation, resettlement, objections to the measurements made	21
Stage 8	Determination of Compensation by Collector Determination of Rehabilitation & Resettlement Award for affected families by Collector	27 31
Stage 9	Enquiry & land acquisition award by Collector	23
Stage 10	Taking over of the land by Collector	38





The present status of land acquisition process for the four stretches is tabulated below.

Table 3.3: Present status of land acquisition

Sl. No.	Stretches/Parcel	Stage of Land Acquisition	Area of Land requested (ha)	Updated Area of Land as per LA <sup>5</sup> (ha)	Period of SIA Study	Period of Public Hearing	Number of Title Holders as per SIA	Number of PAPs as per SIA	Number of Land Parcels as per LA <sup>6</sup>	Number of eligible PAPs as per LA <sup>6</sup>
1	JLN Stadium - Palarivattam	Stage 10 is in progress	0.5835	0.3649 (updated)	15.02.20	03.03.20	96	96	59	24
2	Palarivattam-Kakkanad	Stage 10 completed. Land acquired.	2.8770	2.0167 (updated)	28.06.18 to 30.06.18	09.08.18 to 10.08.18	362	257	353	84
3	Kakkanad to Info Park Expressway Entrance	Stage 3 in progress	0.0380	0.0160 (updated)	05.02.20 to 07.02.20	13.07.20	11	0	Census by LA authorities in progress. Cut-off date is 31.03.2024	
4	Construction of Entry Exit buildings	Stage 3 is in progress	1.6510	1.6510 <sup>7</sup>	18.04.23 to 20.04.23	23.05.23	18	77		
<b>Total Area</b>			<b>5.1495</b>	<b>4.0486</b>						

The SIA reports for all the four stretches is placed in Annexures 3.4 to 3.7.

The expected date of completion of LA process for JLN Stadium -Palarivattam is February 2024, Kakkanad to Info Park Expressway Entrance is April 2024 and for Construction of Entry Exit buildings is May 2024.

<sup>5</sup> The land area mentioned here is updated after detailed measurements by LA authorities.

<sup>6</sup> Based on the census and verification of claims by LA authorities

<sup>7</sup> Determination of extent of land by LA authorities is underway. Will be updated during project implementation and monitoring.



The due diligence team visited the stretch ‘Palarivattam –Kakkanad’ and inspected the status of work after completion of land acquisition. KMRL is currently engaged in preparatory works which comprise of road widening, reconstruction of drains, repairing and resurfacing of connecting/alternate roads which would enable smooth flow of traffic as well as diversion of traffic during the construction of Metro viaducts. The team also inspected the reconstructed structures/establishments such as shops, compound walls of PAPs who received compensation.



Resurfacing of Connecting Roads



Reconstruction of Drains and Utility Ducts



Demolition of structures in acquired land



Demolition of compound in acquired land



Reconstructed Shops in the Palarivattam-Kakkanad stretch



Reconstructed establishment in the Palarivattam-Kakkanad stretch



Upon reviewing the data in Table 3.3 above, it is observed that there is considerable decrease in the number of PAPs eligible for R&R after the census and verification of claims by the LA authorities when compared to SIA estimates.

As part of the due diligence process, the reason for this decrease in the number of PAPs eligible for R&R package from 257 to 84 in the case of ‘Palarivattam to Kakkanad’ and from 96 to 24 in the case of ‘JLN Stadium to Palarivattam’ was investigated.

The due diligence team took a random sample of 12 PAPs from the stretch ‘JLN Stadium to Palarivattam’ and 14 PAPs from the stretch ‘Palarivattam to Kakkanad’ who did not make it in the final list of PAPs eligible for R&R compensation. The due diligence team then consulted with both the LA authority as well as the PAPs to verify the facts. The details of random sample of PAPs taken for validation in the two stretches mentioned above is as given below.

*Table 3.4: Details of random sample of PAPs taken for validation*

Sl.No.	Nature of Random sample of PAPs	Stretch JLN Stadium to Palarivattom	Stretch Palarivattom to Kakkanad
1	Establishment Owner	12/12	6/14
2	Renter	0/12	8/14

The consultations revealed that during the SIA studies, verification of eligibility for R&R compensation is not required to be done by the SIA agency. The SIA team collects information from all the parties who claim to have been affected by the project. Hence, it is certain that people who are not actually eligible for the R&R package will also figure in the SIA estimates.

However, during the Stage 3 & 4 of the land acquisition process, the government administrator conducts census and seeks documents to support the claim for R&R compensation with respect to the provisions of RFCTLARR Act from all including the claimants reported in the SIA study. Here, people who are not actually eligible for R&R package as stipulated in RFCTLARR Act, fail to produce the requisite evidences to prove their eligibility before the LA authorities thereby resulting in rejection of their claims. This results in decrease in PAPs eligible for R&R package.

For example, various reasons for rejecting the claim for compensation in the above two stretches are as given below.



Table 3.5: Reasons for rejecting claims for compensation

Sl.No.	Reason for rejecting the claim for compensation	Number of claims rejected
1	Failed to prove that the land acquisition is affecting the primary livelihood of the person	1
2	Failed to prove loss of livelihood due to partial demolition of the structure	20
3	Failed to prove ownership of the establishment	1
4	Failed to prove that the establishment has been functioning for three years prior to notification	4
	<b>Total</b>	<b>26</b>

Out of the 26 samples, 20 claimants failed to prove that they are losing their primary livelihood due to partial demolition of their structure. This is because, in these cases, the degree of demolition is very less (eg. demolition of sunshade, balcony, staircase, etc.) and the owner is still able to retain the structure and willing to continue using the structure. Out of the 26 samples, 4 claimants failed to prove that their establishment has been functioning for three years prior to notification which is a prerequisite for eligibility for compensation as per the RFCTLARR Act. 1 claimant failed to prove that the land acquisition is affecting the primary livelihood of the person. 1 claimant failed to prove ownership of the establishment.

### ***Avenues for Grievance Redressal***

The draft Rehabilitation & Resettlement scheme which includes particulars of the rehabilitation and resettlement entitlements of each land owner and landless whose livelihoods are primarily dependent on the lands being acquired and where resettlement of affected families is involved is prepared by the LA authorities. This scheme is widely publicised and a public hearing is conducted where people can raise complaints and objections.

Further, people who failed to lodge/secure a claim for compensation, or people who are not satisfied with the compensation amount, have the opportunity to register their grievance at the dedicated Grievance Redressal Cell for KMRL projects which is headed by the Deputy Collector and officials of Kochi Metro Rail Ltd. If the Grievance Redressal Cell also rejects the claim, there is an appellate authority which is the District Collector.

Over and above, after exhausting all the above options, people still can approach the courts for addressing their concerns.



**From the above, the due diligence team concluded that the due process for identifying the PAPs has been diligently carried out and enough avenues for hearing the claims/objections and addressing the grievances have been offered to the public.**

From the due diligence process the following action points emerged.

- Action Point 1:** One of the prerequisite for being eligible for R&R compensation is that the claimants should be able to prove that they have been residing or doing business or working in the notified area for at least three years. There are cases where claims have been rejected for being short even by months. It is pertinent to note that the land acquisition process in these stretches have extended for more than 3 years. This means the people have been affected for more than three years. Hence, KMRL may recommend to Government of Kerala to consider such marginal cases for compensation.
- Action Point 2:** There are still chances of people approaching KMRL seeking R&R compensation. KMRL shall acknowledge their claims and entrust those claims to the Grievance Redressal Cell for its redressal and closure.
- Action Point 3:** The census activities of LA authorities in the remaining stretch of ‘Kakkanad to Info Park Expressway’ and the land parcels for ‘Construction of Entry & Exit Buildings’ is still underway. Reports on these activities shall be submitted to AIIB as part of monitoring & reporting process.

### **Impact of Land Acquisition on Land Owners**

The compensation for land and assets attached to the land/building has been declared for two stretches viz. ‘JLN stadium to Palarivattam’ and ‘Palarivattam to Kakkanad’ which covers approximately 60% of the land acquisition area. As per the declarations, the summary of affected Land Owners is provided below.

*Table 3.6: Summary of Affected Land Owners*

Sl. No.	Stretch	Number of Land Parcels including attached Assets
1	JLN Stadium to Palarivattam	59
2	Palarivattam to Kakkanad	353
	<b>Total</b>	<b>412</b>
3	Kakkanad to Info Park Expressway Entrance	Census by LA authorities in progress



4	Construction of Entry Exit buildings
---	--------------------------------------

Land acquisition in these stretches has been primarily done for the ‘Right of Way’. Hence, majority of the land parcels are partially acquired. Owing to high commercial value of the land and the impending increase in value once the project is over, the land owners tend to retain the balance land with them.

**Action Point 4:** Impact of the land acquisition for the remaining stretch ‘Kakkanad to Info Park Expressway Entrance’ and land parcels for ‘Construction of Entry and Exit buildings’ is yet to be ascertained. KMRL has to monitor the land acquisition activities and analyse the impact of land acquisition on land owners as well as completion of LA activities in compliance.

### ***Impact of Land Acquisition on PAPs other than land owners***

The Rehabilitation & Resettlement package has been declared only for two stretches viz. ‘Palarivattam to Kakkanad’ and ‘JLN stadium to Palarivattam’ which covers approximately 60% of the land acquisition area. The package has been prepared based on the census of the Project Affected Persons undertaken by the Administrator of Rehabilitation and Resettlement Scheme. The summary of the PAPs as per this list is as given below.

*Table 3.07: Summary of PAPs eligible for R&R in various stretches*

Sl. No.	Stretch	Number of PAPs eligible for R&R
1	JLN Stadium to Palarivattam	24
2	Palarivattam to Kakkanad	84
	<b>Total</b>	<b>108</b>
3	Kakkanad to Info Park Expressway Entrance	Census by LA authorities in progress
4	Construction of Entry Exit buildings	

The due diligence team analysed the eligibility criteria for R&R package of the 108 PAPs in the two stretches ‘JLN Stadium to Palarivattam’ and ‘Palarivattam to Kakkanad’. The summary of the analysis indicating various categories of eligibility criteria sorted highest to lowest in numbers is given below.

*Table 3.08: Summary of compensation applied for 108 PAPs in the two stretches*



State Policy Provision Ref.	Compensation Applied	Number of PAPs/PAHs	% split of PAPs/PAHs
4	PAPs who lost their livelihood due to the project	74	28.03%
5	PAHs who require subsistence grant for a period of 1 year	60	22.73%
10	PAHs who require resettlement allowance	60	22.73%
8	PAHs of an artisan, small trader or self-employed who is involuntarily displaced due to the project	25	9.47%
11	Commercial tenants who require one time assistance to meet shifting charges and social costs	20	7.58%
12	Employees working in commercial establishment requiring compensation for loss of livelihood	7	2.65%
1	PAPs/PAHs who lost their houses due to the project	6	2.27%
6	PAHs requiring financial assistance towards transportation cost	6	2.27%
14	Compensation for encroachers who live or run their business on government land	4	1.52%
15	Shifting charge for place of worship	2	0.76%

**Action Point 5:** Analysis of impact of the land acquisition for the remaining stretch 'Kakkanad to Info Park Expressway Entrance' and land parcels for 'Construction of Entry and Exit buildings' is yet to be completed. KMRL has to monitor the land acquisition activities and analyse the impact of land acquisition on PAPs other than land owners.

### ***Due Diligence on Land Acquisition Process***

Due diligence was carried out by the team on the land acquisition process. The objective of this process is to validate the land acquisition process followed is



compliant to RFCTLARR Act and to ensure that there are no gaps/shortcomings in the land acquisition process.

A random sample of 25 PAPs were consulted over phone between 01.12.2023 to 07.12.2023 from the entitled list of PAPs in the stretch 'Palarivattam to Kakkanad'.

The following questions were asked regarding the land acquisition process.

***4(1)-notification declaring intention to acquire the land and conduct of SIA study***

Q1. Was PAP aware that GoK is acquiring land for Kochi Metro Phase 2 and will be conducting SIA study?

Q2. Was PAP approached by the SIA team to collect information?

Q3. Did PAP provide information to the SIA team?

***5(1)-Public hearing on the SIA report***

Q4. Did PAP participate in the public hearing conducted on the draft SIA report?

***15(1) – Hearing of Objections to land acquisition***

Q5. Did PAP participate in the survey of land?

Q6. Was PAP aware of hearing on objections?

Q7. Did PAP appear for hearing of objections?

Q8. Did PAP raise any objections in public hearing?

***16(5) – Public Hearing of Rehabilitation & Resettlement Scheme***

Q9. Was PAP informed of public hearing for RR scheme?

Q10. Did PAP participate in the public hearing for RR scheme?

Q11. Did PAP raise objection in the public hearing for RR scheme?

***19(1)-Declaration of Land acquisition with approved Rehabilitation & Resettlement scheme***

Q12. Was PAP aware of declaration of Land Acquisition and approved RR scheme?

***21- Notice from collector stating intention to take possession of land***

Q13. Did PAP receive the notice from collector?

Q14. Did PAP raise objection to the detailed measurements of assets?

***27-Determination of Compensation***

Q15. Is PAP aware how compensation is derived?



### 23-Enquiry & Land Acquisition Award

Q16. Did PAP receive the Land Acquisition/RR award?

Q17. Did PAP receive the compensation amount?

### 38-Taking over of land by Collector

Q18. Did PAP receive the compensation before taking over of assets?

### Findings of validation process

The responses from the 25 PAPs were analysed by the due diligence team and the following inferences were made.

- e) 90% of the respondents informed that they were aware of the land acquisition process.
- f) 91% of the PAPs attended the public hearings conducted.
- g) 4% of the PAPs have raised objection to measurements.
- h) 100% PAPs confirmed receipt of compensation before taking over of assets.

The due diligence team also collected information regarding the court cases status against the land acquisition process in various courts. The summary of court cases is given below.

*Table 3.09: Summary of court cases*

Sl.No.	Category of complaints	Number of cases <sup>8</sup>
1	Claims pertaining to Rehabilitation & Resettlement package	6
2	Claims pertaining to acquiring balance land	3
3	Claims pertaining to retaining balance building	3
4	Claims pertaining to miscellaneous request such as access to main road, share in the property etc.	5
5	Claims pertaining to Section 64 of RFCTLARR Act such as, re-measurement of land, enhancement of compensation, change in recipient of compensation etc.	119
Source: KMRL records		<b>Total</b>
		<b>136</b>

The majority of the pending cases pertain to enhancement of compensation.

<sup>8</sup> Current cases as on 31.12.2023.



**From the above validation process, the team has come to a conclusion that the land acquisition process followed by the LA team has been well publicised and there is good awareness within the public. The public is made aware of their rights with respect to the provisions of RFCTLARR Act. The public is aware of the avenues for grievance redressal including the avenues to approach the honourable courts for enhancement of compensation.**

**Action Point 6:** Though the above survey gives confidence, it is limited to the stretch 'Palarivattam to Kakkanad'. Similar survey shall be conducted for remaining stretches and submitted to AIIB as part of monitoring reporting.

### ***3.2. Determination of Compensation***

The RFCTLARR Act specifies the method for determining the total amount of compensation to be paid to the land owner including all assets attached to the land in the first schedule of the Act.

Further, the RFCTLARR Act also specifies the method for determining the total amount of compensation to be paid to both land owners and the families whose livelihood is primarily dependent on the land acquired in the second schedule in addition to those provided in the first schedule. However, the Government of Kerala, after taking into consideration the feedback from the affected parties, decided to revise the second schedule of RFCTLARR Act and give more compensation to the PAPs. GoK has adopted a comprehensive Rehabilitation & Resettlement policy issued vide G.O.(Ms)No.448/2017/RD dated 29.12.2017 which is in lieu of second schedule of RFCTLARR Act. Copy of the above order is placed as **Annexure 3.8**.

**Action Point 7:** The compensation amount prescribed in the comprehensive R&R policy of Government of Kerala is 6 years old. These amounts are not indexed to inflation. KMRL shall recommend to Government to revise the above compensation amounts to present day value.

#### ***Due Diligence on compensation determination***

As on date, the declaration of land acquisition and Rehabilitation & Resettlement package has been done for 'Palarivattam to Kakkanad' & 'JLN Stadium to Palarivattam' stretch.

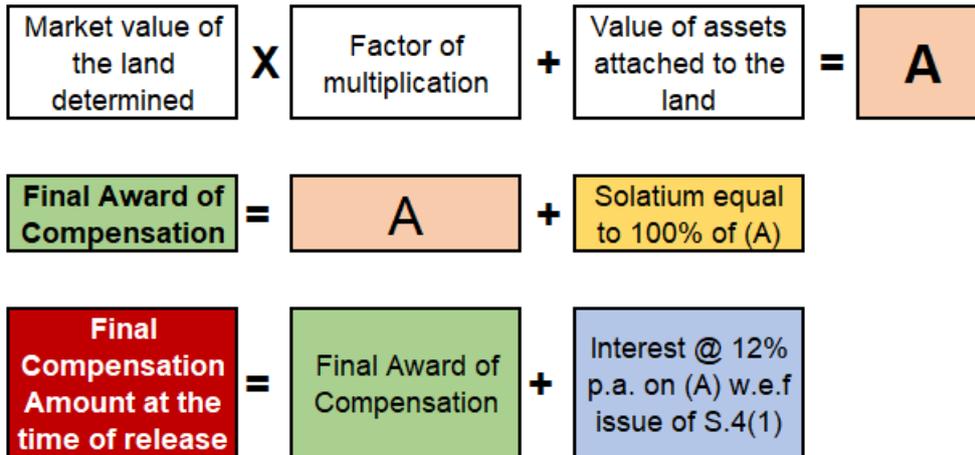
As part of the due diligence process, the compensations determined by the Collector for the 'JLN Stadium to Palarivattam' stretch is analysed and presented below.

#### ***Compensation for land owner including all assets attached to the land***

##### **Calculation of compensation for Land Owners**



The calculation is based on first schedule of RFCTLARR Act. The method of calculation is illustrated below.



As illustrated above, the Final Award of Compensation is calculated from the Market Value of land and Value of Assets attached to the land. The Final Award of Compensation includes a Solatium of 100% of the Market Value of land and Value of Assets attached to the land.

In addition to the above, an additional amount @ 12% p.a on the market value of the land and value of assets attached to the land will be paid to the PAP calculated from the date of issue of Notification as per S.4(1) of RFCTLARR Act (Intention to acquire & conduct of SIA Study) till Passing of Award as per S.23 of the Act or the date of taking possession, whichever is earlier.

After the Award, the landowners also have the option to move before the RFCTLARR Authority regarding any sort of objection with the Award. RFCTLARR Authority also follows the method stipulated in the RFCTLARR Act. As per the procedure laid down in ‘first schedule’ of RFCTLARR Act for calculating the compensation for land owners, the following two components play key role in determination of the compensation amount.

- a) Market value of land
- b) Value of assets attached to land or building

**Market Value of Land**

The market value of land is arrived from the average sale price of sale deeds/registered sale agreements for similar type of land in the area near the land parcels to be acquired.

During the validation process, it is revealed that the District Collector has differentiated lands based on whether the land is ‘dry land’ or ‘wet land’ for ascertaining similar type of land. The District Collector has categorised ‘dry land’ as Category 1 and ‘wet land’ as Category 2. For due diligence, the categorisation and calculation of market value at a locality was analysed.



For Category 1, in compliance with the statutory rules, the Collector has considered 11 sale deeds out of available 22 deeds to arrive at the average sale price. Copy of the proceedings of District Collector is enclosed as **Annexure 3.9**. The team physically verified the sale deeds/sale agreements and analysed them. The summary of market value of 11 sale deeds is provided below.

*Table 3.10: Summary of market value of 11 sale deeds for Category 1*

Sl. No.	Document No.	Area Under Consideration in Are	Total Land Value in INR	Land value Per are in INR	Land value Per cent in INR
1.	████/2019	04.05	3,00,00,000	74,07,407	29,97,736
2	████/2018	07.625	4,96,50,000	65,11,475	26,35,157
3	████/2018	03.03	1,70,00,000	56,10,561	22,70,563
4	████/2018	02.12	1,00,00,000	47,16,981	19,08,936
5	█/2020	02.16	1,00,00,000	46,29,630	18,73,581
6	████/2018	01.67	73,00,000	43,71,257	17,69,024
7	████/2018	02.02	60,00,000	29,70,297	12,02,063
8	████/2019	02.56	70,00,000	27,34,375	11,06,586
9	████/2020	03.75	1,02,00,000	27,27,272	11,03,712
10	████/2020	04.06	1,01,34,000	24,96,059	10,10,141
11	████/2023	04.05	1,00,00,000	24,69,135	9,99,245
			<b>Average</b>	<b>42,40,404</b>	<b>17,16,068</b>

For Category 2, in compliance with the statutory rules, the Collector has considered 3 sale deeds out of the available 6 deeds to arrive at the average sale price. The team physically verified the sale deeds/sale agreements and analysed them. The summary of market value of 3 sale deeds is provided below.

*Table 3.11: Summary of market value of 3 sale deeds for Category 2*

Sl. No.	Document No.	Area Under Consideration in Are	Total Land Value in INR	Land value Per are in INR	Land value Per cent in INR
1.	████/2018	01.83	1,00,00,000	54,64,481	22,11,445





3	Details of Asset	Workshop building and Gym Area of 104.70 sqm
4	Age of the structure	15 years
5	Value of structure assessed	INR 11,01,518.51
6	Depreciated value of structure	INR 9,69,394.33

The structure under discussion is masonry structure in the ground floor and the first floor is made of structural steel roof and claddings. The structure is being used as workshop in ground floor and gymnasium in the first floor.

About 50% of the structure is coming within the acquisition line. It is understood that the owner intends to use the remaining portion of the structure after acquisition and retention of balance portion is also structurally safe.

The tools and techniques to be employed by any valuation engineer should determine the actual cost of replacing the asset. The process of determining the quantities for each item of work and their corresponding rates reflecting the market condition plays a vital role in the outcome of the valuation process.

It is understood from our due diligence process that:

- a) the valuation engineer has carried out the valuation process by measuring and recording the quantities of the affected portion of the building against various items of work applicable to the structure as described in the Delhi Schedule of Rates (DSR), which is the standard data book for estimation of works approved by Government of Kerala.
- b) The rates for each item of work is obtained from DSR 2018 which is further enhanced with the prevailing cost index of the year 2022-2023 for Ernakulam district i.e. @ 35.59% in order to accommodate the regional differences in material & labour prices. By enhancing the DSR 2018 rates by the cost index, the valuation engineer has now arrived at the rates which closely match the market condition.
- c) Wherever, DSR rates are not available, rates of such items are worked out based on the prevailing market rates.
- d) The DSR 2018, the standard data book used by the valuation engineer, is found to be the base document for preparation of estimates for all the government funded projects in Kerala, which further authenticates that the methodology adopted is the accepted practice in the state.

In an attempt to further firm up the above findings, the rates arrived at by the valuation engineer were consulted with local contractors who are experienced in carrying out similar works. Their feedbacks confirmed that the rates derived by the valuation engineer are broadly consistent with the market rates.



The valuation engineer's assessed value for the structure is INR 11,01,518.51/-. But, the assessed value after accounting for 15-year depreciation is INR 9,69,394.33/-. This means that, the present day value of the said portion of asset is only INR 9,69,394.33/- due to depreciation for age.

***But for the purpose of determining the compensation, the value considered for compensation is the assessed value of the structure and not the depreciated value. In addition, solatium of 100% is added on the building value for arriving at the compensation.***

***The affected party is receiving compensation at the market rate which will enable him to replace the asset at the current market prices.***

### Findings of validation process

As part of the due diligence process, the due diligence team has validated:

- the process and documents considered in arriving at the market value of the land.
- the process of determining the value of assets attached to the land.
- the process of calculating the final award to the PAPs.
- the process of calculating the final compensation amount to the PAPs which includes the interest amount.

**From the above validation process, the team has come to a conclusion that the compensation for land owners derived as per the RFCTLARR Act is adequate and meets the replacement cost of Project Affected Persons by far.**

### Compensation for Rehabilitation & Resettlement

Compensation for Rehabilitation & Resettlement is based on the comprehensive Rehabilitation & Resettlement policy of the state issued by GoK. The state policy entails 15 categories of mutually exclusive compensations. Total compensation is derived by summing up applicable entitlements described in the policy. Compensation derived for scenarios which are predominantly applicable to this project are illustrated below.

***Scenario 1: Package for affected household losing house but opts not to take house offered, job offered.***

State Policy Ref.	Eligible Component	Amount in INR
1	Financial support to the affected household	3,00,000
4	One time settlement of person not taking the job	5,00,000
5	Subsistence Grant @INR 5,000 for 12 months	60,000



6	Transportation cost of the affected household	50,000
10	One time resettlement allowance	50,000
<b>Total Compensation</b>		<b>9,60,000</b>

### **Scenario 2: Package for residential tenants losing residence**

State Policy Ref.	Eligible Component	Amount in INR
4	Choice of Annuity or Employment	5,00,000
5	Subsistence Grant @INR 5,000 for 12 months	60,000
10	One time settlement Allowance	50,000
<b>Total Compensation</b>		<b>6,10,000</b>

### **Scenario 3: Package for landlords losing tenants**

State Policy Ref.	Eligible Component	Amount in INR
4	Choice of Annuity or Employment	5,00,000
8	One time grant to artisan, small traders, landlord	50,000
<b>Total Compensation</b>		<b>5,50,000</b>

### **Scenario 4: Package for landlords doing business**

State Policy Ref.	Eligible Component	Amount in INR
4	Choice of Annuity or Employment	5,00,000
5	Subsistence Grant @INR 5,000 for 12 months	60,000
8	One time grant to artisan, small traders, landlord	50,000
10	One time settlement Allowance	50,000
<b>Total Compensation</b>		<b>6,60,000</b>



### Scenario 6: Package for small commercial tenants

State Policy Ref.	Eligible Component	Amount in INR
11	One time assistance	2,00,000
<b>Total Compensation</b>		<b>2,00,000</b>

### Scenario 7: Package for owner losing house, commercial building

State Policy Ref.	Eligible Component	Amount in INR
1	Financial support to the affected household	3,00,000
4	One time settlement of person not taking the job	5,00,000
5	Subsistence Grant @INR 5,000 for 12 months	60,000
6	Transportation cost of the affected household	50,000
8	One time grant to artisan, small traders, landlord	50,000
10	One time settlement Allowance	50,000
<b>Total Compensation</b>		<b>10,10,000</b>

### Scenario 8: PAP is place of Worship

State Policy Ref.	Eligible Component	Amount in INR
15	Shifting charge	1,00,000
<b>Total Compensation</b>		<b>1,00,000</b>

### Scenario 9: PAP losing livelihood due to closure of workplace

State Policy Ref.	Eligible Component	Amount in INR
12	Employees working in commercial establishments @ INR 6,000 for 6 months	36,000
<b>Total Compensation</b>		<b>36,000</b>



### Scenario 10: PAP living or doing business in encroached government land

State Policy Ref.	Eligible Component	Amount in INR
14	Encroachers who live or run their business @ INR 5,000 per month for 6 months	30,000
<b>Total Compensation</b>		<b>30,000</b>

The above 10 scenarios indicate the compensation amount eligible to PAPs to redress the impacts of the project. It is pertinent to note that this compensation is in addition to the compensation for loss of land and assets attached to the land.

The Rehabilitation & Resettlement package has been declared only for two stretches viz. 'Palarivattam to Kakkanad' and 'JLN stadium to Palarivattam'. As on date, the compensation has been given to the PAPs of 'Palarivattam to Kakkanad' only. Hence, for the validation process, 'Palarivattam to Kakkanad' stretch is taken for study.

The summary of various categories under the Rehabilitation & Resettlement package for 'Palarivattam to Kakkanad' stretch sorted in the order of highest to lowest is given below.

*Table 3.14: Summary of compensation applied for 84 PAPs in the stretch Palarivattam to Kakkanad.*

State Policy Ref.	Compensation Applied	Number of PAPs/PAHs	% split of PAPs/PAHs
4	PAPs who lost their livelihood due to the project	74	30.8%
5	PAHs who require subsistence grant for a period of 1 year	60	25.0%
10	PAHs who require resettlement allowance	60	25.0%
8	PAHs of an artisan, small trader or self-employed who is involuntarily displaced due to the project	25	10.4%
11	Commercial tenants who require one time assistance to meet shifting charges and social costs	8	3.3%
1	PAPs/PAHs who lost their houses due to the project	6	2.5%
6	PAHs requiring financial assistance towards transportation cost	6	2.5%



15	Shifting charge for place of worship	1	0.4%
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The due diligence team observed that PAPs/PAHs requiring the following categories of compensation are vulnerable in the society and therefore needs better attention of the authorities.

*Table 3.15: PAPs/PAHs found vulnerable and needing attention*

State Policy Ref.	Compensation Applied	Number of PAPs/PAHs
4	PAPs who lost their livelihood due to the project	74
5	PAHs who require subsistence grant for a period of 1 year	60
8	PAHs of an artisan, small trader or self-employed who is involuntarily displaced due to the project	25
10	PAHs who require resettlement allowance	60
11	Commercial tenants who require one time assistance to meet shifting charges and social costs	8

Hence, as part of the due diligence process, the team decided to take random samples of PAPs/PAHs who have sought the above 5 categories of compensation for validation.

The details of randomly selected PAPs/PAHs across the three villages for validation is given below.

*Table 3.16: Details of randomly selected PAPs/PAHs for field validation*

SI.No.	Identification of the PAPs	Compensation Reference under state policy applied
1	██████████, Edapally Village	4,5,10
2	██████████, Vazhakala Village	4,5,10
3	██████████, Vazhakala Village	4,5,10
4	██████████, Vazhakala Village	4,5,10
5	██████████, Vazhakala Village	4,5,10
6	██████████, Vazhakala Village	4,5,10
7	██████████ Vazhakala Village	4,5,10



8	██████████, Vazhakala Village	4,5,10
9	██████████, Vazhakala Village	4,5,10
10	██████████, Vazhakala Village	4,8
11	████████████████████, Vazhakala Village	11
12	██████████, Vazhakala Village	11
13	██████████, Vazhakala Village	11
14	██████████, Vazhakala Village	4,8

### Findings of validation process

The PAPs were consulted over phone over the period 05.01.2024 to 06.01.2024. The summary of their current status is provided below.

*Table 3.17: Summary of PAPs' current status*

SI.No.	Identification of the PAPs	Compensation Reference under state policy applied	Current Status
1	██████████, Edapally Village	4,5,10	PAP used to rent a shop. Currently not engaged in business PAP is filing court case seeking higher valuation of assets.
2	██████████, Vazhakala Village	4,5,10	No Response
3	████████████████████, Vazhakala Village	4,5,10	No Response
4	██████████, Vazhakala Village	4,5,10	PAP used to rent a shop. Shifted to a new shop. Could not find an alternate shop nearby due to high rent and lack of space.
5	██████████, Vazhakala Village	4,5,10	PAP used to rent a shop. Started new business.



6	██████████, Vazhakala Village	4,5,10	PAP used to rent a shop. Decided to discontinue business out of his own volition.
7	██████████ Vazhakala Village	4,5,10	PAP used to rent a shop. PAP is seeking higher compensation. Not engaged.
8	██████████, Vazhakala Village	4,5,10	No Response
9	██████████, Vazhakala Village	4,5,10	PAP used to rent a shop. Started new business.
10	██████████, Vazhakala Village	4,8	No Response
11	██████████████████, Vazhakala Village	11	PAP used to rent a shop. Started new business.
12	██████████, Vazhakala Village	11	No Response
13	██████████, Vazhakala Village	11	PAP used to run a hotel. Could not find an alternate shop nearby due to high rent.
14	██████████, Vazhakala Village	4,8	PAP was Owner of commercial building. Constructing new building nearby PAP is filing court case seeking higher valuation of assets.

**After interacting with the PAPs, the due diligence team observed that although the PAPs received the compensation as per the Act, they are still in the lookout for opportunities to start a new business or shop close to their existing location. The due diligence team ascertained that hike in commercial rents were one of the reasons for the above. Further, the non-availability of vacant shops has also aggravated the situation.**



**Action Point 8:** The above finding indicates that there are PAPs whose socio-economic conditions are yet to be restored and there are PAPs who are yet to be finalised for two stretches hence, necessitating the need for Livelihood Restoration Plan. KMRL shall prepare LRP for the project.

### 3.3. Disbursement Status of Compensation

The Land Acquisition and Rehabilitation & Resettlement package has been declared only for two stretches viz. 'Palarivattam to Kakkanad' and 'JLN stadium to Palarivattam'. As per the declaration, the summary of PAPs is as given below.

*Table 3.18: Summary of PAPs*

Sl. No.	Stretch	Number of Land Parcels including attached Assets	PAPs eligible for R&R
1	Palarivattam-Kakkanad	353	84
2	JLN Stadium - Palarivattam	59	24
	<b>Total</b>	<b>412</b>	<b>108</b>

The disbursement status of compensation is given in the table below.

*Table 3.19: Status of compensation disbursement*

Sl. No.	Stretches/Parcel	Taluk, Village	Area of Land (ha)	Status of Disbursement
1	JLN Stadium - Palarivattam	Kanayannur Taluk, Poonithura Village	0.3649 (updated)	Not started
2	Palarivattam-Kakkanad	Edappilly south, Vazhakkala, Kakkanad- Villages	2.0167 (updated)	Compensation Disbursement completed
3	Kakkanad to Info Park Expressway Entrance	Kakkanad Village, Kanayannur Taluk	0.0160 (updated)	Not started
4	Construction of Entry Exit buildings	Edappilly south, Vazhakkala, Kakkanad – Villages	1.6510	Not started
	<b>Total Area (updated)</b>		<b>4.0486</b>	<b>ha</b>



**Due Diligence on compensation disbursement**

Compensation distribution has been completed for the stretch Palarivattam- Kakkanad. As part of the validation process, a random sample of 10% PAPs were consulted over phone to confirm the receipt of disbursement. The summary of the consultations is provided below.

Sample number of Land Owners contracted	Land Owners who confirmed receipt of compensation	Land Owners who confirmed non receipt of compensation
35	35	0

Sample number of PAPs eligible for R&R in the stretch	PAPs who confirmed receipt of compensation	PAPs who confirmed non receipt of compensation
09	09	0

**Finding of validation process**

All the entitled PAPs in the sample confirmed receipt of compensation.

**From the above data it is inferred that compensation has been disbursed to all the entitled PAPs in the Palarivattam- Kakkanad stretch.**

**3.4. Assessment of Land Acquisition Process as per ESS2**

The ESS-2 addresses impacts of Project-related land acquisition, including restrictions on land use and access to assets and natural resources, which may cause physical displacement (relocation, loss of land or shelter), and/or economic displacement (loss of land or assets, or restrictions on land use, assets and natural resources leading to loss of income sources or other means of livelihood).

The objectives of ESS 2 are:

- a) to avoid Involuntary Resettlement wherever feasible;
- b) to minimize Involuntary Resettlement by exploring Project alternatives;
- c) where avoidance of Involuntary Resettlement is not feasible, to enhance, or at least restore, the livelihoods of all displaced persons in real terms relative to pre-Project levels and to provide resettlement assistance;
- d) to understand and address gender-related risks and differential impacts of Involuntary Resettlement;



- e) to improve the overall socioeconomic status of the displaced poor and other vulnerable groups; and
- f) to conceive and implement resettlement activities as sustainable development programs, providing sufficient resources to enable the persons displaced by the Project to share in Project benefits.

The land acquisition and Rehabilitation & Resettlement process is undertaken by Government of Kerala through the Land Acquisition Officers and the district Collector. The prevailing rules for the process is the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act).

The cost for land acquisition is already sanctioned by the GoK and the LA authorities foresee no hindrances in timely disbursement of the compensation to the PAPs. The LA authorities intend to complete the land acquisition process by May 2024.

The requirements of AIIB's ESS2 were verified with the Land Acquisition and Rehabilitation & Resettlement process followed by GoK. The findings of the same are provided below.



Table 3.20: Comparison

Sl. No.	AIIB ESS2 Requirement	Compliance as per RFCTLARR Act
1	<p><b>Planning</b></p> <p>Determine the required scope of Involuntary Resettlement planning, through a survey of land and assets, a full census of persons to be displaced, an evaluation of socioeconomic conditions specifically related to the risks and impacts of such displacement and an identification of gender-differentiated sources of livelihoods, including informal ones.</p>	Covered under S.16.(1)
2	<p><b>Land Acquisition and Resettlement Plan</b></p> <p>Prepare a Land Acquisition and Resettlement Plan</p> <p style="text-align: center;">*</p> <p>Conduct a land survey and census as early as feasible during Project preparation to establish clear cut-off dates for eligibility and to prevent encroachment</p> <p style="text-align: center;">*.</p> <p>Collect data disaggregated by gender and age and include information about vulnerable groups, if present. Involve affected persons in consultation on the LARP/LAP/RP and disclose the draft resettlement documentation</p>	<p>Covered under S.19(1)</p> <p style="text-align: center;">*</p> <p>Covered under S.16.(1) &amp; S.11(1)</p> <p style="text-align: center;">*</p> <p>Covered under S.16.(1)</p>
3	<p><b>Proportionality</b></p> <p>Design and implement the LARP/LAP/RP, and if applicable, the LARPF/LAPF/RPF, in a manner that is proportional to the extent and degree of the impacts. The degree of impacts is determined by: (a) the scope of physical and economic displacement; and (b) the vulnerability of the persons to be displaced by the Project.</p>	GoK's comprehensive Rehabilitation & Resettlement policy issued vide G.O.(Ms)No.448/2017/ RD dated 29.12.2017
4	<p><b>Consultations</b></p> <p>Carry out meaningful consultations (as described in ESS 1, Section 23, Meaningful Consultation) with persons to be displaced by the Project, host communities and nongovernmental organizations, and facilitate their informed participation in the consultations.</p>	Covered under S.4(1), 4(2), 5(1), 6(1), 7(6), 15(1), 16(4), 16(5), 18, 19(1), 19(4), 21, 23



Sl. No.	AIIB ESS2 Requirement	Compliance as per RFCTLARR Act
	<p>Consult with all persons to be displaced on their rights within the resettlement process, their entitlements and resettlement options, and any further participation process.</p> <p style="text-align: center;">*</p> <p>Involve them in planning, implementation, monitoring and evaluation of the LARP/LAP/RP. Put in place measures for meaningful participation in these consultations, including appropriate meeting times, transport, childcare support, as well as convening of women-only meetings when appropriate.</p> <p style="text-align: center;">*</p> <p>Pay particular attention to the needs of people with disabilities, vulnerable groups, especially those below the poverty line, the landless, the elderly, women and children, Indigenous Peoples and those without legal title to land, and take all measures required for them to participate in consultations.</p>	
5	<p><b>Project-level Grievance Redress Mechanism</b></p> <p>Establish a suitable Project-level grievance redress mechanism (GRM) to receive and facilitate resolution of the concerns of persons displaced by the Project and inform them of its availability.</p>	<p>Covered under S.5(1), 15(1), 16(5), 21</p>
6	<p><b>Livelihood Restoration.</b></p> <p>Improve, or at least restore, the livelihoods of all persons displaced by the Project through: (a) where feasible, land-based resettlement strategies when affected livelihoods are land-based or where land is collectively owned; or cash compensation at replacement value for land, including transitional costs, when the loss of land does not undermine livelihoods; (b) prompt replacement of assets with assets of equal or higher value; (c) prompt compensation at full replacement cost for assets that cannot be restored; and (d) capacity-building programs to support improved use of livelihood resources and enhance access to alternative sources of livelihood.</p>	<p>Covered under GoK's comprehensive Rehabilitation &amp; Resettlement policy issued vide G.O.(Ms)No.448/2017/ RD dated 29.12.2017</p>



Sl. No.	AIB ESS2 Requirement	Compliance as per RFCTLARR Act
7	<p><b>Resettlement Assistance.</b></p> <p>Provide persons displaced by the Project with needed assistance, including the following, as applicable: (a) if there is relocation, security of tenure (with tenure rights that are at least as strong as the rights the displaced persons had to the land or other assets from which they have been displaced) of relocation land (and/or other assets, as applicable), adequate housing at resettlement sites with comparable access to employment and production opportunities, integration of resettled persons economically and socially into their host communities and extension of Project benefits to host communities to facilitate the resettlement process; (b) transitional support and development assistance, such as land development, credit facilities, training or employment opportunities; (c) civic infrastructure and community services, as required; and (d) special assistance to woman-headed households and vulnerable households.</p>	<p>Covered under GoK's comprehensive Rehabilitation &amp; Resettlement policy issued vide G.O.(Ms)No.448/2017/RD dated 29.12.2017</p>
8	<p><b>Standards of Living.</b></p> <p>Improve the standards of living of the poor and other vulnerable groups displaced by the Project, including women, children and persons with disabilities, to at least national minimum standards, including access to social protection systems. In rural areas provide them with legal and affordable access to land and resources, and in urban areas provide them with appropriate income sources and legal and affordable access to adequate housing.</p>	<p>Covered under GoK's comprehensive Rehabilitation &amp; Resettlement policy issued vide G.O.(Ms)No.448/2017/RD dated 29.12.2017</p>
9	<p><b>Compensation and Entitlements</b></p> <p>Pay compensation and provide other Involuntary Resettlement entitlements before any related physical or economic displacement takes place under the Project. Take gender issues into account in determining and paying compensation and providing other entitlements. Under circumstances in which national law and tenure systems do not recognize the rights of women to hold or exchange property, make</p>	<p>Covered under S.38</p>



Sl. No.	AIIB ESS2 Requirement	Compliance as per RFCTLARR Act
	provision, to the extent feasible, for women to gain security of tenure. Include provisions to address loss of livelihood during Project implementation.	
10	<p><b>Persons Without Title or Legal Rights</b></p> <p>Make persons displaced by the Project who are without title to land or any recognizable legal rights to land, eligible for, and provide them with, resettlement assistance and compensation for loss of assets not related to land, in accordance with cut-off dates established in the LARP/LAP/RP. Include them in the consultation process. Do not include compensation to such persons for the land that has been settled illegally. Disseminate information on, and post the cut-off dates in, the Project area concerned, including a warning that persons settling in the Project area after the cut-off dates will be subject to eviction and will not be compensated for assets developed after those dates.</p>	Covered under GoK's comprehensive Rehabilitation & Resettlement policy issued vide G.O.(Ms)No.448/2017/ RD dated 29.12.2017
11	<p><b>Negotiated Settlement.</b></p> <p>Develop procedures in a transparent, consistent and equitable manner if land is acquired, or changes in land use rights are acquired, through negotiated settlement under the Project, so that those people who enter into negotiated settlements maintain the same or better income and livelihood status.</p>	Not Applicable
12	<p><b>Information Disclosure.</b></p> <p>Disclose the draft LARP/LAP/RP, including documentation of the consultation process, in the Project area, in a timely manner</p>	Covered under S.4(1), 4(2), 5(1), 6(1), 7(6), 15(1), 16(4), 16(5), 18, 19(1), 19(4), 21, 23

**The above analysis including field validation revealed that the Land Acquisition and Rehabilitation & Resettlement process followed by GoK is consistent with AIIB's ESS-2.**



## 4. SOCIO ECONOMIC PROFILE

### 4.1. Socio Economic Profile as per SIA Studies undertaken

#### Land Acquisition in Stretch – JLN Stadium to Palarivattam

As part of Stage 2 of the land acquisition process, the Social Impact Assessment (SIA) study was conducted by Bharata Mata School of Social Work in the year 2020. The SIA study revealed the following summary of PAPs.

Table 4.1: PAPs as per SIA report in JLN Stadium to Palarivattam

Study by	Number of Title Holders	Number of Non-Title Holders
SIA agency	96	96

The SIA team identified 190 families and 2 religious institutions as project affected which constitute 693 project affected population.

#### Age Distribution of PAPs

Age group In Years	Percentage
0-18	21.8
19-30	19.2
31-45	18.6
46-60	22.2
>60	18.2
Total	100

It is observed that the PAPs are evenly distributed over the different age groups.

#### Marital Status of PAPs

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



It is observed that 56% of the project affected population are married, 36% are unmarried, 1% are divorced and 7% are widow/widower.

### ***Size of Family of PAPs***

Size of Family	Percentage
Nuclear	81
Joint	18
Separated/Divorced	1

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

### ***Education Qualification of PAPs***

Education Qualification	Percentage
Pre-school	6
Up to 5 <sup>th</sup> Standard	15
High School/SSLC	27
Degree	27
PG/Professional	17
Technical/Vocational Course	8

It is observed that majority of the PAPs have education above High school.

### ***Economic Status of PAPs***

Colour of Ration Card	Percentage
White	58
Blue	33
Pink	8
Yellow	1



It is observed that 58% affected families possess white colour ration card, 33% have blue, 8% have pink and 1% has yellow colour ration card. This indicated that 8% pink card holders are below poverty line.

**Monthly Income Levels of PAPs**

Monthly Income Levels in INR	Percentage
<20000	20.5
20001-40000	27.2
40001-60000	22.5
60001-80000	4.6
80001-100000	16.1
>100000	8.6

It is observed that majority of the PAPs have monthly income over INR 20,000.

**Due Diligence Findings**

The due diligence teams observed that special attention needs to be given for the following categories of PAPs/PAHs of this stretch:

- a) The SIA report indicates that 63% of the PAHs belong to the OBC (Other Backward Castes) Category. There are also households which come under the Scheduled Caste and Scheduled Tribe category. This means that the special provisions of RFCTLARR Act will come in to play.
- b) 7% of the PAHs is a widow and 1% of the PAHs is divorced. This means that the special provisions of RFCTLARR Act will come in to play.
- c) 18% of the PAPs are above the age of 60 who will require special attention in rehabilitation & resettlement process.

**Action Point 9:** KMRL shall monitor and ensure that the vulnerable PAPs receive the special benefits and attention mandated by the provisions in the RFCTLARR Act and include them in the ambit of Livelihood Restoration Plan (LRP).

**Land Acquisition in Stretch - Palarivattam to Kakkanad**

As part of Stage 2 of the land acquisition process, the Social Impact Assessment (SIA) study was conducted by Kerala Voluntary Health Services in the year 2017-18. The socio economic profile of the PAPs as per this report is summarised below.

*Table 4.2: PAPs as per SIA report in Palarivattam to Kakkanad*



Study by	Number of Title Holders	Number of Non-Title Holders
SIA agency	362	257

### *Age wise distribution of Title Holders*

Age of the Title Holders	Number of Title Holders
20-30	8
31-40	35
41-50	85
51-60	36
61-70	131
>70	67
<b>Total</b>	<b>362</b>

It is observed that majority of the Title Holders in this stretch are more than 40 years of age.

### *Family Size of Title Holders*

Family size of Title Holders	Number of Families
1-2	15
3-4	179
5-7	143
>7	0
<b>Total</b>	<b>362</b>

It is observed that majority of the Title Holders in this stretch has family size of 3-4.



### ***Educational Qualification of Title Holders***

<b>Educational qualification of Title Holders</b>	<b>Number of Title Holders</b>
SSLC	55
PDC	40
Degree	143
Post Graduate	13
Professional	71
Others	40
<b>Total</b>	<b>362</b>

It is observed that majority of the Title Holders in this stretch are degree holders.

### ***Religious Distribution of Title Holders***

<b>Religious distribution of Title Holders</b>	<b>Number of Title Holders</b>
Hindu	128
Muslim	93
Christian	141
<b>Total</b>	<b>362</b>

It is observed that the religious distribution is more or less equal in this stretch.

### ***Economic Distribution of Title Holders***

<b>Economic Status of Title Holders</b>	<b>Number of Title Holders</b>
Above Poverty Line	362
Below Poverty Line	0
<b>Total</b>	<b>362</b>

It is observed that all of the Title Holders in this stretch are Above Poverty Line.

### ***Occupational Distribution of Title Holders***



Occupational Distribution of Title Holders	Number of Title Holders
Agriculture	8
Business	233
Government Service	5
Private	50
Others	66
<b>Total</b>	<b>362</b>

It is observed that majority of the Title Holders in this stretch are engaged in doing business.

#### ***Income Distribution of Title Holders***

Monthly Income of Title Holders	Number of Title Holders
10000-25000	81
25001-50000	67
50001-75000	48
75001-100000	25
>100000	141
<b>Total</b>	<b>362</b>

It is observed that majority of the Title Holders in this stretch are having a monthly income of more that INR 50,000/-. This indicates they are financial sound.

#### ***Age wise distribution of Non-Title Holders***

Age of the Non-Title Holders	Number of Non-Title Holders
20-30	13
31-40	81
41-50	91



51-60	21
61-70	0
>70	0
Do not know	51
<b>Total</b>	<b>257</b>

It is observed that majority of the Non-Title Holders in this stretch are more between 30-50 years of age.

### ***Educational Qualification of Non-Title Holders***

<b>Educational qualification of Non-Title Holders</b>	<b>Number of Non-Title Holders</b>
PDC	70
Degree	92
Post Graduate	12
Professional	32
Not Applicable	51
<b>Total</b>	<b>257</b>

It is observed that majority of the Non-Title Holders in this stretch are degree holders.

### ***Religious Distribution of Non-Title Holders***

<b>Religious distribution of Non-Title Holders</b>	<b>Number of Non-Title Holders</b>
Hindu	73
Muslim	40
Christian	93
Not applicable	51
<b>Total</b>	<b>257</b>

It is observed that majority of the Non-Title Holders in this stretch are Christians.



### ***Economic Distribution of Non-Title Holders***

<b>Economic Status of Non-Title Holders</b>	<b>Number of Non-Title Holders</b>
Above Poverty Line	196
Below Poverty Line	10
Do not know	51
<b>Total</b>	<b>257</b>

It is observed that majority of the Non-Title Holders in this stretch are Above Poverty Line.

### ***Income Distribution of Non-Title Holders***

<b>Monthly Income of Non-Title Holders</b>	<b>Number of Non-Title Holders</b>
10000-25000	55
25001-50000	80
50001-75000	51
75001-100000	20
>100000	0
Do not know	51
<b>Total</b>	<b>257</b>

It is observed that majority of the Non-Title Holders in this stretch are having a monthly income of INR 10,000 to INR 50,000/-.

### ***Due Diligence Findings***

The due diligence teams observed that special attention needs to be given for the 10 Non-Title Holders who are below poverty line.

**Action Point 09:** KMRL shall monitor and ensure that the vulnerable PAPs receive the special benefits and attention mandated by the provisions in the RFCTLARR Act and include them in the ambit of Livelihood Restoration Plan (LRP).



## ***Land Acquisition in Stretch - Kakkanad to Info Park Expressway Entrance***

As part of Stage 2 of the land acquisition process, the Social Impact Assessment (SIA) study was conducted by Kerala Voluntary Health Services in the year 2020. The SIA study revealed the following summary of the PAPs.

*Table 4.3: PAPs as per SIA report in Kakkanad to Info Park Expressway Entrance*

<b>Study by</b>	<b>Total Number of Project Affected Persons</b>	<b>Number of Title Holders</b>	<b>Number of Non-Title Holders</b>
SIA agency	11	11	0

### ***Age wise distribution of Title Holders***

<b>Age of the Title Holders</b>	<b>Number of Title Holders</b>
20-30	0
31-40	0
41-50	5
51-60	2
61-70	2
>70	1
Not Available	1
<b>Total</b>	<b>11</b>

It is observed that majority of the Title Holders in this stretch are more than 40 years of age.

### ***Family Size of Title Holders***

<b>Family size of Title Holders</b>	<b>Number of Families</b>
1-2	2
3-4	6
5-7	2



>7	0
Not Available	1
<b>Total</b>	<b>11</b>

It is observed that majority of the Title Holders in this stretch has family size of 3-4.

**Educational Qualification of Title Holders**

Educational qualification of Title Holders	Number of Title Holders
SSLC	1
PDC	1
Degree	3
Post Graduate	1
Professional	1
Others	3
Not available	1
<b>Total</b>	<b>11</b>

It is observed that majority of the Title Holders in this stretch are degree holders.

**Religious Distribution of Title Holders**

Religious distribution of Title Holders	Number of Title Holders
Hindu	2
Muslim	4
Christian	4
Not Available	1
<b>Total</b>	<b>11</b>

It is observed that the religious distribution is more inclined towards Christian & Muslims in this stretch.



### ***Economic Distribution of Title Holders***

<b>Economic Status of Title Holders</b>	<b>Number of Title Holders</b>
Above Poverty Line	10
Below Poverty Line	0
Not Available	1
<b>Total</b>	<b>11</b>

It is observed that all of the Title Holders in this stretch are Above Poverty Line.

### ***Occupational Distribution of Title Holders***

<b>Occupational Distribution of Title Holders</b>	<b>Number of Title Holders</b>
Agriculture	0
Business	6
Government Service	0
Private	0
Others	4
Not Available	1
<b>Total</b>	<b>11</b>

It is observed that majority of the Title Holders in this stretch are engaged in doing business.

### ***Income Distribution of Title Holders***

<b>Monthly Income of Title Holders</b>	<b>Number of Title Holders</b>
10000-25000	1
25001-50000	3
50001-75000	3
75001-100000	2



>100000	1
Not Available	1
<b>Total</b>	<b>11</b>

It is observed that majority of the Title Holders in this stretch are having a monthly income of more than INR 50,000/-. This indicates they are financially sound.

### ***Due Diligence Findings***

The due diligence teams observed that there are no PAPs/PAHs requiring special attention in this stretch.

### ***Land Acquisition for Construction of Entry Exit Buildings***

As part of Stage 2 of the land acquisition process, the Social Impact Assessment (SIA) study was conducted by Rajagiri College of Social Sciences, in the year 2023. The SIA study revealed the following summary of PAPs.

*Table 4.4: PAPs as per SIA report for Entry Exit Buildings*

<b>Study by</b>	<b>Number of Title Holders</b>	<b>Number of Non-Title Holders</b>
<b>SIA agency</b>	18	77

The SIA study team had found and surveyed 18 owners of 21 private land plots. The SIA team could obtain information of only 8 out of the 18 owners. Hence, detailed socio-economic profile is not available. It is expected that detailed information will be obtained after the census by the Government of Kerala.

### ***6.1. Validation of Socio Economic Profile***

The three SIA agencies have adopted different parameters to make an assessment of the Socio Economic Profile of PAPs. Because of this reason, a collated information cannot be prepared. Hence, for validation process, the stretch between 'JLN Stadium to Palarivattam' was selected.

The due diligence team randomly selected 24 PAFs from a list of 190 PAFs for consultation. Out of the 24 only 12 PAFs could be reached. The PAFs were asked pre-determined survey questions specifically prepared to capture the socio economic profile. The summary of the socio economic profile based on the consultations is provided below.



### **Age Distribution of PAPs sample**

Age group In Years	Number of PAPs sample
0-18	9
19-30	11
31-45	9
46-60	8
>60	9
Total	46

It is observed that the PAPs are evenly distributed over the different age groups.

### **Marital Status of PAPs sample**

Marital Status	Number of PAPs sample
Married	25
Unmarried	19
Divorced/separated	0
Widow/Widower	0

It is observed that 57% of the project affected population are married, 43% are unmarried, 0% are divorced and 0% are widow/widower.

### **Size of Family of PAFs sample**

Size of Family	Number of PAFs sample
Nuclear	12
Joint	0
Separated/Divorced	0

It is observed that 100% of the project affected households are nuclear families, 0% is joint families and 0% separated or divorced families.



### ***Education Qualification of PAFs sample***

<b>Education Qualification</b>	<b>Number of PAFs sample</b>
Pre-school	0
Up to 5 <sup>th</sup> Standard	7
High School/SSLC	12
Degree	12
PG/Professional	6
Technical/Vocational Course	1
Illiterate	1

It is observed that majority of the PAFs have education above High school.

### ***Economic Status of PAFs sample***

<b>Colour of Ration Card</b>	<b>Number of PAFs sample</b>
White	4
Blue	7
Pink	1
Yellow	0

It is observed that 34% affected families possess white colour ration card, 58% have blue, 8% have pink and 0% has yellow colour ration card. This indicated that 8% pink card holders are below poverty line.

### ***Monthly Income Levels of PAFs sample***

<b>Monthly Income Levels in INR</b>	<b>Number of PAFs sample</b>
<20000	5
20001-40000	4
40001-60000	4
60001-80000	0



80001-100000	0
>100000	0

It is observed that majority of the PAPs have monthly income over INR 20,000.

### ***Findings of Validation***

The socio-economic profile of the sample and the SIA report was compared. The findings are as given below.

<b>Parameter</b>	<b>Change Observed w.r.t SIA report</b>
Age Distribution	No change
Marital Status	No significant change
Size of Family	No significant change
Educational Qualification	No significant change
Economic Status	No significant change
Monthly Income	No significant change

**From the above findings it is inferred that the socio economic profile of the stretch 'JLN Stadium to Palarivattam' appropriately reflects the ground conditions.**

### ***6.2. Conclusion of the study on Socio Economic Profile***

The review of the socio-economic profile of the four stretches as per the SIA reports revealed that the stretch between 'JLN Stadium to Palarivattam' and the stretch between 'Palarivattam to Kakkanad' needs special attention as these two stretches have PAPs/PAHs who are vulnerable.

The number of PAPs/PAHs have decreased considerably after completion of census by the LA authorities. KMRL may have to update the Socio Economic Profile with respect to the finalised list of eligible PAPs/PAHs after completion of the census of LA authorities. The process of updating shall cover determination of Vulnerability Status and collection of Gender Segregation Data of the PAPs/PAHs. This process may lead to identification of more number of vulnerable PAPs/PAHs. Based on this the LRP may have to be revised.



**Action Point 10:** The Livelihood Restoration Plan (LRP) for the vulnerable section of PAPs may have to be revised after completion of the activity of updating the socio economic profile of the PAPs based on the census of LA authorities.

The following monitoring indicators shall form part of the Monitoring & Reporting arrangements.

- a) Compensation disbursed to Title Holders
- b) Rehabilitation and Resettlement assistances disbursed to PAPs/PAHs
- c) Special provisions enacted for Schedules Caste, Scheduled Tribe and OBCs if any
- d) Compensation disbursed to vulnerable class of PAPs such as SC, ST, OBCs, Senior citizens, Divorcee, Widowers



## 5. LIVELIHOOD RESTORATION PLAN

### 5.1. Overview

The process of Land Acquisition, Rehabilitation & Resettlement is found to be carried out in compliance with the RFCTLARR Act, prevailing national and state legislations, rules and policies.

However, the due diligence team has identified certain gaps while analysing the Rehabilitation & Resettlement measures with respect to AIIB's ESS 2 requirement of restoring the livelihoods of all displaced persons in real terms relative to pre-project levels.

Hence, as described in Chapter 3 & 4, it is necessary to prepare a Livelihood Restoration Plan (LRP) for the PAPs/PAHs whose livelihood is yet to be restored and the ones who are socio-economically vulnerable.

### 5.2. Preparation of Livelihood Restoration Plan

The Rehabilitation & Resettlement package has been declared for two stretches viz. 'JLN stadium to Palarivattam' and 'Palarivattam to Kakkanad' which covers approximately 60% of the land acquisition area. The R&R packages have been disbursed only for the stretch 'Palarivattam to Kakkanad'.

As described in Chapter 3, the due diligence team had taken random samples from vulnerable sections of PAPs/PAHs in the stretch 'Palarivattam to Kakkanad', who had received the R&R packages and the consultations with these PAPs revealed that there are PAPs whose socio-economic conditions are yet to be restored.

Further, as described in Chapter 4, as per the SIA reports there are PAPs who are vulnerable in the society particularly PAPs belonging to SC & ST category, PAPs who are widows, PAPs who are senior citizens, PAPs who are below poverty line.

The Livelihood Restoration Plan is developed keeping in mind to restore the livelihoods of such PAPs in real terms relative to pre-project levels.

### 5.3. Livelihood Restoration Plan measures

#### **Specific LRP measures**

In addition to the Rehabilitation and Resettlement package received from the Government of Kerala, KMRL will offer specific LRP measures as described in table below to the PAPs/PAHs.



Table 5.1: Specific LRP measures

Sl. No.	Reason hindering livelihood restoration	LRP measure
1	<p>The PAPs who used to rent shop along the RoW are finding it difficult to find alternate shop nearby due to sudden hike in commercial rents and shortage of vacant shops nearby.</p>	<p>e) KMRL will extend its existing policy of offering the right of first refusal to the PAPs for the commercial spaces which are developed within the metro stations and adjacent area. KMRL will publicise this policy during the stakeholder engagement process and prior to auctioning of the commercial spaces.</p> <p>f) In order to unburden the PAPs from high commercial rents, KMRL already has a policy of deferring the rents for a period of 4-5 months</p>
2	<p>There are PAPs who are vulnerable in the society particularly PAPs belonging to SC &amp; ST category, PAPs who are widows, PAPs who are senior citizens, PAPs who are below poverty line. They will find it very difficult to find new means of livelihood .</p>	<p>g) KMRL will extend its existing policy of giving preference in employment opportunities at KMRL for the PAHs.</p> <p>The policy entitles preference in employment opportunity for one member of PAH within a period of 15 years from the date of commercial operation of the first reach.</p> <p>The employment opportunity is not confined just to technical but also covers non-technical jobs such as tickets agents, security staff, maintenance staff etc.</p> <p>h) KMRL will organise and conduct specifically designed training programmes after studying the skill sets possessed by the PAPs and analysing their potential.</p> <p>These training programmes will aim at equipping the PAPs to develop their existing skill or acquire new skill which will not only improve their livelihood but also be long term and sustainable.</p>

**Other LRP measures**

Other than the four specific LRP measures stated in above section, additional measures as provided in table below will be adopted by KMRL.



Table 5.2: Additional LRP measures

Sl. No.	LRP measure	Target objective
1	<p>KMRL will continuously engage with the PAPs who have been identified as PAPs requiring livelihood restoration support and monitor their progress.</p> <p>The status will be reported to AIIB on a monthly basis starting from 28.02.2024</p>	Support and provide assistance in improving livelihood of the PAPs
2	<p>KMRL will provide institutional support to PAPs in terms of providing mentorship, opportunities for networking with credit agencies, supply chain etc.</p>	Making the livelihood means long term and sustainable.
3	<p>KMRL will pursue the Action Point 1 with Government of Kerala regarding considering the cases of PAPs who have not be considered for R&amp;R package due to being marginally short of the specified time criteria.</p>	Improving the coverage of R&R package thereby improving the livelihood of more number of PAPs
4	<p>KMRL will pursue the Action Point 7 with Government of Kerala regarding adjusting the R&amp;R compensation to inflation.</p>	Improving the compensation amount of R&R package to bring it to real terms.

### ***Budgeting for LRP measures***

The specific LRP measures and additional LRP measures in Sl.No.1 & 2 are within the purview of KMRL and hence the budget for these measures will be through KMRL's internal funds.

The additional LRP measures in Sl.No.3 & 4 comes under the purview of Government of Kerala and can be implemented through government funds.

### ***5.4. Updating Livelihood Restoration Plan***

The livelihood restoration plan is based on the findings of the due diligence team and the SIA reports. The census activities of LA authorities is still underway and hence there may be certain changes in the socio-economic profile of the PAPs/PAHs.

Hence, this Livelihood Restoration Plan shall be updated based on the updated socio economic profile of the PAPs/PAHs identified after completion of the census of LA authorities for all stretches.



## 6. GENDER ASPECTS

Various initiatives aimed in the direction of promoting gender equality and women empowerment have been implemented by KMRL. Some major initiatives among them are as listed below.

### 6.1. Recruitment & Staffing at KMRL

Kochi Metro is committed to hire women for a variety of roles, including train operators, station controllers, customer support staff and security personnel. Women make up over 40% of the total workforce, which is significantly higher than the national average of 12%. Kochi Metro Rail Ltd., also have 15% women representation (Director Finance of KMRL & Director Finance of NCRTC) in their Board of Directors. This is a testament to Kochi Metro's commitment to providing equal opportunities for women. A summary of staffing at KMRL is given below.

*Table 6.1: Summary of staffing at KMRL*

Sl. No	Section	Male	Female	TG	Total	
1	KMRL – Corporate Office	437	89	0	526	
2	KMRL – O&M Staff	343	55	0	398	
3	Facility Management Service (Contract)	13	509	16	538	
4	Security (Contract)	201	46	0	247	
<i>Source: KMRL records</i>		<b>Total</b>	<b>994</b>	<b>699</b>	<b>16</b>	<b>1709</b>

Kochi Metro has partnered with ‘Kudumbashree’, a women’s self-help group under the aegis of Government of Kerala, by selecting it as the service provider for facility management services and thus provide employment opportunities for women. Under this initiative, ‘Kudumbashree’ members are trained and deployed to work in various roles at Metro stations, such as ticketing, housekeeping, security, customer service and gardening. In a first of its kind initiative, ‘Kudumbashree’ provides 525 staff out of the 538 staff employed in the Facility Management Service.

KMRL has employed more females at the Metro stations than males. The following table illustrates the same.

*Table 6.2: Summary of staffing at KMRL for Operations*

Sl. No	Section	Male	Female	TG	Total
1	KMRL – Station Operation (Station Controllers)	81	15	0	96



2	Facility Management Service (Contract)	13	509	16	538	
3	Security (Contract)	201	46	0	247	
<i>Source: KMRL records</i>		<b>Total</b>	<b>295</b>	<b>570</b>	<b>16</b>	<b>881</b>

The females constitute 65% of the total workforce at the Metro stations. In addition to this, the ‘Muttom’ Metro station is completely controlled by women staff of KMRL.

The Civil and Track maintenance work for Metro Rail System is a tough task with work hours commencing only after the last Metro Rail service. This used to be traditionally an all-male bastion. The women maintainers of KMRL have broken the glass ceiling. In the most recent recruitment for 18 maintainers conducted in December 2022, 7 of them were women. KMRL has also employed women in the field of security services. Out of the 247 security personnel, 46 of them are women.

Kerala had become the first Indian state to take the initiative in bringing transgender community into mainstream society by building a ‘Transgender Policy’ in 2016. Soon after, KMRL broke new grounds in the gender equality sphere, by recruiting 16 transgender for operations.

**Due Diligence Process**

The due diligence team has verified the above data. The team also interacted with the ‘Kudumbashree’ group engaged in the Facility Management Service. The team visited the ‘Muttom’ Metro station which is completely operated by women.

The photographs accessed by the team is presented below.



Kudumbashree Team engaged in cleaning the trains



Women staff undertaking maintenance work



Women Train Operator



Kudumbashree women staff engaged in ticketing office



Women Station Controller



Women security guard



Woman Engineer at KMRL IIM project site



Women Engineer at KMRL Metro project site

## ***6.2. Facilities in the Metro & Metro Stations for Women and differently abled***

Kochi Metro has priority seats for pregnant women/differently abled/elderly passengers in Metro trains to ensure that they have a safe and comfortable travel experience. Kochi Metro has installed breastfeeding cubicles at all Metro stations to provide a safe and comfortable space for mothers to breastfeed their babies. Kochi Metro has also installed sanitary napkin vending machines at some of its Metro stations. Ambulance facility has been provided in Aluva and Petta Metro stations of



Phase 1. Medical & First Aid room has been provided in Aluva, Palarivattam and Petta Metro stations of Phase 1.

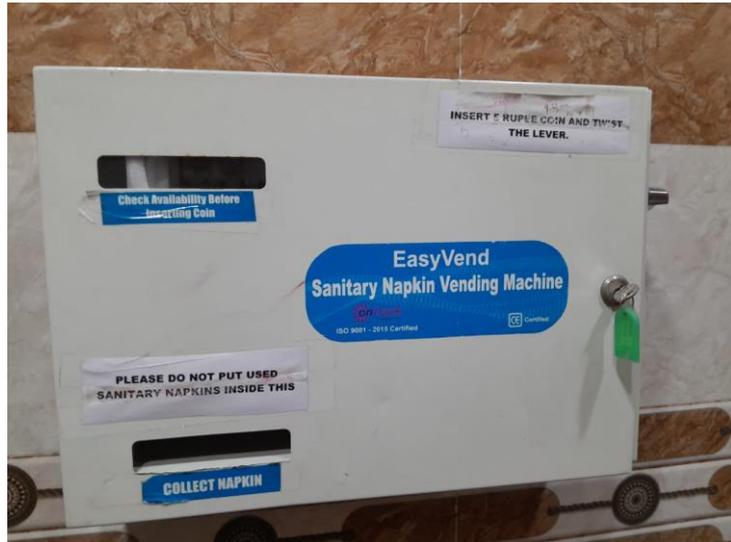
### Due Diligence Process

The due diligence team travelled in the Metro and physically verified the facilities provided in the trains and stations.

The photographs accessed by the team is presented below.



Breastfeeding pods



Sanitary Napkin Vending Machine



Helping differently abled passengers

### **6.3. Women safety & empowerment at KMRL**

KMRL conducts regular awareness campaigns on women's safety, both within the Metro system and in the community. These campaigns are aimed at educating women about their rights and how to protect themselves from violence.

KMRL is also employing women security guards who are part of the State Industrial Security Force (SISF) at the Metro stations to help, assist and come in aid for women in particular.

In addition to the initiatives listed above, KMRL has also taken measures to create a safe and harassment-free workplace for all employees as per the National and International guidelines. The company has a zero-tolerance policy on sexual harassment and has a number of mechanisms in place for employees to report harassment such as the Internal Complaints Committee on Sexual Harassment.

Kochi Metro is also planning to launch a Women's Helpline to provide support to women in distress. The helpline will be available 24 hours a day, 7 days a week, and is staffed by trained volunteers who can provide counselling, legal assistance, and other forms of support.

#### ***Due Diligence Process***

The due diligence team verified the records of awareness campaigns conducted by KMRL. The team also interacted with the members of women security force. The photographs accessed by the team is presented below.



Women training sessions at KMRL



Women security guards who are part of SISF

**6.4. Gender Equality and Social Inclusion (GESI) focussed strategies for Phase 2**

**Workers gender segregation during construction**

KMRL expects that there will be at least 4500 construction workers during the execution of the Phase 2 project. The Supervisory & Management employees would be around 650. The construction workers, supervisors, managers will be employed through various contractors and consultants appointed through a bidding process. KMRL would encourage deployment of women workers wherever women are willing to work.

- Action Point 11:** KMRL shall insist the contractors to ensure separate restrooms, labour camps for women construction workers.
- Action Point 12:** KMRL shall form a dedicated ‘Women Cell’ which shall be headed by an officer of grade not less than General Manager. The ‘Women Cell’ shall be responsible for conduct of audits & inspections, grievance redressal on matters related to safety, security, health, working environment for women for all the project stakeholders coming under KMRL.

**KMRL Recruitment & Staffing for Operation**

There will be a total of 11 stations for the Phase 2 project. KMRL expects that during operation there will be staff requirement of at least 510 for Phase 2. KMRL is targeting for the gender split of Male – 250, Female 250, Transgender -10.



KMRL expects to continue with the existing gender inclusive initiatives it has been implementing for its recruitment & staffing.

***New facilities proposed to be provided in Phase 2***

KMRL will provide all the existing facilities provided in Phase 1 such as CCTV cameras in trains and stations, Signage, Digital Ticketing, Passenger emergency communication system, Breastfeeding Pods, Accessible ramps, lifts, escalators etc.

Further to the above, KMRL is planning to provide Diaper Changing Stations in the Metro stations. KMRL is also planning to provide Fast Track Lifts from street level to platform level for regular passengers who are willing to do transactions digitally.

**Action Point 13:** KMRL may appoint a qualified person as focal point who will be responsible for devising GESI strategies, implementing them and monitoring the initiatives targeted at Gender Equality & Social Inclusion.



## 7. LABOUR & WORKING CONDITIONS

As on date, only the road widening work in the stretch 'Palarivattam to Kakkanad' is progressing. The major works such as the viaduct construction, which would require huge number of construction workers have not commenced.

Considering the scale of the project, it is estimated that minimum of 2000 labourers will be directly employed during the project implementation. This number may increase to 4500 when the work execution is at its peak. Due to the limited availability of labour work force in the project implementation area i.e. Kochi, it is anticipated that, majority of this labour work force will be migrant labourers, mobilised by the contractors from other parts of the country.

### **7.1. Contractual Provisions for labour & working conditions**

For ensuring the availability of safe and healthy living/working conditions for the above-mentioned migrant labour work force and also the local work force, Health & Safety Manual published by Department of Labour & Skills, Government of Kerala will be strictly enforced. The manual covers health & safety aspects pertaining to:

- a) Implementing Accident prevention programme
- b) Adopting and publicising Health & Safety Policy of KMRL
- c) Setting up of Safety Organisation for the project
- d) Fixing of responsibilities for project manager, construction manager, engineer, supervisor, fore man etc.
- e) Conduct of safety training programmes
- f) Conduct of H&S inspection & audits
- g) Housekeeping
- h) Fire prevention and control
- i) Electrical safety
- j) Use of hand tools & power tools
- k) Working at heights
- l) Handling of hazardous chemicals
- m) Safe erection of steels
- n) Safe demolition works
- o) Safe excavation works
- p) Safe material handling operations
- q) Safe practices for welding & cutting operations
- r) Use of Personal Protective Equipment
- s) First Aid & Medical Facilities
- t) Labour & staff welfare activities
- u) Emergency Response Procedures
- v) Environmental Protection
- w) Permit to Work
- x) Reporting of Near miss/accidents/dangerous occurrences



Further, the following statutes/Mandatory conditions have been included in all the construction contracts to make it binding on the contractor wherever applicable.

- (a) **Employees Compensation Act, 1923:** The Act provides for compensation in case of injury, disease or death arising out of and during the course of employment.
- (b) **Payment of Gratuity Act, 1972:** Gratuity is payable to an employee under the Act on satisfaction of certain conditions on separation if an employee has completed 5 years' service or more or on death at the rate of 15 days' wages for every completed year of service. The Act is applicable to all establishments employing 10 or more employees.
- (c) **Employees P.F. and Miscellaneous Provision Act, 1952** (since amended): The Act provides for monthly contribution by the employer plus workers @ 10% or 8.33%. The benefits payable under the Act are:
  - (i) Pension or family pension on retirement or death, as the case may be.
  - (ii) Deposit linked insurance on the death in harness of the worker.
  - (iii) Payment of P.F. accumulation on retirement/death etc.
- (d) **Maternity Benefit Act, 1961:** An Act to regulate the employment of women in certain establishments for certain periods before and after child-birth and to provide for maternity benefit and certain other benefits.
- (e) **Sexual Harassment of Women at the Workplace (Prevention, Prohibition and Redressal) Act, 2013:** This Act defines sexual harassment in the workplace, provides for an enquiry procedure in case of complaints and mandates the setting up of an Internal Complaints Committee or a Local Complaints Committee.
- (f) **Contract Labour (Regulation & Abolition) Act, 1970:** The Act provides for certain welfare measures to be provided by the Contractor to contract labour and in case the Contractor fails to provide, the same are required to be provided, by the Principal Employer by law. The Principal Employer is required to take Certificate of Registration and the Contractor is required to take license from the designated Officer. The Act is applicable to the establishments or Contractor of Principal Employer if they employ 20 or more contract labour.
- (g) **Minimum Wages Act, 1948:** The Employer is supposed to pay not less than the Minimum Wages fixed by appropriate Government as per provisions of the Act if the employment is a scheduled employment. Construction of Buildings, Roads, Runways are scheduled employments.



- (h) **Payment of Wages Act, 1936:** It lays down the mode, manner and by what date the wages are to be paid, what deductions can be made from the wages of the workers.
- (i) **Equal Remuneration Act, 1976:** The Act provides for payment of equal wages for work of equal nature to male and female workers and for not making discrimination against Female employees in the matters of transfers, training and promotions etc.
- (j) **Payment of Bonus Act, 1965:** The Act is applicable to all establishments employing 20 or more employees. Some of the State Governments have reduced this requirement from 20 to 10. The Act provides for payments of annual Bonus subject to a minimum of 8.33% of the wages drawn in the relevant year. It applies to skilled or unskilled manual, supervisory, managerial, administrative, technical or clerical work for hire or reward to employees who draw a salary of INR 10,000/- per month or less. To be eligible for Bonus, the employee should have worked in the establishment for not less than 30 working days in the relevant year. The Act does not apply to certain establishments.
- (k) **Industrial Disputes Act, 1947:** The Act lays down the machinery and procedure for resolution of Industrial disputes, in what situations, a strike or lock-out becomes illegal and what are the requirements for laying off or retrenching the employees or closing down the establishment.
- (l) **Trade Unions Act, 1926:** The Act lays down the procedure for registration of trade unions of workmen and employers. The Trade Unions registered under the Act have been given certain immunities from civil and criminal liabilities.
- (m) **Child Labour (Prohibition & Regulation) Act, 1986:** The Act prohibits employment of children below 14 years of age in certain occupations and processes and provides for regulation of employment of children in all other occupations and processes. Employment of Child Labour is prohibited in the Building and Construction Industry.
- (n) **Inter-State Migrant workmen's (Regulation of Employment & Conditions of Service) Act, 1979:** The Act is applicable to an establishment which employs 5 or more inter-state migrant workmen through an intermediary (who has recruited workmen in one state for employment in the establishment situated in another state). The Inter-State migrant workmen, in an establishment to which this Act becomes applicable, are required to be provided certain facilities such as housing, medical aid, traveling expenses from home up to the establishment and back, etc.
- (o) **The Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996 and the Building and Other**



- Construction Workers Welfare Cess Act, 1996 (BOCWW Cess Act):** All the establishments who carry on any building or other construction work and employ 10 or more workers are covered under these Acts. All such establishments are required to pay cess at the rate not exceeding 2% of the cost of construction as may be notified by the Government. The Employer of the establishment is required to provide safety measures at the building or construction work and other welfare measures, such as Canteens, First - Aid facilities, Ambulance, Housing accommodations for workers near the work place etc. The Employer to whom the Act applies has to obtain a registration certificate from the Registering Officer appointed by the Government.
- (p) **Factories Act, 1948:** The Act lays down the procedure for approval of plans before setting up a factory engaged in manufacturing processes, health and safety provisions, welfare provisions, working hours, annual earned leave and rendering information regarding accidents or dangerous occurrences to designated authorities. It is applicable to premises employing 10 persons or more with aid of power or 20 or more persons without the aid of power.
- (q) **Bonded Labour System (Abolition) Act, 1976:** The Act provides for the **abolition** of bonded labour system with a view to preventing the economic and physical exploitation of weaker sections of society. Bonded labour covers all forms of forced labour, including that arising out of a loan, debt or advance.
- (r) **Employees State Insurance Act, 1948:** The Act provides for certain benefits to insured employees and their families in case of sickness, maternity and disablement arising out of an employment injury. The Act applies to all employees in factories (as defined) or establishments which may be so notified by the appropriate Government. The Act provides for the setting up of an Employees' State Insurance Fund, which is to be administered by the Employees State Insurance Corporation. Contributions to the Fund are paid by the employer and the employee at rates as prescribed by the Central Government. The Act also provides for benefits to dependents of insured persons in case of death as a result of an employment injury.
- (s) **Industrial Employment (Standing Order) Act, 1946:** It is applicable to all establishments employing 100 or more workmen (employment size reduced by some of the States and Central Government to 50). The Act provides for laying down rules governing the conditions of employment by the Employer on matters provided in the Act and get the same certified by the designated Authority.



In addition to the above, as per conditions stated in the construction contracts, the contractors' obligations include but not limited to the following:

- a) Compliance with Government of India labour legislation, ratified International Labour Organization conventions.
- b) The Contractor is required to put in place measures for elimination of discrimination with respect to employment and occupation, to be defined as any distinction, exclusion, or preference based on race, gender, religion, political opinion, trade union affiliation, national extraction, or social origin.
- c) The Contractor has to clearly define Human resource policy or plans that establish (a) the rights and responsibilities of project company employees and any contractor employee working in the project regarding remuneration, working conditions, benefits, disciplinary and termination procedures, occupational safety and health, promotion procedures, and training and (b) the rights, responsibilities, and requirements in contractor or subcontractor agreements related to worker rights.
- d) The Contractor is required to establish a Grievance Redress Mechanism for the workers as early as possible to function no later than construction commencement.
- e) The Contractor is required to provide and maintain at his own expense, all necessary accommodation and welfare facilities as per prevailing labour & welfare laws for his (and his Sub-contractor's) staff and labour. This includes good practices like provision of temporary crèche (Bal Mandir) where 50 or more women are employed at a time. All accommodation shall be maintained in a clean and sanitary condition, by the Contractor at his own cost. Separate rest room, toilets needs to be provided for female workers.
- f) In providing the above mentioned accommodation to the labourers, the major requirements to be ensured by the Contractor includes the following:
  - (i) Maintain cleanliness and ensuring adequate lighting / ventilation within these facilities. Each worker is required to be allocated a separate bed on raised platforms and not on the floor. The structural integrity of these camps are to be ensured by way of sturdy cement flooring and well-maintained roofing sheets and walls.
  - (ii) Availability of proper kitchen area equipped with designated cooking facilities and separate cooks for separate sub-contractors need to be ensured by the Contractor. This arrangement ensures organized and efficient meal preparation taking into consideration the cuisines of various communities to which the workers belong.
  - (iii) Preventive measures need to be put in place to avoid water stagnation within the premises, so as to ensure a clean and secure environment. Efficient waste management needs to be implemented through the provision of separate bins for general refuse and food waste, ensuring regular disposal to maintain cleanliness. Food waste needs to be removed daily from the camp and other wastes as per requirement.



- (iv) The Contractor is required to ensure the regular use of disinfectants and pest repellents in rooms and communal areas so as to ensure a hygienic living environment.
- (v) To create a sense of community and togetherness among individuals residing in the workmen camp, the Contractor is suggested to arrange celebration of festivals and special occasions in the camps.
- g) The Contractor has to arrange for the provision of a sufficient supply of suitable food as may be stated in the Employer's Requirements at reasonable prices for the Contractor's Personnel for the purposes of or in connection with the Contract.
- h) The Contractor has to provide on the Site an adequate supply of drinking and other water for the use of the Contractor's Personnel.
- i) The Contractor is required to provide appropriate health and safety training to all its personnel and maintain proper records for the same. The Contractor shall also provide appropriate training to relevant Contractor's Personnel on Sexual Exploitation and Abuse (SEA), and Sexual Harassment (SH) including its prevention.
- j) The Contractor is also required to appoint a labour welfare officer in order to effectively interact on labour welfare measures and to oversee the implementation of statutory welfare legislations, including maintenance of necessary registers and records for the same.

The compliance / effective implementation of the above-mentioned aspects from the part of the Contractor will be regularly monitored by way of periodic inspections by the Project Implementing Agency (KMRL) and also the General Consultant (GC) appointed for the Project.

## **7.2. Contractor's Environmental & Social Management Plan**

The Contractor's Environmental & Social Management Plan (CESMPs) will serve as a 'Project Specific' management plan covering aspects such as air quality management, noise & vibration monitoring and management, construction and demolition waste management, spillage protection measures, solid and hazardous waste management, drainage & flood mitigation measures, traffic management, Health, Safety & Work Environment of workers engaged for the project, labour welfare measures, labour amenities such as labour camps, labour restrooms, first aids points, PPEs etc.

The CESMPs will be prepared by the contractors engaged for the project and the document will be reviewed and authorised for use by KMRL. The CESMPs will be prepared based on the extant rules and regulation, mitigation requirements proportional to the risks and impacts assessed, as stated in the section above.

The engaged contractor will arrange for resources related to the environment and social management. The contractor is expected to set up an environmental team to execute the works pertaining to environmental measures. Social aspects such as HSE, labour welfare, labour amenities etc. will be dealt by contractor's admin team. KMRL and the General Consultant would conduct regular inspection of the facilities



and give necessary instructions to the contractor. The cost for implementing these plans are included in the project cost.

The core objective of the CESMPs is to pre-empt environmental and social issues and to have mitigation measures in place for tackling such issues.

**7.3. Review of Labour & Working Conditions in Phase 1B of KMRL Project.**

As the work for Phase 2 has not commenced, to understand the readiness and performance of KMRL, the ongoing works at Phase 1B have been studied as part of due diligence.

The Phase 1B of Kochi Metro had begun its construction in April 2020. This phase comprised of extending the Metro line for 1.2km from ‘SN Junction’ to ‘Thripunithura’. The stretch had only one new station which is ‘Thripunithura’. The work has achieved 91% completion as on December 2023.

The table below provides information of various contracts currently in vogue for Phase 1B and their corresponding labour details.

*Table 7.1: Labour strength package wise*

Sl.No.	Package	Contractor	Labour Strength (Nos)		
			Men	Women	Total
1	Civil Construction Work	KEC-VNC JV	164	0	164
2	Track Works	KEC-VNC JV	46	0	46
3	Architectural & Finishing including plumbing	M/s.Godrej & Boyce Manufacturing Company Ltd	65	0	65
4	Power & Traction Contract	M/s.Linxon	22	0	22
5	Station Electrification Works	M/s.Voltas	29	0	29
6	Elevator Works	M/sJohnson Lifts Pvt. Ltd.	4	0	4
7	Escalator Works	M/s.Schindler India Pvt.Ltd	6	0	6
8	Signalling & Telecom	M/s.Alstom	40	0	40

*Source: Monthly progress Report for November 2023 prepared by Aarvee Associates PMC for Phase 1B*



As part of the due diligence process, the team chose to have a detailed review of the 'Civil Construction Package' as it had the highest number of labour engaged in the project. The team undertook the following activities.

- a) Review of Contract Documents pertaining to the Civil Construction Package of M/s. KEC-VNC JV
- b) Visit to Labour Camp of the contractor M/s. KEC-VNC JV
- c) Review of HSE documents.

### ***Review of Contract Documents pertaining to the Civil Construction Package of M/s. KEC-VNC JV***

The team reviewed the contract documents for the Civil Construction Package signed between KMRL & M/s.KEC-VNC JV. The team diligently looked at various provisions in the contract pertaining to labour and working conditions of the labour engaged by the contractor.

The team found that the provisions made available in the contract is in general compliant to the contractual provisions specified in Section 6.1 above. These contractual provisions enable KMRL to enforce these requirements on the Contractor.

### ***Visit to Labour Camp of the contractor M/s. KEC-VNC JV***

The minimum requirements for the labour camp have been specified in the Contract Document. The contractor is mandated to comply with these requirements at all times. It is noted from the Monthly Progress Reports that KMRL and their Project Management Consultants inspect the labour camp once in a month.

The due diligence team visited the labour camp and verified the inspection notes of KMRL and PMC. The team noted that so far no Non-Conformities have been reported on this aspect.

- Action Point 14:** It was observed during the labour camp visit that improvements in the drainage arrangements and housekeeping arrangements is required to tackle water logging due to sudden rains. This aspect shall be taken care of for Phase 2 project.
- Action Point 15:** The Phase 1B is only 1.2km in length. However, in the case of Phase 2, since the length of the corridor is long, labour camps at multiple locations will be needed. Contractor will have to identify suitable lands for constructing labour camps along the stretch.

### ***Review of HSE arrangements and documents.***

The HSE inspections are conducted on a regular basis by the Project Management Consultants appointed for the project by KMRL. The HSE inspections cover the following activities.



- a) Monitoring of contractor's work activities.
- b) Site visit and pointed out unsafe act & unsafe conditions.
- c) Casting yard inspection.
- d) Labour camp Inspection.
- e) Electrical Audit.
- f) Plant & Machinery inspection.
- g) Environment Inspection.
- h) Site Safety Walk with KMRL.
- i) SHE committee meeting.
- j) Barricade & traffic management Inspection.
- k) MARS Audit.
- l) Work at height inspection.
- m) Erection inspection.

The team noted that HSE team continuously keeps a check and track of injuries, dangerous operations, near misses, first aid cases, adherence to PPE usage. The contractor has been able to clock 100% safe man hours so far.

The team also noted that as part of the environmental monitoring, emissions from Diesel Generators is tested every 6 months, drinking water is tested every month, Air is tested every month and noise is monitored continuously.



## 8. STAKEHOLDER ENGAGEMENT, GRIEVANCE REDRESSAL MECHANISM, INSTITUTIONAL MEASURES

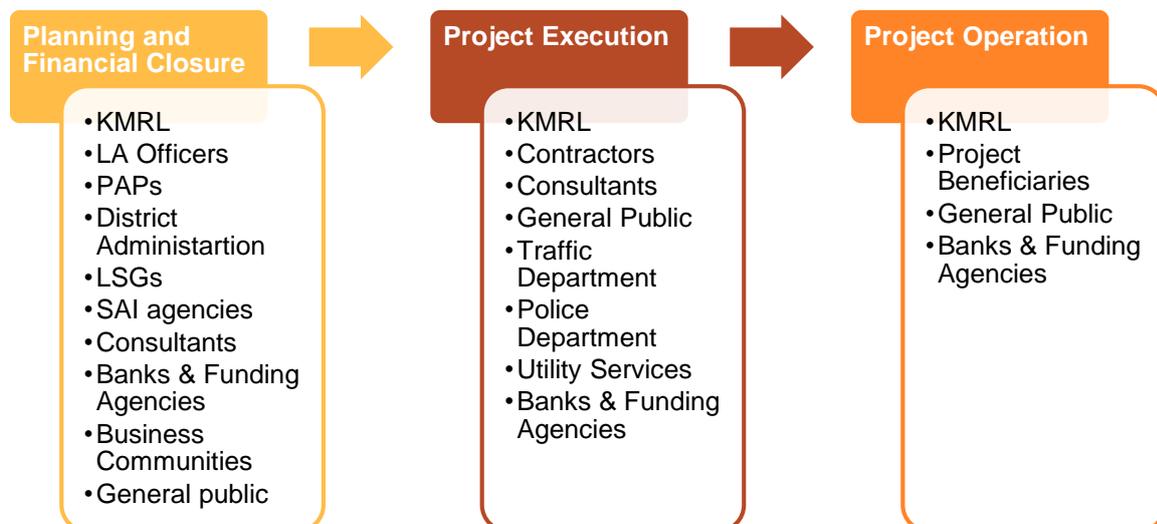
### 8.1. Stakeholder Engagement

The major stakeholders of this project can be identified as given below.

- a) Project Affected Persons (PAPs)
- b) Land Acquisition Officers comprising of Tehsildars, Commissioners, Collector
- c) District administration
- d) Local self-government - Panchayat, Municipalities, Corporations
- e) SIA agencies
- f) Kochi Metro Rail Ltd
- g) Contractors
- h) Consultants
- i) Business communities
- j) Beneficiaries of the project – Commuters, local community
- k) General Public
- l) Traffic Department
- m) Police Department
- n) Utility services –Electricity Board, Water Authority etc.
- o) Banks & other funding agencies

The success of the project is dependent on the active involvement of the above stakeholders. Hence, it is important to engage with the stakeholders during the various phases of the project.

This project has three primary phases and the stakeholders involved in those phases are as illustrated below.





Each of the above stakeholders have varying interest on the project and their actions have varying degree of influence on the project. Further, the project also has varying impacts on the stakeholders. An assessment of the same is provided in the table below.

*Table 8.1: Stakeholder Impact Analysis*

Stakeholder	Impact of project on stakeholder	Impact of stakeholder on project	Key concerns
<b>Project Affected Persons</b>	Loss of land, loss of means of livelihood, displacement etc.	Land acquisition process can become difficult	LA & RR Process and support Adequate compensation Grievance redressal mechanisms Livelihood restoration
<b>LA Officers, District Administration &amp; LSGs</b>	None	Responsible for all LA activities including identification of PAPs, determination of compensation, distribution of compensation	Comprehensive identification of PAPs Accurate assessment of compensation Robustness of Grievance redressal Timely release of compensations
<b>SIA agency</b>	Business opportunity, revenue, achievement of company objective	Responsible for proper identification of social impacts, preliminary interaction with public proving feedback and acceptance by public.	Study to cover all the PAPs, identification of all social issues arising out of the project implementation.
<b>Kochi Metro</b>	Business opportunity, revenue, achievement of company objective	Project proponent is responsible for the project from concept to commissioning and its operations	Financial closure, coordination between stakeholders, Project Engineering project management, financial management, time



Stakeholder	Impact of project on stakeholder	Impact of stakeholder on project	Key concerns
			management, project completion
<b>Consultants &amp; Contractors</b>	Business opportunity, revenue, achievement of company objective	Project Engineering, Timely completion, Quality of works, compliance to standards	Design adequacy, timely completion, quality of work
<b>Business communities Beneficiaries of the project – Commuters, local community General Public</b>	Affects business in good way or bad way, ease of commute, less traffic, less pollution, improvement in quality of life	Feedback, alternate suggestions, vigilance, adoption of Metro services, promotion of Metro services	Adoption of Metro services
<b>Traffic Department Police Department</b>	Easing of traffic, reduced accidents, reduction in crime	Traffic control during construction, streamlining of traffic movement, enforcement of rules	Traffic management, Enforcement of rules
<b>Utility services – Electricity Board, Water Authority etc.</b>	Increase in number of consumers, Relaying of underground and over ground services	Close coordination with contractors, KMRL during construction for utility shifting	Utility shifting is pre-requisite to ensure minimum disruption of services
<b>Banks &amp; Funding agencies</b>	Business opportunity, revenue, achievement of company objective	Financing of the project, making funds available on time	Compliance to policies, timely disbursement of funds



KMRL being the implementing agency for this project, is responsible for close coordination between the stakeholders of the project at all the phases described above.

### ***Interaction with Project Execution Team***

Upon interacting with the project execution team, it is understood that, the team has exhibited strong leadership and possess excellent track record in implementing complex infrastructure projects such as the Phase I, Phase I A & Phase 1B of the Metro rail project, Kochi Water Metro Project of Kochi.

KMRL attributes this success to following a multi-pronged strategy of Rapport Building, Information sharing, Stakeholder consultations, Project Documentation, Monitoring & reporting, Robust grievance redressal mechanisms.

### ***Interaction with Land Acquisition Team***

The due diligence team interacted with the dedicated Land Acquisition (LA) Team for KMRL Phase 2 project. Unlike other projects, KMRL Phase 2 project has a dedicated LA team which is only engaged in acquiring land for the project. LA team expressed confidence in completing the land acquisition process by May 2024.

The LA team opined that the RFCTLARR Act provides for fair compensation to the Project Affected Persons and hence PAPs are very cooperative in the LA process. Further, the cost for land acquisition is already sanctioned by the GoK and they foresee no hindrances in timely disbursement of the compensation to the PAPs.

### ***Interaction with Traffic Department***

The due diligence team also interacted with the Traffic Department regarding the implementation of the project. It is noted that the project execution team in consultation with the traffic department has already commenced the preparatory works such as road widening along the Metro corridor, identification of alternate traffic routes, repair works of alternate traffic routes, installation of road signage in alternate routes.

The traffic department expressed confidence in comfortably executing the project as it already possesses the experience from the execution of Phase 1, Phase 1A & Phase 1B.

The traffic department conveyed that they already have a robust mechanism in place for traffic management and will have a dedicated team comprising of the representatives of traffic police, KMRL, General Consultant and the Contractor during the project execution who will jointly devise the strategies, traffic routing and actions to be taken by each stakeholder for the smooth execution of the project.

## ***8.2. Grievance Redressal Mechanisms***

The objective of the Grievance Redressal Mechanism is to receive and resolve the concerns of the stakeholders described in above sections. There are many types of



grievances which can come up with respect to the project. Kochi Metro has established various measures for its Grievance Redressal Mechanism.

### ***Review of Grievance Redressal Mechanism (GRM) in KMRL***

When KMRL was acquiring lands for the Phase 1 of Kochi Metro project, RFCTLARR Act was not implemented in the country. Hence, all grievances pertaining to Land Acquisition was dealt by a Grievance Redressal Cell of KMRL which was headed by a Deputy Collector appointed by GoK. After implementation of RFTCLARR Act, the entire Grievance Redressal Mechanisms was brought under the aegis of the District Collector having statutory powers. However, KMRL continues to receive and direct the grievances of PAPs pertaining to LA activities as a support service and promptly places it before the Collector and also follow up till disposal of the same. As and when grievances are received at KMRL, it is brought to the notice of competent authorities and KMRL also follow up the matter to ensure that it is disposed.

KMRL had adopted various institutional measures for redressing grievances which are other than Land Acquisition. These measures attempted to provide relief to the PAPs at the field level or at the higher management level. The institutional measures were designed in such way that it provided relief to the PAPs in a swift manner without any administrative hassles. Further, when the magnitude of projects undertaken by KMRL increased, KMRL also setup facilities for receiving and disposing off grievances online.

### ***Grievance Redress Mechanism (GRM) for Phase 2 Land Acquisition***

Private land required for Phase 2 of Kochi Metro Rail project is being acquired under the RFCTLARR Act. The Act provides for Grievance Redress Mechanism and the same is described below.

- a) The RFCTLARR Act provides multiple opportunities in different stages of the proceedings for the PAPs to raise objections/claims before the land acquisition authority. In fact, the Grievance Redress Mechanism under the RFCTLARR Act activates from the commencement of SIA itself. Section 5 of the RFCTLARR Act provides for a Public Hearing in the affected area to ascertain and record the views of affected families which will be included in the Social Impact Assessment Report.
- b) Further, Section 15 of the RFCTLARR Act provides for hearing of objections from any person interested in any land notified under section 11(1) and each of those objections shall be recorded and further inquiries on the same shall be conducted and shall be forwarded to the Government for a final decision.
- c) Similarly, Section 16 of the RFCTLARR Act provides for public hearing on preparation of the Rehabilitation and Resettlement Scheme. The claims and objections raised by the affected persons are to be duly considered by the District Collector while finalising the Scheme. Any grievance with respect to R&R package will be heard and disposed by the District Collector.
- d) Further, Section 21 of the Act provides for the entitlement of affected persons to appear before the District Collector to state the nature of their respective interests



in the land and the amount and particulars of their claims to compensation for such interests, their claims to rehabilitation and resettlement along with their objections, once the intention of Government to take possession of the land has been published. Collector is bound to enquire into the said objections while passing an award.

- e) Further, Section 33 of the RFCTLARR Act empowers any interested persons to approach the Collector for getting any mistakes or errors in the award corrected.
- f) Section 64 of the RFCTLARR Act entitles any interested person who has not accepted the award passed by the Collector to get the award referred to the RFCTLARR Authority for determination whether his objection is related to the measurement of the land, the amount of the compensation, the person to whom it is payable, the rights of Rehabilitation and Resettlement or the apportionment of the compensation among the persons interested. Necessary provisions for appeal against the order of RFCTLARR Authority is also provided by the Act.
- g) Further, people who failed to lodge/secure a claim for compensation, or people who are not satisfied with the compensation amount, have the opportunity to register their grievance at the dedicated Grievance Redressal Cell for KMRL projects which is headed by the Deputy Collector and officials of Kochi Metro Rail Ltd. If the Grievance Redressal Cell also rejects the claim, there is an appellate authority which is the District Collector.
- h) Over and above, after exhausting all the above options, people still can approach the courts for addressing their concerns.

Hence, the RFCTLARR Act and the Rules thereunder provides for comprehensive grievance redress system to the affected/ interested persons throughout the acquisition proceedings commencing from SIA.

Since, the RFCTLARR Act is self-sufficient, KMRL has decided that no parallel grievance committee is to be constituted by KMRL for land acquisition, rehabilitation and resettlement matters. To facilitate sharing of information and stakeholder consultation, KMRL will provide and maintain a system of receiving grievances and forwarding the same to competent authorities in Government.

### ***8.3. Institutional measures in Grievance Redressal Mechanism***

#### ***Grievance Redressal Mechanism at field level***

There could be complaints which require immediate resolution and communicated directly by the PAP at the project site through the complaint box facility. These complaints will be registered in the complaint register kept at the site office and immediately looked into by a team formed by the following;

- d. Deputy General Manager/Manager of KMRL in charge of the concerned area.
- e. Senior Engineer of General Consultant
- f. Project Manager/ Assistant Project Manager of the contractor.



The team will examine the complaint and if the complaint is found to be under the purview of KMRL project and can be resolved immediately, then necessary actions from the field level will be taken to resolve the issue. If the complaint is resolved to the petitioner's satisfaction, then the complaint is marked as closed in the register. If the complaint is not resolved at field level, then the same shall be reported through KMRL website and escalated as per the escalation matrix provided in the KMRL website.

### ***Grievance Redress Mechanism (GRM) using Kochi Metro website***

For the complaints which are not resolved at field, they can now be reported through website as well. Any complaints and suggestions with respect to the Phase 2 work shall be handled using the common facility provided in the KMRL website.

General public can register their grievance by filling up a simple form (sample form shown below) which is made available in the website as a facility to handle all complaints and suggestions. The website can be accessed electronically at: ***<https://kochimetro.org/phase-ii-grievance-redressal/>***. The Public/stakeholders who would like to physically come and give complaints, can do so at the "Metro Connect" customer experience centre or reach us at <https://kochiMetro.org/contact-us/>.



### KMRL Phase 2 - Suggestions/Complaints Form

Sign in to Google to save your progress. [Learn more](#)

\* Indicates required question

Name \*

Your answer \_\_\_\_\_

Email ID \*

Your answer \_\_\_\_\_

Mobile Number \*

Your answer \_\_\_\_\_

Feedback Type \*

Choose ▾

! This is a required question

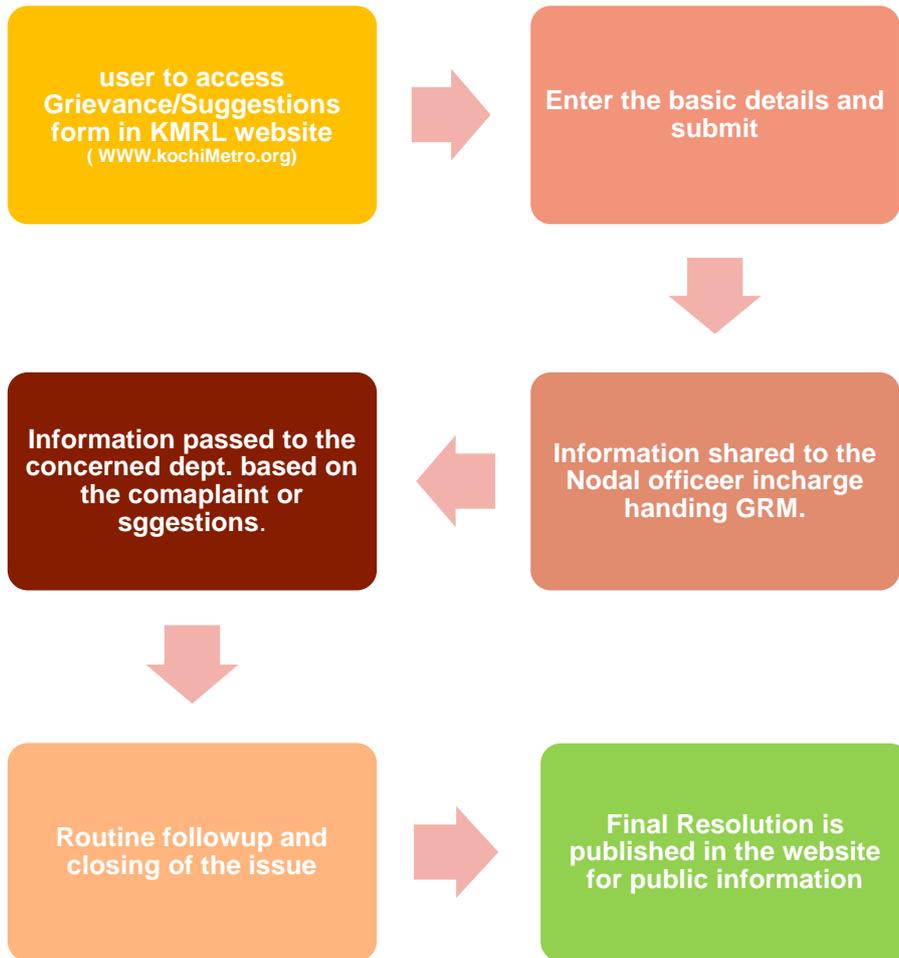
Description \*

Your answer \_\_\_\_\_

**Submit** [Clear form](#)

### ***Grievance Redress Mechanism process flow***

All the departments involved in Phase 2 construction has nominated a nodal officer for coordinating and resolving the complaint in their department. All other staff support the nodal officer for resolution of public complaints. Concerned nodal officers ensure the complaint is acknowledged & resolution is planned within minimum Turn Around Time (TAT). The process flow of Grievance Redressal Mechanism is as illustrated below.





## 9. IMPLEMENTATION PLAN FOR THE OUTSTANDING LAND ACQUISITION, REHABILITATION & RESETTLEMENT PROCESS, MONITORING AND REPORTING ARRANGEMENTS

### 9.1. Implementation Plan for Outstanding LA and R&R Process

As on date, approximately 50% of the total land acquisition has been completed. The land acquisition of the stretch 'Palarivattam to Kakkanad' has been completed in all respects. The remaining works with respect to land acquisition and R&R for the remaining stretches is provided below.

*Table 9.1: Status of remaining LA process*

Sl.No.	Stretch	Outstanding Works of LA and R&R
1	Kakkanad to Info Park Expressway Entrance	<ul style="list-style-type: none"> <li>• Completion of preliminary survey</li> <li>• Hearing of objections to land acquisition</li> <li>• Preparation of R&amp;R scheme</li> <li>• Conduct of survey and census of PAPs</li> <li>• Publication of Draft R&amp;R scheme</li> <li>• Public hearing on draft R&amp;R scheme</li> <li>• Approval of R&amp;R scheme</li> <li>• Declaration of LA along with R&amp;R scheme</li> <li>• Detailed measurements of land</li> <li>• Issue of Notice by Collector to parties</li> <li>• Compensation determination by Collector</li> <li>• Passing of awards by Collector</li> <li>• Taking over of land by Collector</li> </ul>
2	JLN Stadium - Palarivattam	<ul style="list-style-type: none"> <li>• Passing of awards by Collector</li> <li>• Taking over of land by Collector</li> </ul>
3	Construction of Entry Exit buildings	<ul style="list-style-type: none"> <li>• Completion of preliminary survey</li> <li>• Hearing of objections to land acquisition</li> <li>• Preparation of R&amp;R scheme</li> <li>• Conduct of survey and census of PAPs</li> <li>• Publication of Draft R&amp;R scheme</li> <li>• Public hearing on draft R&amp;R scheme</li> <li>• Approval of R&amp;R scheme</li> <li>• Declaration of LA along with R&amp;R scheme</li> <li>• Detailed measurements of land</li> <li>• Issue of Notice by Collector to parties</li> <li>• Compensation determination by Collector</li> <li>• Passing of awards by Collector</li> <li>• Taking over of land by Collector</li> </ul>



The due diligence team interacted with the Land Acquisition officers appointed by Government of Kerala for the Kochi Metro project and the in house team of KMRL regarding the timelines for completing the outstanding LA and R&R works.

The LA officers shared the following implementation plan for the outstanding LA and R&R process.

Sl. No	Stretch & Activity	M1	M2	M3	M4	M5	M6
<b>1</b>	<b>Kakkanad to Info Park Expressway Entrance</b>						
	Completion of preliminary survey						
	Hearing of objections to land acquisition						
	Preparation of R&R scheme	NA for this stretch					
	Conduct of survey and census of PAPs						
	Publication of Draft R&R scheme	NA for this stretch					
	Public hearing on draft R&R scheme						
	Approval of R&R scheme						
	Declaration of LA along with R&R scheme						
	Detailed measurements of land						
	Issue of Notice by Collector to parties						
	Compensation determination by Collector						
	Passing of awards by Collector						
	Taking over of land by Collector						
<b>2</b>	<b>JLN Stadium -Palarivattam</b>						
	Passing of awards by Collector						
	Taking over of land by Collector						
<b>3</b>	<b>Construction of Entry Exit buildings</b>						
	Completion of preliminary survey						
	Hearing of objections to land acquisition						
	Preparation of R&R scheme						
	Conduct of survey and census of PAPs						
	Publication of Draft R&R scheme						
	Public hearing on draft R&R scheme						
	Approval of R&R scheme						



Sl. No	Stretch & Activity	M1	M2	M3	M4	M5	M6
	Declaration of LA along with R&R scheme						
	Detailed measurements of land						
	Issue of Notice by Collector to parties						
	Compensation determination by Collector						
	Passing of awards by Collector						
	Taking over of land by Collector						

Note: M1 is January 2024

It is observed that the major portion of land required i.e. from ‘Palarivattam to Kakkanad’ has already been acquired. The LA process in the stretch between ‘JLN stadium to Palarivattam’ is also nearing completion. The stretch between ‘Kakkanad’ to ‘Info Park Expressway Entrance’ doesn’t have any non-title holders and only a tiny parcel of land needs to be acquired. The cost of land acquisition is already sanctioned by GoK. In view of the above the due diligence team expects that KMRL will be able to achieve the above targets on time.

The LA process for the land parcels for ‘Construction of Entry & Exit Buildings’ is in preliminary stages and hence it is important to put in place robust monitoring and reporting arrangements for the remaining LA process so as to achieve acquisition completion by May 2024.

**Action Point 16:** In order to meet the timelines for completing the entire LA process, KMRL shall implement robust monitoring and reporting arrangements for the remaining LA process.

### 9.2. Monitoring & Reporting Arrangements

The monitoring and reporting arrangements will be devised in such a manner that it covers all the aspects of the project such as;

- h) Land Acquisition, Rehabilitation & Resettlement
- i) Financial Management pertaining to aspects such as financial closure, expenditure.
- j) Procurement status of various components
- k) Physical Progress of various components
- l) Environmental Compliance
- m) Social Compliance
- n) Grievance Redressal



The following table describes the tentative monitoring & reporting arrangement for the project.

*Table 9.2: Tentative monitoring & reporting arrangement*

SI.No.	Aspect of the Project	Document	Frequency of Reporting	Prepared by	Reviewed by	Approved by
1	Land Acquisition, Rehabilitation & Resettlement	Status Report	Once in a month	KMRL LA team in consultation with District Administration	General Manager - Projects	Director - Projects
2	Financial Management pertaining to aspects such as financial closure, expenditure.	Utilisation Certificates	Once in a Quarter	Joint General Manager-Finance	General Manager – Finance	Director – Finance
3	Procurement status of various components	Procurement schedule	Once in a Month	Joint General Manager-Procurement	General Manager - Projects	Director - Projects
4	Physical Progress of various components	Progress Report	Once in a Month	General Consultant	General Manager - Projects	Director - Projects
5	Environmental Compliance	Compliance Report	Once in a Month	General Consultant	General Manager - Projects	Director - Projects
6	Social Compliance	Compliance Report	Once in a Month	General Consultant	General Manager - Projects	Director – Projects
7	Grievance Redressal	Status Report	Once in a Month	General Consultant	General Manager - Projects	Director – Projects



## 10. CONCLUSIONS & ACTION POINTS

### 10.1. Conclusion

One of the objectives of this due diligence study is to verify whether the land acquisition and rehabilitation & resettlement process has been carried out compliant to the extant rules and regulations and to standards prescribed in AIIB's Environmental & Social Framework.

Another very important objective is to bring out the deficiencies in the land acquisition process which may lead to/may have led to degradation of the socio-economic condition of the PAPs/PAHs and to propose mitigation measures to overcome these deficiencies.

The due diligence team as part of their study covered all the aspects leading to the two objectives stated above. After a comprehensive study, the team has come out with the following findings, recommendations and action items.

#### ***Identification of PAPs***

The due diligence team concludes that the due process for identifying the PAPs has been diligently carried out and enough avenues for hearing the claims/objections and addressing the grievances have been offered to the public.

However, the due diligence team has identified certain gaps which are proposed to be mitigated through Action Points No.1, 2 & 3 in Table No. 10.1 below.

#### ***Impact of Land Acquisition on Land Owners***

Land acquisition in the Metro corridor has been primarily done for the 'Right of Way'. Hence, majority of the land parcels are partially acquired. Owing to high commercial value of the land and the impending increase in value once the metro project is over, the land owners tend to retain the balance land with them.

The due diligence team has identified certain gap which is proposed to be mitigated through Action Point No.4 in Table No. 10.1 below.

#### ***Impact of Land Acquisition on PAPs other than land owners***

The due diligence team analysed the eligibility criteria for R&R package of the 108 PAPs in the two stretches 'JLN Stadium to Palarivattam' and 'Palarivattam to Kakkanad'.

It is to be noted that the 30% of the cases are pertaining to PAPs losing their livelihood due to the project. 23% of the cases are pertaining to PAHs who require subsistence grant for a period of 1 year. Another 23% of the cases pertains to PAHs who require



resettlement allowance. 9% of the cases pertain to PAHs of an artisan, small trader or self-employed who is involuntarily displaced due to the project. 7% of the cases pertain to commercial tenants who require one-time assistance to meet shifting charges and social costs. The remaining are less significant.

However, the due diligence team has identified certain gap which is proposed to be mitigated through Action Point No.5 in Table No. 10.1 below.

### ***Due Diligence on Land Acquisition Process***

The team has come to a conclusion that the land acquisition process followed by the LA team has been well publicised and there is good awareness within the public. The public is made aware of their rights with respect to the provisions of RFCTLARR Act. The public is aware of the avenues for grievance redressal including the avenues to approach the honourable courts for enhancement of compensation.

However, the due diligence team has identified certain gap which is proposed to be mitigated through Action Point No.6 in Table No. 10.1 below.

### ***Due Diligence on compensation determination***

The team has come to a conclusion that the compensation for land owners derived as per the RFCTLARR Act is adequate and meets the replacement cost of Project Affected Persons by far.

However, after interacting with the PAPs, the due diligence team observed that although the PAPs received the compensation as per the Act, they are still in the lookout for opportunities to start a new business or find a shop close to their existing location. The due diligence team ascertained that hike in commercial rents were one of the reasons for the above. Further, the non-availability of vacant shops has also aggravated the situation.

Hence, the due diligence team is recommending the Action Points 7 & 8 in Table No. 10.1 below as mitigation measures.

### ***Due Diligence on compensation disbursement***

Compensation distribution has been completed for the stretch Palarivattam- Kakkanad. Post validation the due diligence concluded that compensation has been disbursed to all the entitled PAPs/PAHs.

### ***Socio Economic Profile***

The review of the socio-economic profile of the four stretches as per the SIA reports revealed that the stretch between 'JLN Stadium to Palarivattam' and the stretch



between 'Palarivattam to Kakkanad' needs special attention as these two stretches have PAPs/PAHs who are vulnerable.

The number of PAPs/PAHs have decreased considerably after completion of census by the LA authorities. Hence, KMRL needs to update the Socio Economic Profile with respect to the finalised list of eligible PAPs/PAHs after completion of the census of LA authorities. The process of updating shall cover determination of Vulnerability Status and collection of Gender Segregation Data of the PAPs/PAHs.

### ***JLN Stadium to Palarivattam***

The due diligence teams observed that special attention needs to be given for the following categories of PAPs/PAHs of the stretch JLN Stadium to Palarivattam:

- a) The SIA report indicates that 63% of the PAHs belong to the OBC (Other Backward Castes) Category. There are also households which come under the Scheduled Caste and Scheduled Tribe category. This means that the special provisions of RFCTLARR Act will come in to play.
- b) 7% of the PAHs is a widow and 1% of the PAHs is divorced. This means that the special provisions of RFCTLARR Act will come in to play.
- c) 18% of the PAPs are above the age of 60 who will require special attention in rehabilitation & resettlement process.

### ***Palarivattam to Kakkanad***

The due diligence teams observed from the SIA report that special attention needs to be given for the 10 Non-Title Holders in the stretch Palarivattam to Kakkanad who are below poverty line.

Hence, the due diligence team is recommending the Action Points 9 & 10 in Table No. 10.1 below as mitigation measures.

### ***Livelihood Restoration Plan***

The due diligence team has identified certain gaps while analysing the Rehabilitation & Resettlement measures with respect to AIIB's ESS 2 requirement of restoring the livelihoods of all displaced persons in real terms relative to pre-project levels. Hence, a Livelihood Restoration Plan (LRP) has been prepared for the PAPs/PAHs whose livelihood is yet to be restored and the ones who are socio-economically vulnerable.

The LRP proposed has 4 specific measures and 4 additional measures which KMRL intends to implement. The LRP includes measures such as offering right of first refusal in commercial spaces of KMRL and preference in employment opportunities in KMRL. The LRP also include measures such as training and skill development.



## ***Gender Aspects***

The due diligence team found that Kochi Metro is committed to hire women for a variety of roles, including train operators, station controllers, customer support staff and security personnel. Women make up over 40% of the total workforce, which is significantly higher than the national average of 12%. This is a testament to Kochi Metro's commitment to providing equal opportunities for women.

Kerala had become the first Indian state to take the initiative in bringing transgender community into mainstream society by building a 'Transgender Policy' in 2016. Soon after, KMRL broke new grounds in the gender equality sphere, by recruiting 16 transgender for operations.

Now KMRL is initiating focussed strategies on Gender Equality and Social Inclusion.

KMRL expects that there will be at least 4500 construction workers during the execution of the Phase 2 project. The Supervisory & Management employees would be around 650. The construction workers, supervisors, managers will be employed through various contractors and consultants appointed through a bidding process. KMRL would encourage deployment of women workers wherever women are willing to work.

There will be a total of 11 stations for the Phase 2 project. KMRL expects that during operation there will be staff requirement of at least 510 for Phase 2. KMRL is targeting for the gender split of Male – 250, Female 250, Transgender -10.

KMRL expects to continue with the existing gender inclusive initiatives it has been implementing for its recruitment & staffing.

KMRL will provide all the existing facilities provided in Phase 1 such as CCTV cameras in trains and stations, Signage, Digital Ticketing, Passenger emergency communication system, Breastfeeding Pods, Accessible ramps, lifts, escalators etc.

Further to the above, KMRL is planning to provide Diaper Changing Stations in the Metro stations. KMRL is also planning to provide Fast Track Lifts from street level to platform level for regular passengers who are willing to do transactions digitally.

The due diligence team is recommending the Action Points 11, 12 & 13 in Table No. 10.1 below.

## ***Labour & Working Conditions***

The due diligence team verified the contractual provisions pertaining to the labour and working conditions and found them to be satisfactory. The team also conducted field visit to one of the major labour camps of Phase 1B project which is currently under execution.

The due diligence team is recommending the Action Points 14 & 15 in Table No. 10.1 below.



## ***Stakeholder Engagement, Grievance Redressal Mechanism, Institutional Measures***

The due diligence team interacted with the major stakeholders of the project such as the Project Execution Team, LA Team & Traffic Department. The team discussed the current arrangements for stakeholder consultations and management. The due diligence team is confident that KMRL will be able to execute the project without any holding back.

The due diligence team also reviewed the Grievance Redressal mechanisms and institutional measure put in place and found them to be broadly compliant to project requirement.

## ***Implementation Plan for the Outstanding Land Acquisition, Rehabilitation & Resettlement Process, Monitoring and Reporting Arrangements***

The land acquisition team expressed confidence in completing the LA process by May 2024. It is observed that the major chunk of land required i.e. from 'Palarivattam to Kakkanad' has already been acquired. The LA process in the stretch between 'JLN stadium to Palarivattam' is also nearing completion. The stretch between 'Kakkanad' to 'Info Park Expressway Entrance' doesn't have any non-title holders and only a tiny parcel of land needs to be acquired. In view of the above the due diligence team expects that KMRL will be able to achieve the above targets on time.

The LA process for the land parcels for 'Construction of Entry & Exit Buildings' is in preliminary stages and hence it is important to put in place robust monitoring and reporting arrangements for the remaining LA process so as to achieve acquisition completion by May 2024.

The due diligence team is recommending the Action Points 16 in Table No. 10.1 below.

### ***10.2. Action Plan***

The due diligence team is recommending 16 action points which KMRL shall take up for execution. The timelines for these action points were discussed and finalised. The responsibility of executing the action points were also fixed.

The action points, agreed timelines and responsibility fix is provided in table 10.1 below.

**The action plan will be monitored by KMRL and reported to AIIB for smooth implementation of the project.**



Table 10.1: Action Plan with timeline and responsibility

Action Point	Process/Aspects	Description of Issue	Mitigation measure to be taken	Expected Timeline	Responsibility
<b>Action Point 1</b>	Identification of PAPs/PAHs	One of the prerequisite for being eligible for R&R compensation is that the claimants should be able to prove that they have been residing or doing business or working in the notified area for at least three years. There are cases where claims have been rejected for being short even by months. It is pertinent to note that the land acquisition process in these stretches have extended for more than 3 years. This means the people have been affected for more than three years. Hence, KMRL may recommend to Government of Kerala to consider such marginal cases for compensation.	KMRL shall identify such PAPs who have not been considered for R&R compensation. KMRL to send a correspondence to GoK recommending to consider such marginal cases of compensation.	The LA for the remaining stretches is expected to be completed by 30.04.2024. The planned date of completion for the activity is 31.05.2024.	LA Authority (District Administration) & KMRL <sup>9</sup>
<b>Action Point 2</b>	R&R Compensation Claims	There are still chances of people approaching KMRL seeking R&R compensation. KMRL shall provide necessary assistance in redressing their claims.	KMRL shall acknowledge their claims and entrust those claims to its Grievance Redressal Cell for its redressal and closure. The status of the activity will be monitored by Project Execution Team and reported to AIIB on a monthly basis.	This is an ongoing activity. Sharing of monitoring report will start from 28.02.2024.	KMRL
<b>Action Point 3</b>	Census Activities of LA authorities	The census activities of LA authorities in the remaining stretch of 'Kakkanad to Info Park Expressway' and the land parcels for 'Construction of Entry & Exit Buildings' is still underway.	The status of this activity will be monitored by Project Execution Team and reported to AIIB on a monthly basis.	The cut-off date for finishing this activity is 31.03.2024. Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL
<b>Action Point 4</b>	Impact of LA on Land Owners	Impact of the land acquisition for the remaining stretch 'Kakkanad to Info Park Expressway Entrance' and land parcels for 'Construction of Entry and Exit buildings' is yet to be ascertained. KMRL has to monitor the land acquisition activities and analyse the impact of land acquisition on land owners as well as completion of LA activities in compliance.	Impact analysis will be done in 1-month time after completion of census activities of LA authorities The status of this activity will be monitored by Project Execution Team and reported to AIIB on a monthly basis.	Impact analysis will be completed by 30.04.2024. Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL
<b>Action Point 5</b>	Impact of LA on PAPs other than Land Owners	Analysis of impact of the land acquisition for the remaining stretch 'Kakkanad to Info Park Expressway Entrance' and land parcels for 'Construction of Entry and Exit buildings' is yet to be completed. KMRL has to monitor the land acquisition activities and analyse the impact of	Impact analysis will be done in 1-month time after completion of census activities of LA authorities The status of this activity will be monitored by Project Execution Team and reported to AIIB on a monthly basis.	Impact analysis will be completed by 30.04.2024. Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL

<sup>9</sup> KMRL will recommend to the District Administration. The final authority to take the decision will be the Revenue Department, Government of Kerala.



Action Point	Process/Aspects	Description of Issue	Mitigation measure to be taken	Expected Timeline	Responsibility
		land acquisition on PAPs other than land owners.			
<b>Action Point 6</b>	Due Diligence on LA process Compliance	Though survey gives confidence, it is limited to the stretch 'Palarivattam to Kakkanad'. Similar survey shall be conducted for remaining stretches and submitted to AIIB as part of monitoring reporting.	Survey of LA process compliance for the remaining stretches 'JLN stadium to Palarivattam' and 'Kakkanad to Info Park Expressway Entrance' and land parcels for 'Construction of Entry and Exit buildings' will be done after census activities of LA authorities.	The cut-off date for finishing the census activities of LA authorities is 31.03.2024. Survey of LA process compliance will be completed by 30.04.2024.	KMRL
<b>Action Point 7</b>	Determination of R&R Compensation	The compensation amount prescribed in the comprehensive R&R policy of Government of Kerala is 6 years old. These amounts are not indexed to inflation.	KMRL shall recommend to Government to revise the above compensation amounts to present day value.	The correspondence will be sent by 31.01.2024.	LA Authority (District Administration) & KMRL <sup>8</sup>
<b>Action Point 8</b>	Livelihood Restoration.	The finding indicates that there are PAPs whose socio-economic conditions are yet to be restored and there are PAPs who are yet to be finalised for two stretches hence, necessitating the need for Livelihood Restoration Plan. KMRL shall prepare LRP for the project.	KMRL has prepared the Livelihood Restoration Plan as part of this report. The LRP will be implemented	The LRP initiatives will commence from 28.02.2024.	KMRL
<b>Action Point 9</b>	Identification of vulnerable section of PAPs/PAHs	KMRL shall monitor and ensure that the vulnerable PAPs receive the special benefits and attention mandated by the provisions in the RFCTLARR Act and include them in the ambit of Livelihood Restoration Plan (LRP).	The Project Execution Team will monitor the status of the vulnerable PAPs and report to AIIB on a monthly basis.	Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL
<b>Action Point 10</b>	Updating Livelihood Restoration Plan	The Livelihood Restoration Plan (LRP) for the vulnerable section of PAPs may have to be revised after completion of the activity of updating the socio economic profile of the PAPs based on the census of LA authorities.	The LRP prepared will be updated based on the updated socio economic profile of the PAPs/PAHs identified after the census of LA authorities.	The cut-off date for finishing the census activities of LA authorities is 31.03.2024. LRP will be updated by 30.04.2024.	KMRL
<b>Action Point 11</b>	Gender Equality & Social Inclusion	KMRL shall insist the contractors to ensure separate restrooms, labour camps for women construction workers.	Instructions to contractors to construct separate restrooms, labour camps for women construction workers will be issued. Inspection of the labour camps and restrooms will be done prior to commencement of site work. This requirement will be included in the checklist for routine HSE inspections.	Instruction shall be sent to contractor within one week from the issue of Letter of Award.  Inspection of the labour camps and restrooms will be done 1 week prior to commencement of site work.	Contractor & KMRL



Action Point	Process/Aspects	Description of Issue	Mitigation measure to be taken	Expected Timeline	Responsibility
				Inclusion in the checklist be done at the time of approval of contractor's HSE documents.	
<b>Action Point 12</b>	Gender Equality & Social Inclusion	KMRL shall form a dedicated 'Women Cell' which shall be headed by an officer of grade not less than General Manager. The 'Women Cell' shall be responsible for conduct of audits & inspections, grievance redressal on matters related to safety, security, health, working environment for women for all the project stakeholders coming under KMRL.	KMRL will issue office order regarding formation of 'Women Cell' and the officers in charge. The order will define the jurisdiction of the cell along with the standard operating procedures. The order will be widely publicised among other stakeholders coming under KMRL.	The office order will be issued by 28.02.2024.	KMRL
<b>Action Point 13</b>	Gender Equality & Social Inclusion	KMRL may appoint a qualified person as focal point who will be responsible for devising GESI strategies, implementing them and monitoring the initiatives targeted at Gender Equality & Social Inclusion.	KMRL will designate an officer of grade not less than Joint General Manager as focal point for devising GESI strategies and its implementation.  The status of the GESI initiatives will be monitored and reported to AIIB on a monthly basis.	The office order will be issued by 28.02.2024.  Sharing of monitoring report will start from 28.02.2024.	KMRL
<b>Action Point 14</b>	Working Conditions	It was observed during the labour camp visit that improvements in the drainage arrangements and housekeeping arrangements is required to tackle water logging due to sudden rains. This aspect shall be taken care of for Phase 2.	KMRL will give special attention to the aspects of drainage and housekeeping will be given while scrutinising the development plans for construction of labour camps. Approval of development plans will be given only after satisfactory compliance.  These requirements will be included in the checklist for routine HSE inspections.	Instruction shall be sent to contractor within one week from the issue of Letter of Award.  Inspection of the labour camps and restrooms will be done 1 week prior to commencement of site work.  Inclusion in the checklist be done at the time of approval of contractor's HSE documents.	Contractor, KMRL & Statutory Authorities
<b>Action Point 15</b>	Working Conditions	The Phase 1B is only 1.2km in length. However, in the case of Phase 2, since the length of the corridor is long, labour camps at multiple locations will be needed. Contractor will have to identify suitable lands for constructing labour camps along the stretch.	Identification and selection of plots for establishing labour camps will be done after due consultation by the contractor. The development plans for labour camps will be prepared after the above exercise.	Instruction shall be sent to contractor within one week from the issue of Letter of Award.	Contractor & KMRL
<b>Action Point 16</b>	LA process	In order to meet the timelines for completing the entire LA process, KMRL shall implement robust monitoring and reporting arrangements for the remaining LA process.	The Project Execution Team will monitor the status of this activity and report to AIIB on a monthly basis.	Sharing of monitoring report will start from 28.02.2024.	LA Authority (District Administration) & KMRL



## 11. LIST OF ANNEXURES

Annexure 1	Integrated Public Transport Map
Annexure 2	Phase 2 Alignment
Annexure 3.1	Drawing Showing extant of land Acquisition
Annexure 3.2	GO regarding Special Land Acquisition units
Annexure 3.3	RFTCLARR Act 2013 <a href="https://dolr.gov.in/en/acts-rules-policiesacts/acts">https://dolr.gov.in/en/acts-rules-policiesacts/acts</a>
Annexure 3.4	JLN Stadium to Palarivattam –SIA Report <a href="https://kochimetro.org/phase-ii-sia/">https://kochimetro.org/phase-ii-sia/</a>
Annexure 3.5	Palarivattam to Kakkanad SIA Report <a href="https://kochimetro.org/phase-ii-sia/">https://kochimetro.org/phase-ii-sia/</a>
Annexure 3.6	Kakkanad to Info Park Expressway Entrance- SIA report <a href="https://kochimetro.org/phase-ii-sia/">https://kochimetro.org/phase-ii-sia/</a>
Annexure 3.7	Entry-Exit Structures to Metro Station- SIA Report <a href="https://kochimetro.org/phase-ii-sia/">https://kochimetro.org/phase-ii-sia/</a>
Annexure 3.8	GO(MS)No.448/2017/RD dated 29/12/2017
Annexure 3.9	Proceedings of Collector regarding Market value of JLN Stadium to Palarivattam.



## **Annexure 1**

### **Integrated Public Transport Map**



# സംയോജിത പൊതുഗതാഗത ഭൂപടം Integrated Public Transport Map

## മുദ്രലേഖ | Legend

- നിലവിൽ പ്രവർത്തനയോഗ്യമായ ലൈൻ (ഘട്ടം 1)  
Currently Operational line (Phase 1)
- മുഖ്യ റോഡുകൾ  
Major Roads
- ഇന്ത്യൻ റെയിൽവേ ലൈൻ  
Indian Railway line
- വാട്ടർ മെട്രോ  
Water metro
- നിർദ്ദിഷ്ട ഘട്ടം 2  
Proposed phase 2

- റെയിൽവേ കണക്റ്റിവിറ്റി  
Railway connectivity
- ബസ് കണക്റ്റിവിറ്റി  
Bus connectivity
- വാട്ടർ മെട്രോ  
Water metro

- സ്റ്റേഷൻ  
Station
- ഭാവിയ്ക്കുവേണ്ടി സ്റ്റേഷൻ  
Future Station
- ഭാവിയ്ക്കുവേണ്ടി ഇന്റർചേഞ്ച്  
Future Metro interchange

- Phase 1 | Aluva - Petta**  
ഘട്ടം 1 | ആലുവ - പേട്ട  
(25.16 kms ; 22 Stations)
- Phase 1A | Petta - S N Junction**  
ഘട്ടം 1A | പേട്ട - എസ്.എൻ.ജംഗ്ഷൻ  
(1.80 kms ; 2 Stations)
- Phase 1B | S N Junction - Thripunithura Terminal**  
ഘട്ടം 1B | എസ്.എൻ.ജംഗ്ഷൻ - തൃപ്പൂണിത്തുറ ടെർമിനൽ  
(1.20 kms ; 1 Station)
- Phase 2 | J L N Stadium - Infopark**  
ഘട്ടം 2 | ജെ.എൽ.എൻ സ്റ്റേഡിയം - ഇൻഫോ പാർക്ക്  
(11.20 kms ; 11 Stations)

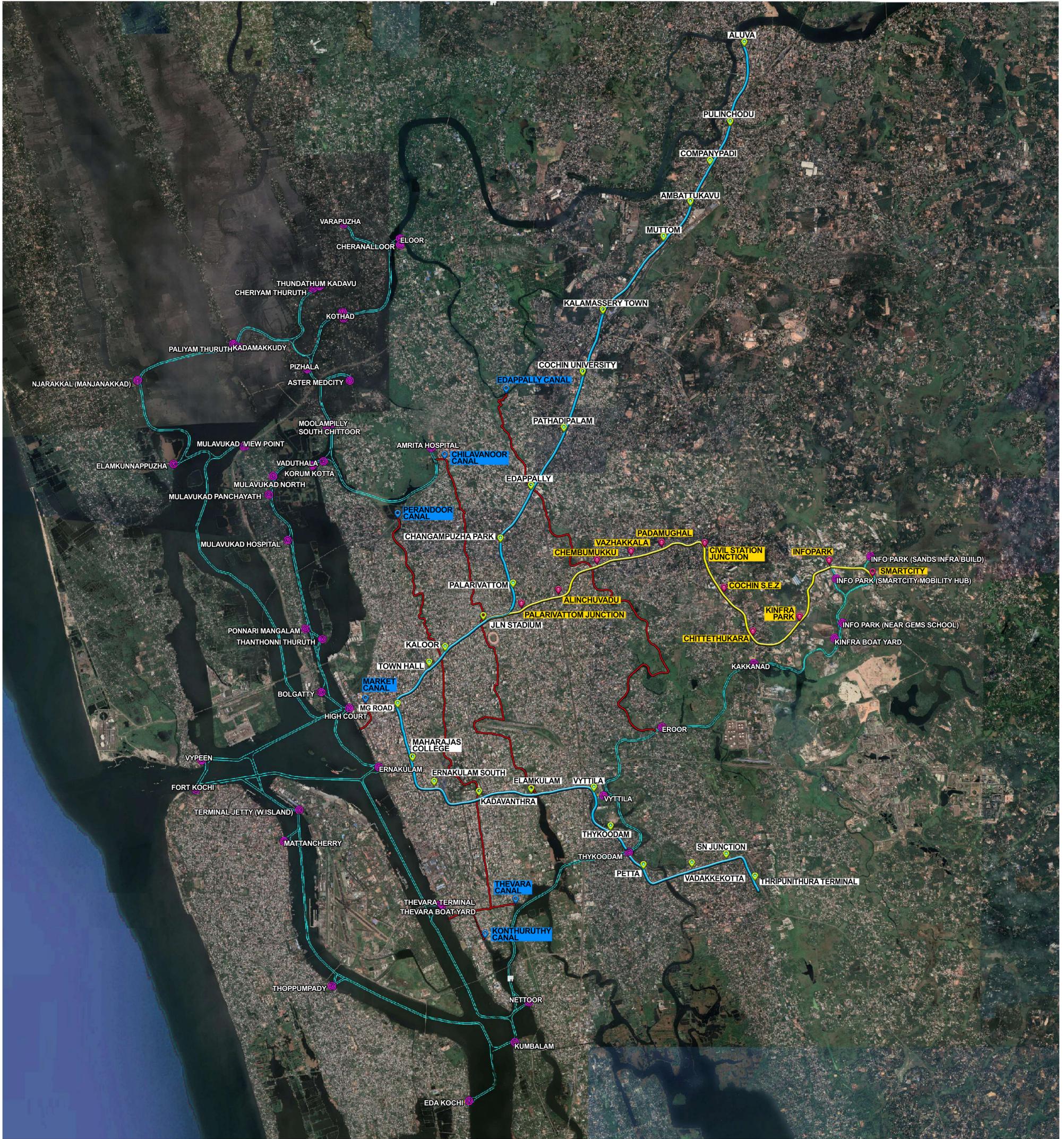




## **Annexure 2**

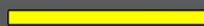
### **Phase 2 Alignment**

# INTEGRATED SYSTEM MAP



## LEGENDS:

- METRO RAIL PHASE 1 ALIGNMENT
- METRO RAIL PHASE 1 STATIONS
- METRO RAIL PHASE 2 ALIGNMENT
- METRO RAIL PHASE 2 STATIONS
- WATER METRO ROUTES
- WATER METRO TERMINALS
- CANAL METRO
- CANAL NAMES

	
	<b>ALUVA</b>
	
	<b>KINFRA PARK</b>
	
	<b>VYPEEN</b>
	
	<b>THEVARA CANAL</b>



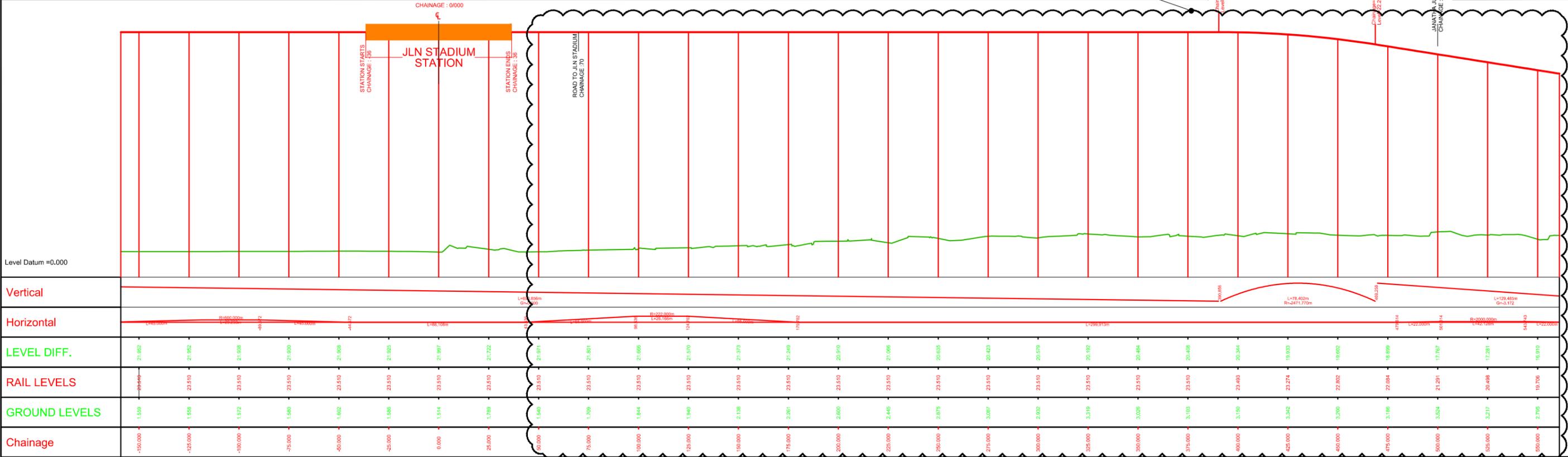
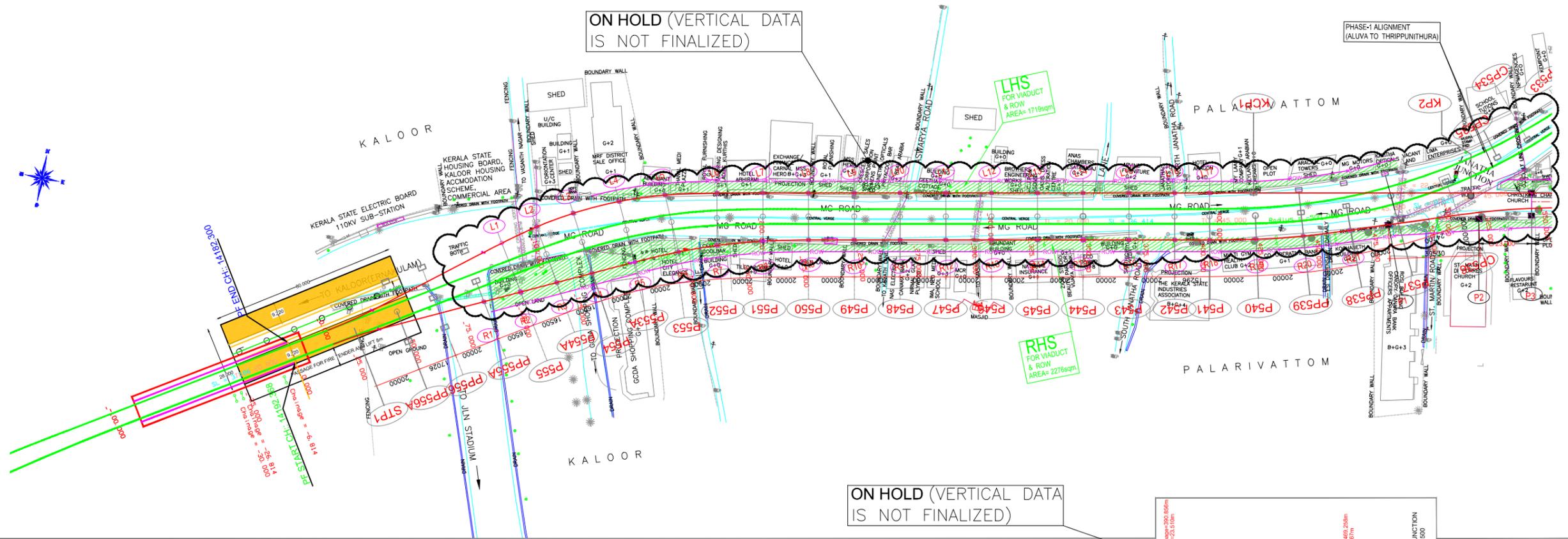


## **Annexure 3.1**

### **Drawing Showing extant of land Acquisition**

JLN STADIUM

INFOPARK

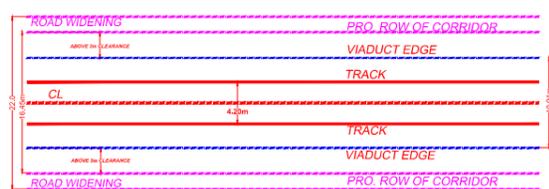


**Kochi Metro Rail Limited,**  
 (A joint venture company of Govt. of India & Govt. of Kerala)

8th Floor, Revenue Tower  
 Park Avenue  
 Kochi Kerala-682011  
 Phone: 91-484-2380980  
 Fax: 0484 2380 686  
 Email: contactus@kmrl.co.in

This drawing is the property of - KMRL - Kochi Metro Rail Limited and must not be passed to any person or body not authorised by us to Receive it not be copied or otherwise made use either in full or in part by such person or body without our prior permission in writing.

**PROPOSED METRO CORRIDOR**

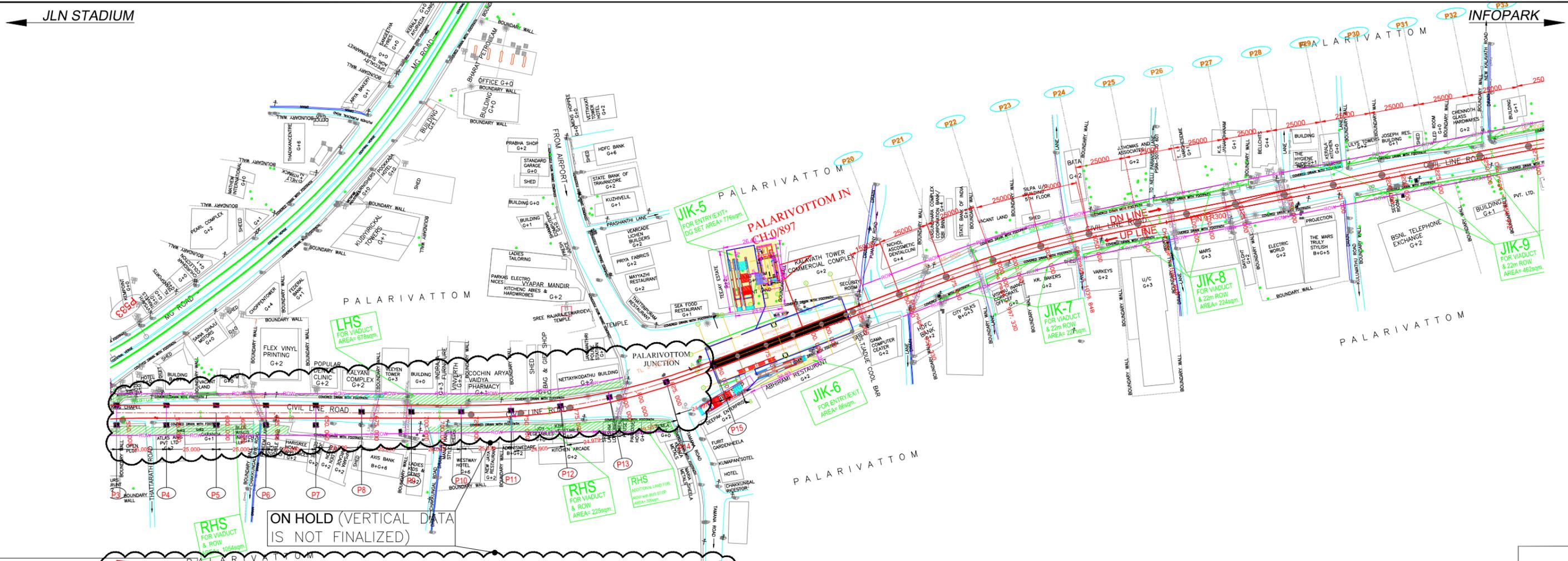


LEGEND				LEGEND			
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION
1.	Road	[Symbol]	26.	MAN HOLE	[Symbol]	31.	TRAP-WELL
2.	Railway-Track	[Symbol]	27.	Tree	[Symbol]	32.	Telephone Junction Box
3.	LEVEL CROSSING	[Symbol]	28.	PARK/GARDEN LAND	[Symbol]	33.	Telephone Junction Box
4.	WELL	[Symbol]	29.	POND	[Symbol]	34.	Traverse Point
5.	POINT AND X-RIG	[Symbol]	30.	Drain	[Symbol]	35.	BEANCH MARK
6.	Cluvert	[Symbol]	31.	Nala	[Symbol]	36.	RETAINING WALL
7.	Telephone Post	[Symbol]	32.	Trap-Well	[Symbol]	37.	GRADIENT POST
8.	Telephone Junction Box	[Symbol]	33.	Trap-Well	[Symbol]	38.	NOTICE BOARD
9.	Electric Junction Box	[Symbol]	34.	Boundary Wall	[Symbol]	39.	PROPOSED ALIGNMENT
10.	Electric Mast (E.M.)	[Symbol]	35.	Fencing	[Symbol]		
11.	Electric Post	[Symbol]	36.	GATE	[Symbol]		
12.	Lamp Post	[Symbol]	37.	PIPE LINE	[Symbol]		
13.	Signal Post	[Symbol]					

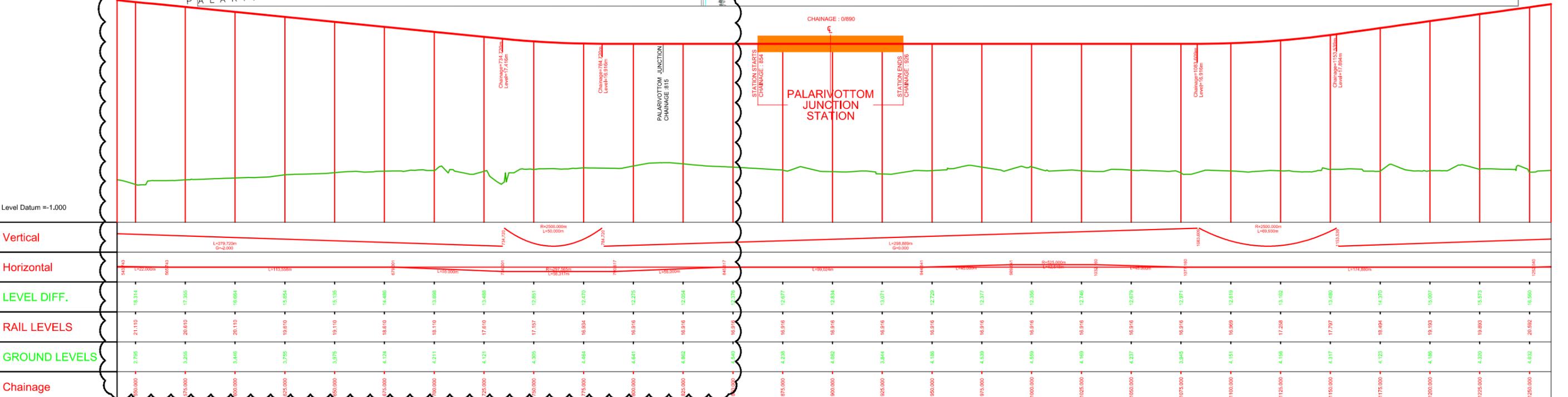
**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE.  
 TO BE REVIEWED DURNING PMC.OR IC.

**KOCHI METRO RAIL LTD.**

TITLE : <b>KOCHI METRO PHASE-II</b>		SHEET NO	SHEET SIZE
ALIGNMENT & LAND PLAN		1 of 16	<b>A1</b>
DRAWING NAME: JLN STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR		SCALE: 1:1000	
DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A		DRAWN DATE: 24-06-2019	

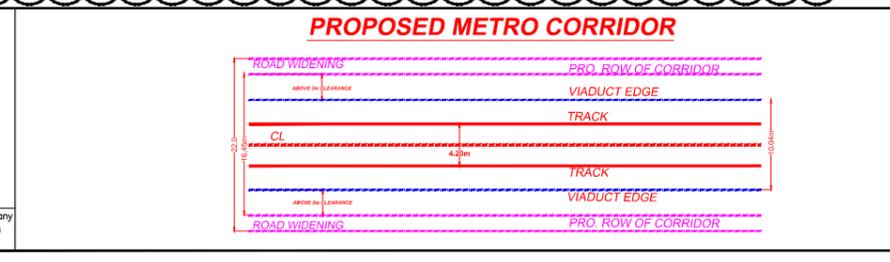


ON HOLD (VERTICAL DATA IS NOT FINALIZED)



**Kochi Metro Rail Limited,**  
 (A joint venture company of Govt. of India & Govt. of Kerala)

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 Park Avenue  
 Kochi Kerala-682011  
 Phone: 91-484-2380980  
 Fax: 0484 2380 686  
 Email: contactus@kmril.co.in



LEGEND			
SLNO	DESCRIPTION	SYMBOL	SLNO
1.	Road		20.
2.	Railway-Track		21.
3.	LEVEL CROSSING		22.
4.	WELL		23.
5.	POINT AND X-RIG		24.
6.	Culvert		25.
7.	Telephone Post		26.
8.	Telephone Junction Box		27.
9.	Electric Junction Box		28.
10.	Electric Mast (E.M.)		29.
11.	Electric Post		30.
12.	Lamp Post		31.
13.	Signal Post		32.
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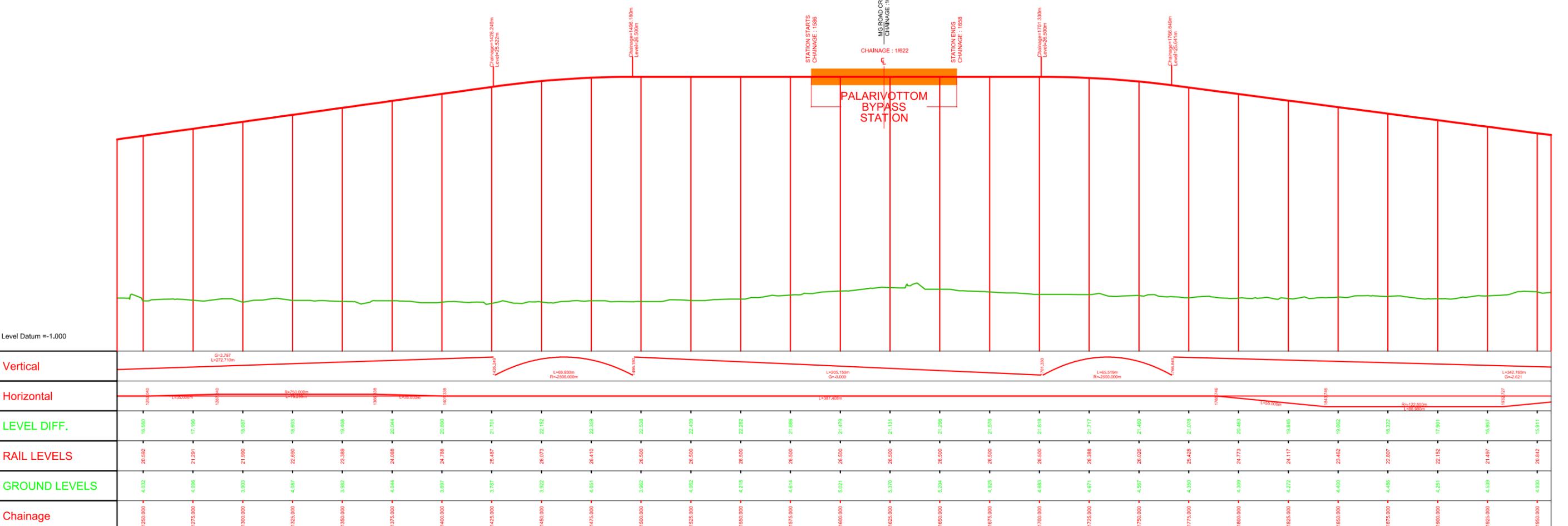
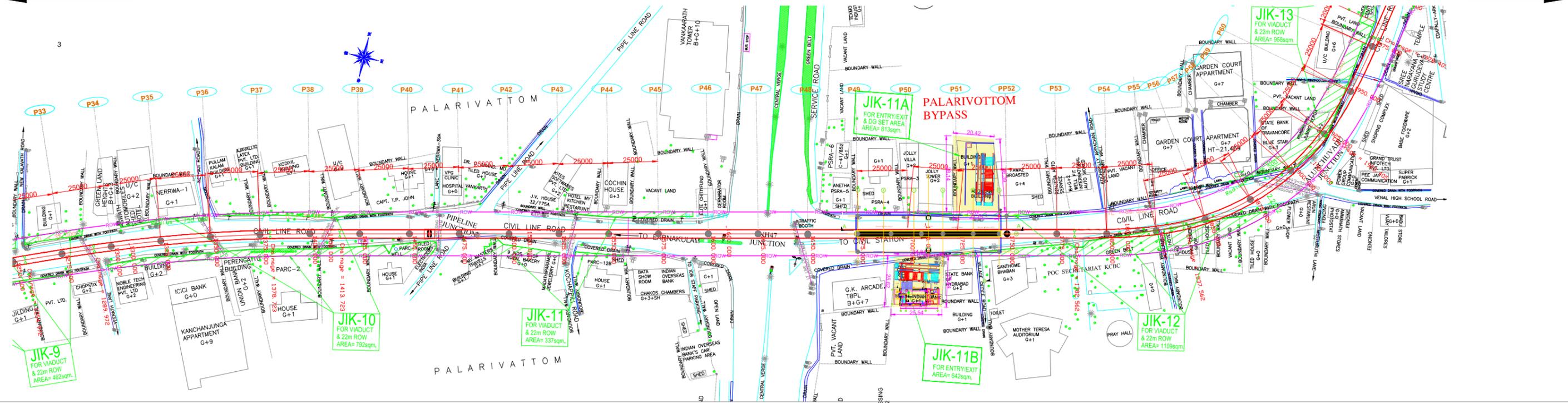
**KOCHI METRO RAIL LTD.**

TITLE : **KOCHI METRO PHASE-II**  
**ALIGNMENT & LAND PLAN**

DRAWING NAME: JNL STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR  
 DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A

SHEET NO: 2 of 16  
 SHEET SIZE: A1

SCALE: 1:1000  
 DRAWN DATE: 24-06-2019

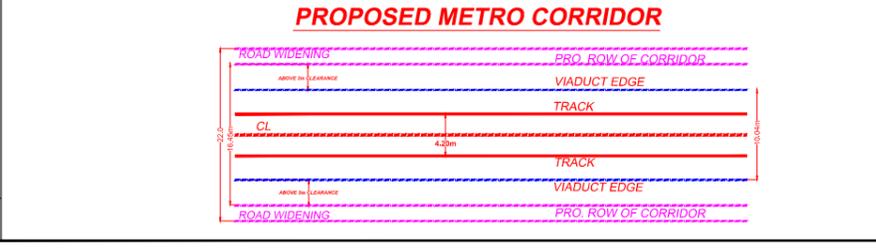


Vertical	[Vertical Alignment Chart Data]																												
Horizontal	[Horizontal Alignment Chart Data]																												
LEVEL DIFF.	16.560	17.196	18.097	18.803	19.408	20.044	20.890	21.701	22.152	22.539	22.826	21.479	21.131	21.298	21.576	21.717	21.940	21.078	20.463	19.845	18.322	17.801	16.897	15.911					
RAIL LEVELS	20.592	21.291	21.990	22.690	23.389	24.088	24.788	25.487	26.073	26.410	26.500	26.500	26.500	26.500	26.500	26.500	26.500	26.500	26.500	24.773	24.117	23.462	22.807	21.497	20.842				
GROUND LEVELS	4.032	4.098	3.993	4.087	3.982	4.044	3.897	3.797	3.922	4.051	3.982	4.092	4.218	4.614	5.021	5.370	5.204	4.925	4.683	4.671	4.567	4.300	4.309	4.272	4.400	4.468	4.251	4.539	4.930
Chainage	19250.000	19275.000	19300.000	19325.000	19350.000	19375.000	19400.000	19425.000	19450.000	19475.000	19500.000	19525.000	19550.000	19575.000	19600.000	19625.000	19650.000	19675.000	19700.000	19725.000	19750.000	19775.000	19800.000	19825.000	19850.000	19875.000	19900.000	19925.000	19950.000

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LEGEND				LEGEND				
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL
1.	Road	[Symbol]	20.	MAN HOLE	[Symbol]	15.	Embankment Wall	[Symbol]
2.	Railway-Track	[Symbol]	21.	Tree	[Symbol]	16.	Boundary Wall	[Symbol]
3.	LEVEL CROSSING	[Symbol]	22.	PARK/GARDEN LAND	[Symbol]	17.	Fencing	[Symbol]
4.	WELL	[Symbol]	23.	POND	[Symbol]	18.	GATE	[Symbol]
5.	POINT AND X-RIG	[Symbol]	24.	Drain	[Symbol]	19.	PIPE LINE	[Symbol]
6.	Culvert	[Symbol]	25.	Nals	[Symbol]			
7.	Telephone Post	[Symbol]	26.	Tap-Well	[Symbol]			
8.	Telephone Junction Box	[Symbol]	27.	Tap-Pit	[Symbol]			
9.	Electric Junction Box	[Symbol]	28.	Sub-Station	[Symbol]			
10.	Electric Mast (E.M.)	[Symbol]	29.	Shop/Peon	[Symbol]			
11.	Electric Post	[Symbol]	30.	Shed	[Symbol]			
12.	Lamp Post	[Symbol]	31.	Musum	[Symbol]			
13.	Signal Post	[Symbol]	32.	TEMPLE	[Symbol]			

**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE. TO BE REVIEWED DURNING PMC.OR IC.

**KOCHI METRO RAIL LTD.**

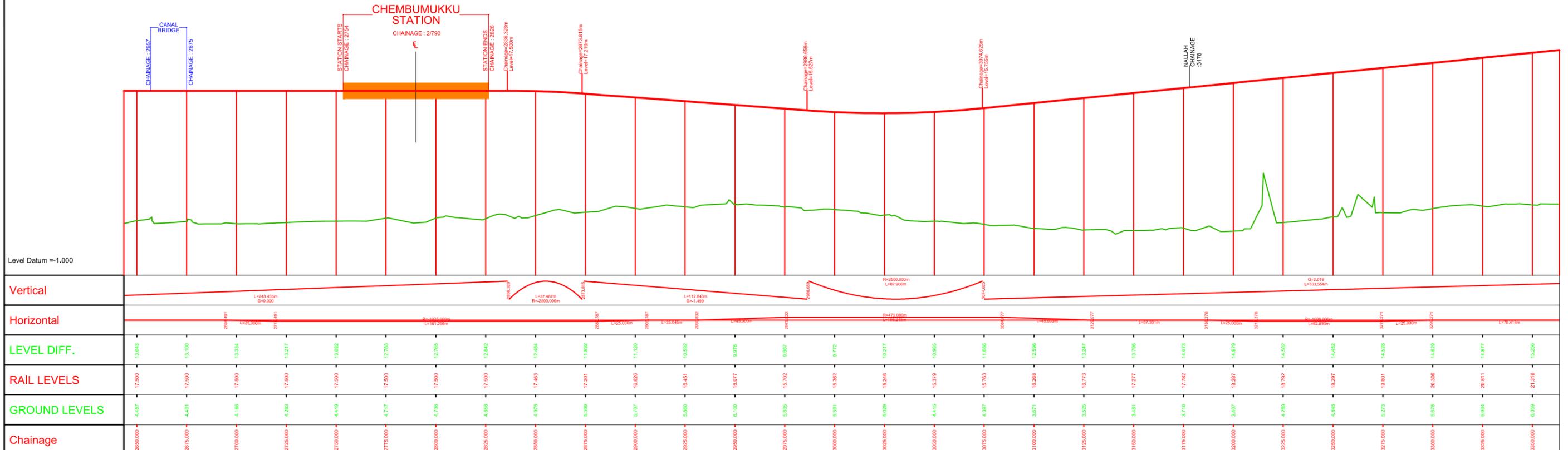
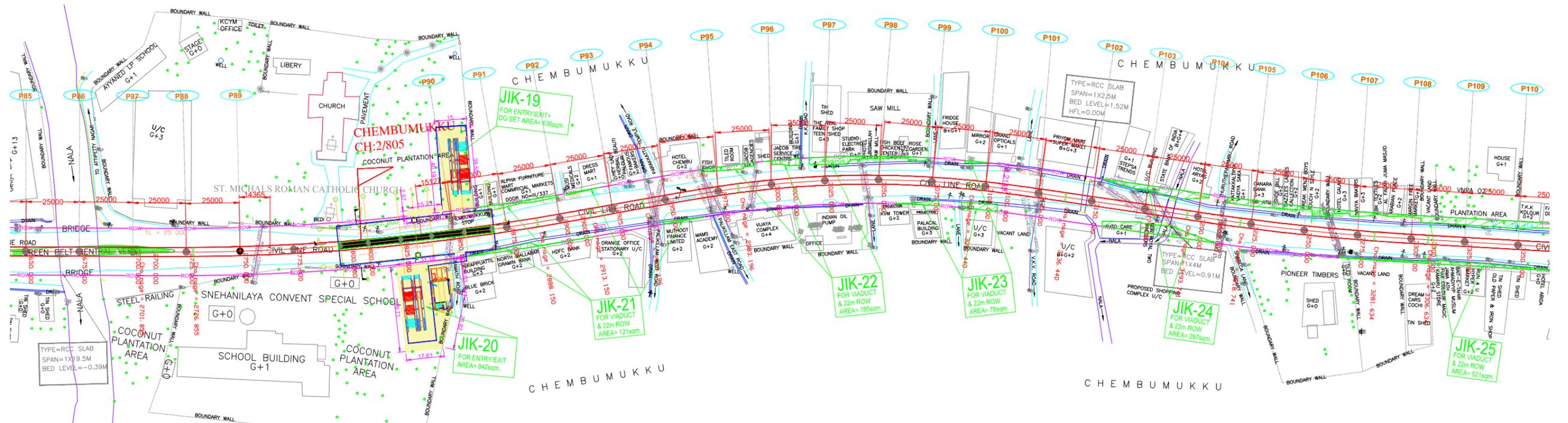
TITLE : **KOCHI METRO PHASE-II**  
**ALIGNMENT & LAND PLAN**

DRAWING NAME: JLN STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR  
 DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A

SHEET NO 3 of 16 SHEET SIZE **A1**

SCALE: 1:1000  
 DRAWN DATE: 24-06-2019





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**LEGEND**

SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL
1.	Road	[Symbol]	21.	Tree	[Symbol]	15.	Embankment Wall	[Symbol]
2.	Railway-Track	[Symbol]	22.	PARK/GARDEN LAND	[Symbol]	16.	Boundary Wall	[Symbol]
3.	LEVEL CROSSING	[Symbol]	23.	POND	[Symbol]	17.	Fencing	[Symbol]
4.	WELL	[Symbol]	24.	Drain	[Symbol]	18.	GATE	[Symbol]
5.	POINT AND X-RIG	[Symbol]	25.	Nala	[Symbol]	19.	PIPE LINE	[Symbol]
6.	Culvert	[Symbol]	26.	Tap-Well	[Symbol]			
7.	Telephone Post	[Symbol]	27.	Tap-Well	[Symbol]			
8.	Telephone Junction Box	[Symbol]	28.	Tap-Well	[Symbol]			
9.	Electric Junction Box	[Symbol]	29.	Shed	[Symbol]			
10.	Electric Mast (E.M.)	[Symbol]	30.	Shed (Pucca)	[Symbol]			
11.	Electric Post	[Symbol]	31.	Shed	[Symbol]			
12.	Lamp Post	[Symbol]	32.	Temple	[Symbol]			
13.	Signal Post	[Symbol]						

**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE. TO BE REVIEWED DURNING PMC.OR IC.

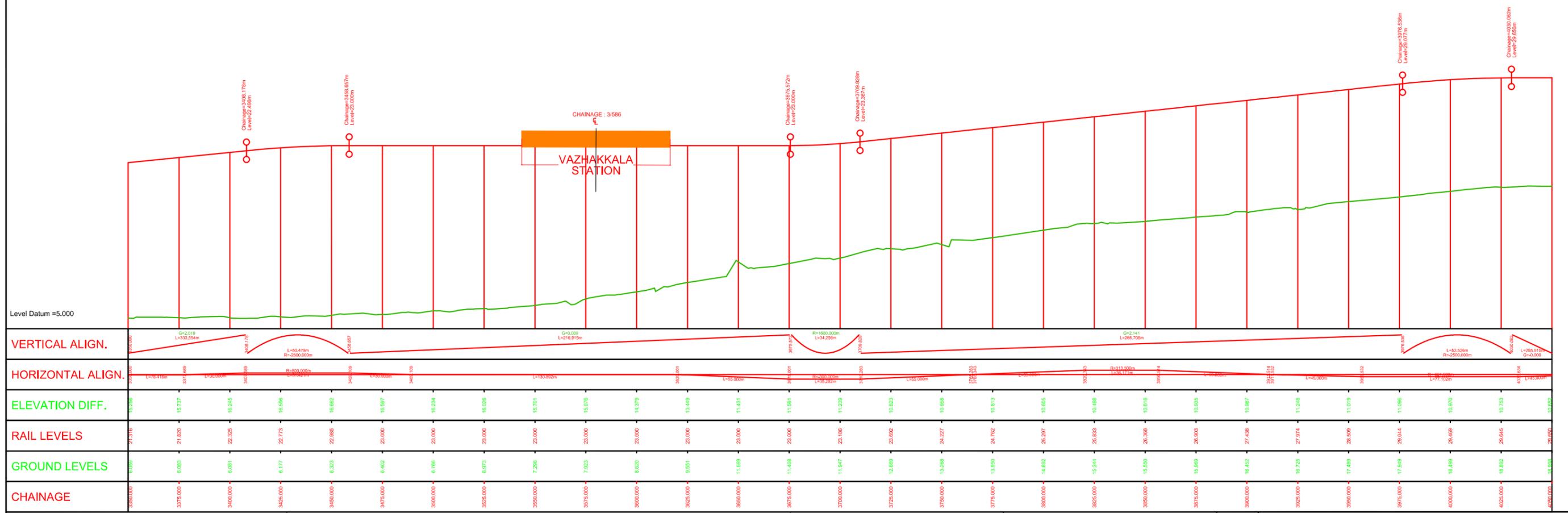
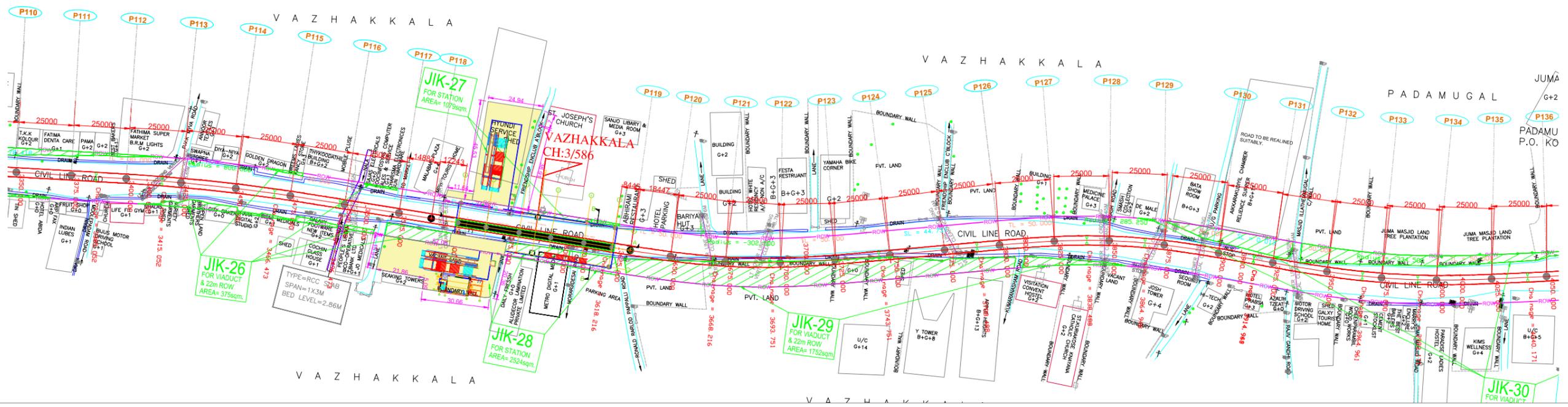
**KOCHI METRO RAIL LTD.**

**TITLE : KOCHI METRO PHASE-II ALIGNMENT & LAND PLAN**

**LEGEND**

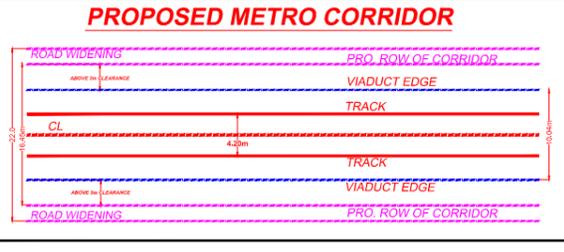
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**DRIVING INFORMATION:**  
 DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A  
 SCALE: 1:1000  
 SHEET NO: 5 of 16  
 SHEET SIZE: A1  
 DRAWN DATE: 24-06-2019



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 Fax: 0484 2380 686  
 Email: contactus@kmril.co.in



LEGEND			LEGEND		
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL
1.	Road	[Symbol]	15.	Embankment Wall	[Symbol]
2.	Railway-Track	[Symbol]	16.	Boundary Wall	[Symbol]
3.	LEVEL CROSSING	[Symbol]	17.	Fencing	[Symbol]
4.	WELL	[Symbol]	18.	GATE	[Symbol]
5.	POINT AND X-RIG	[Symbol]	19.	PIPE LINE	[Symbol]
6.	Cluvert	[Symbol]	20.	Tap-Well	[Symbol]
7.	Telephone Post	[Symbol]	21.	Telephone Junction Box	[Symbol]
8.	Telephone Junction Box	[Symbol]	22.	Electric Junction Box	[Symbol]
9.	Electric Mast (E.M.)	[Symbol]	23.	Electric Mast (E.M.)	[Symbol]
10.	Electric Mast (E.M.)	[Symbol]	24.	Signpost (Pillar)	[Symbol]
11.	Electric Mast (E.M.)	[Symbol]	25.	Shed	[Symbol]
12.	Lamp Post	[Symbol]	26.	Shed	[Symbol]
13.	Signal Post	[Symbol]	27.	Shed	[Symbol]
			28.	Shed	[Symbol]
			29.	Shed	[Symbol]
			30.	Shed	[Symbol]
			31.	Shed	[Symbol]
			32.	Shed	[Symbol]
			33.	Shed	[Symbol]
			34.	Shed	[Symbol]
			35.	Shed	[Symbol]
			36.	Shed	[Symbol]
			37.	Shed	[Symbol]

**KOCHI METRO RAIL LTD.**

TITLE : **KOCHI METRO PHASE-II**  
**ALIGNMENT & LAND PLAN**

DRAWING NAME:  
 JLN STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR

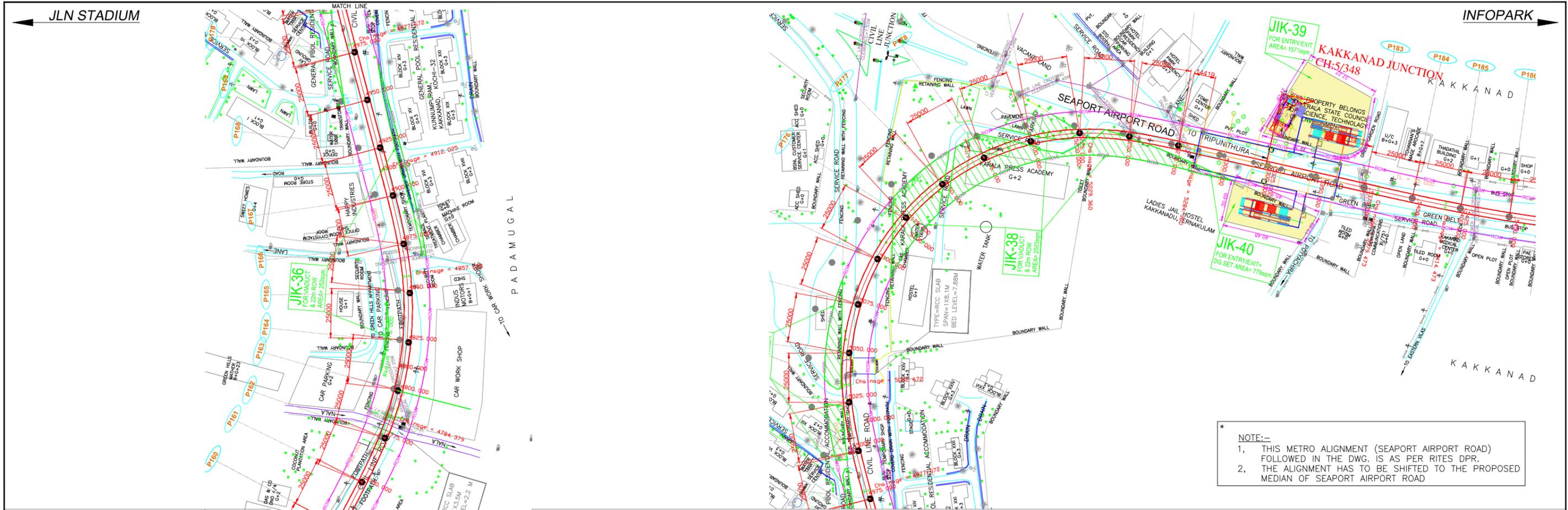
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 KMRIL - 490 - PH-2 - 1900005 - A

SHEET NO: 6 of 16  
 SHEET SIZE: **A1**

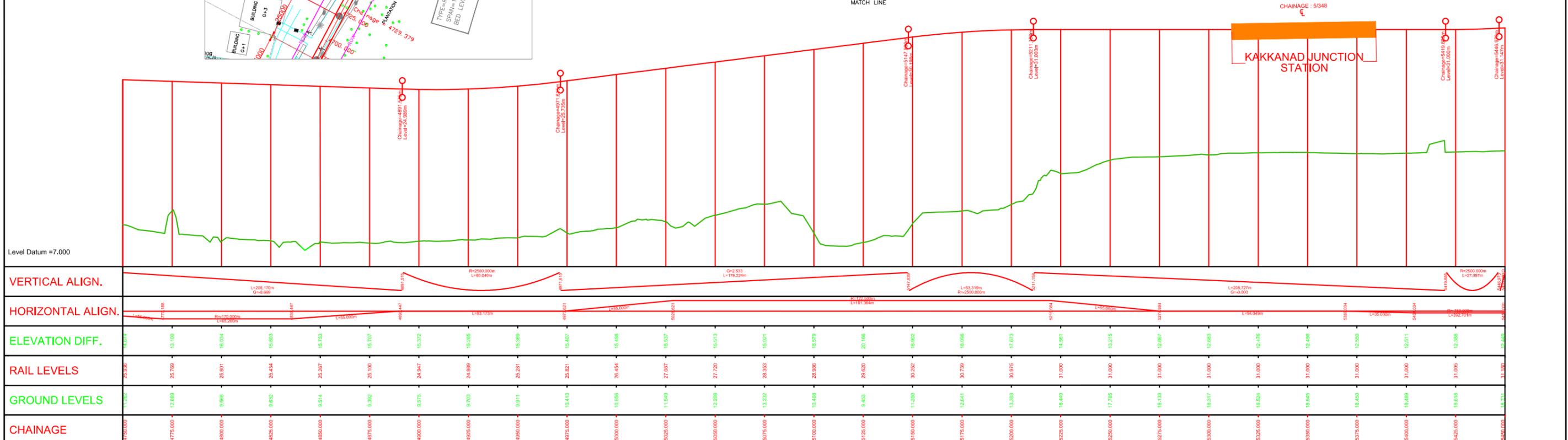
SCALE: 1:1000

DRAWN DATE: 24-06-2019





**\* NOTE:-**  
 1. THIS METRO ALIGNMENT (SEAPORT AIRPORT ROAD) FOLLOWED IN THE DWG. IS AS PER RITES DPR.  
 2. THE ALIGNMENT HAS TO BE SHIFTED TO THE PROPOSED MEDIAN OF SEAPORT AIRPORT ROAD



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**PROPOSED METRO CORRIDOR**

LEGEND				LEGEND				
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL
1.	Road	[Symbol]	20.	MAN HOLE	[Symbol]	34.	TOWER	[Symbol]
2.	Railway-Track	[Symbol]	21.	Tree	[Symbol]	35.	Traverse Point	[Symbol]
3.	LEVEL CROSSING	[Symbol]	22.	PARK/GARDEN LAND	[Symbol]	36.	BEANCH MARK	[Symbol]
4.	WELL	[Symbol]	23.	POND	[Symbol]	37.	RETAINING WALL	[Symbol]
5.	POINT AND X-RIG	[Symbol]	24.	Drain	[Symbol]	38.	GRADEMENT POST	[Symbol]
6.	Culvert	[Symbol]	25.	Nala	[Symbol]	39.	NOTICE BOARD	[Symbol]
7.	Telephone Post	[Symbol]	26.	Nala	[Symbol]	40.	PROPOSED ALIGNMENT	[Symbol]
8.	Telephone Junction Box	[Symbol]	27.	Tap/Well	[Symbol]			
9.	Electric Junction Box	[Symbol]	28.	Tap/Well	[Symbol]			
10.	Electric Mast (E.M.)	[Symbol]	29.	Building	[Symbol]			
11.	Electric Post	[Symbol]	30.	Shop/Pucca	[Symbol]			
12.	Lamp Post	[Symbol]	31.	Shed	[Symbol]			
13.	Signal Post	[Symbol]	32.	Musant	[Symbol]			
			33.	TEMPLE	[Symbol]			

**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE. TO BE REVIEWED DURNING PMC.OR IC.

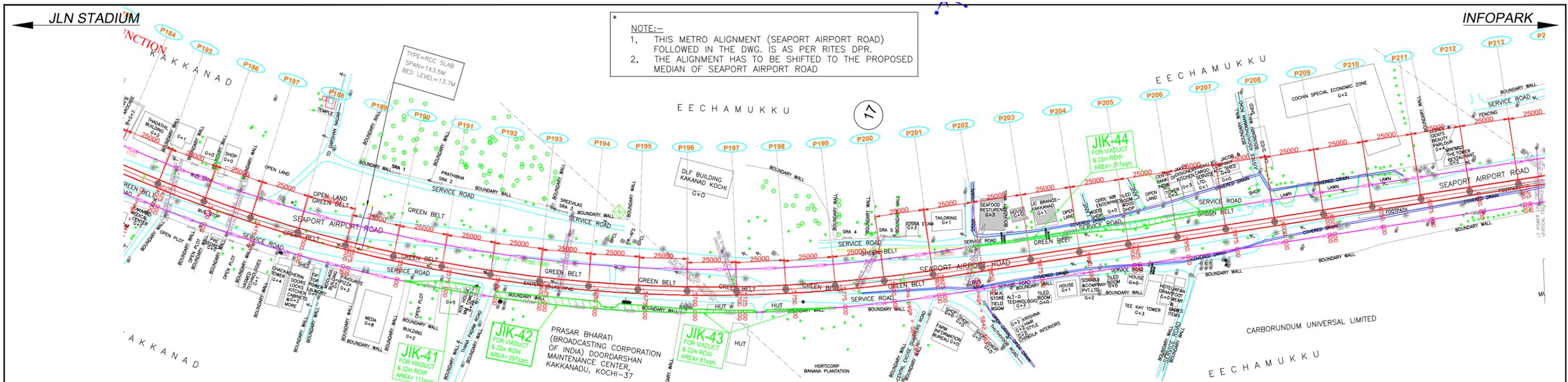
**KOCHI METRO RAIL LTD.**

**TITLE : KOCHI METRO PHASE-II  
 ALIGNMENT & LAND PLAN**

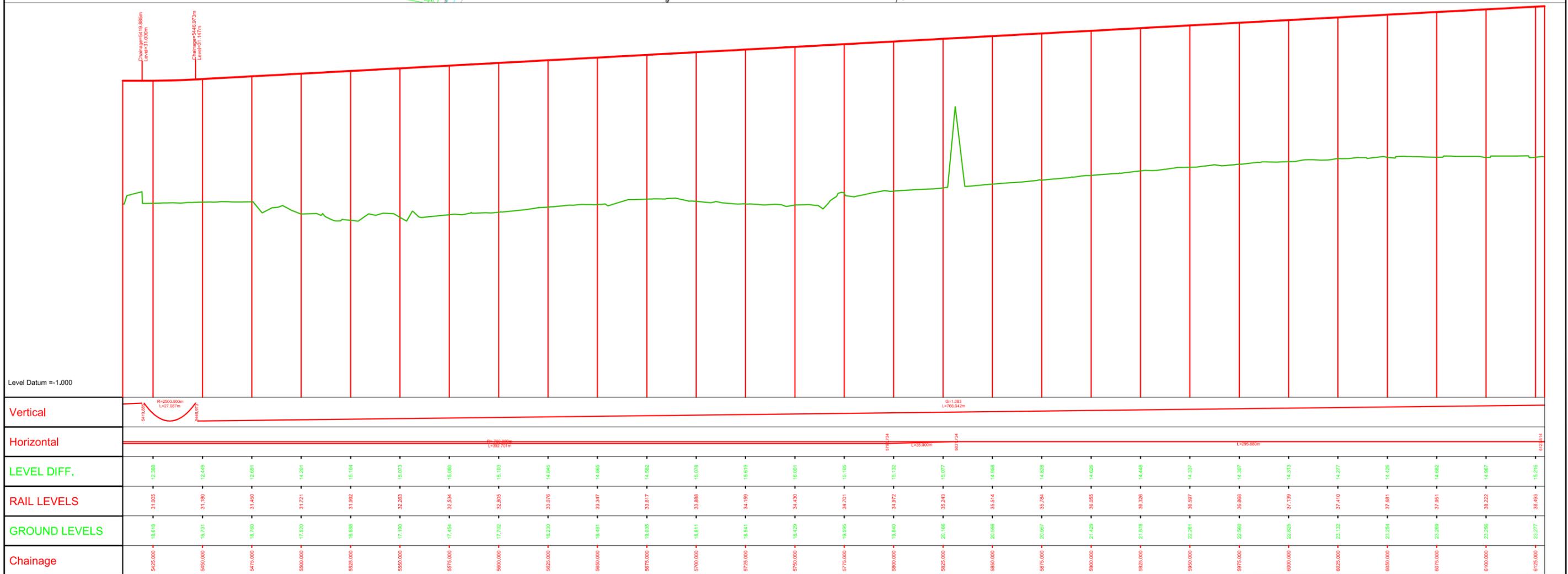
DRAWING NAME: JNL STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR  
 DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A

SHEET NO: 8 of 16  
 SHEET SIZE: **A1**

SCALE: 1:1000  
 DRAWN DATE: 24-06-2019



**NOTE:-**  
 1. THIS METRO ALIGNMENT (SEAPORT AIRPORT ROAD) FOLLOWED IN THE DWG. IS AS PER RITES DPR.  
 2. THE ALIGNMENT HAS TO BE SHIFTED TO THE PROPOSED MEDIAN OF SEAPORT AIRPORT ROAD



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LEGEND				LEGEND				
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL
1.	Road	[Symbol]	21.	Tree	[Symbol]	15.	TOWER	[Symbol]
2.	Railway-Track	[Symbol]	22.	PARK/GARDEN LAND	[Symbol]	16.	Embankment Wall	[Symbol]
3.	LEVEL CROSSING	[Symbol]	23.	POND	[Symbol]	17.	Boundary Wall	[Symbol]
4.	WELL	[Symbol]	24.	Drain	[Symbol]	18.	Fencing	[Symbol]
5.	POINT AND X-RIG	[Symbol]	25.	Nals	[Symbol]	19.	Gate	[Symbol]
6.	Culvert	[Symbol]	26.	Tap/Well	[Symbol]	20.	PIPE LINE	[Symbol]
7.	Telephone Post	[Symbol]	27.	Tap/Well	[Symbol]			
8.	Telephone Junction Box	[Symbol]	28.	Electric Junction Box	[Symbol]			
9.	Electric Junction Box	[Symbol]	29.	Electric Mast (E.M.)	[Symbol]			
10.	Electric Mast (E.M.)	[Symbol]	30.	Shop/Peelax	[Symbol]			
11.	Electric Post	[Symbol]	31.	Shed	[Symbol]			
12.	Lamp Post	[Symbol]	32.	Hutment	[Symbol]			
13.	Signal Post	[Symbol]	33.	TEMPLE	[Symbol]			

**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE.  
 TO BE REVIEWED DURNING PMC.OR IC.

**KOCHI METRO RAIL LTD.**

**TITLE : KOCHI METRO PHASE-II ALIGNMENT & LAND PLAN**

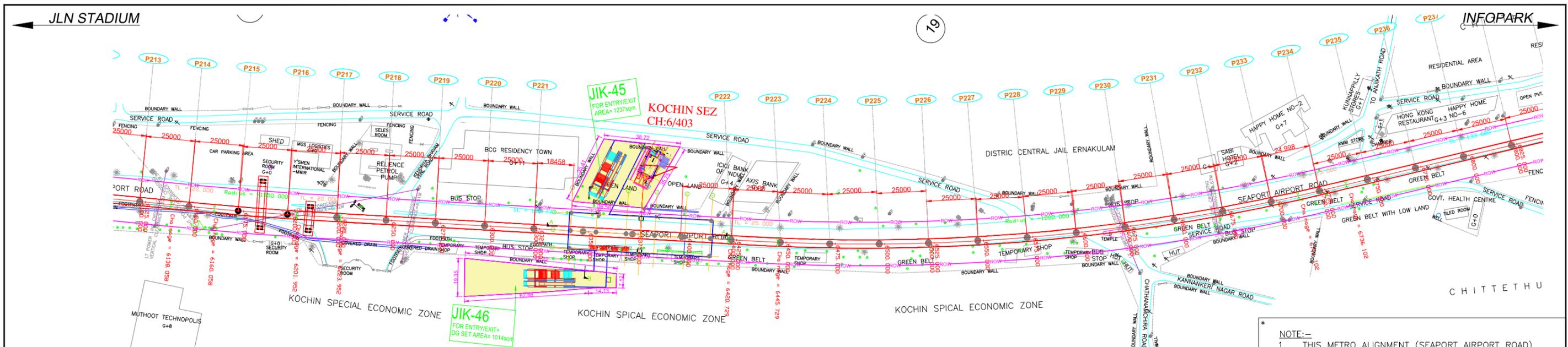
**DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A**

**SHEET NO 9 of 16** **SHEET SIZE A1**

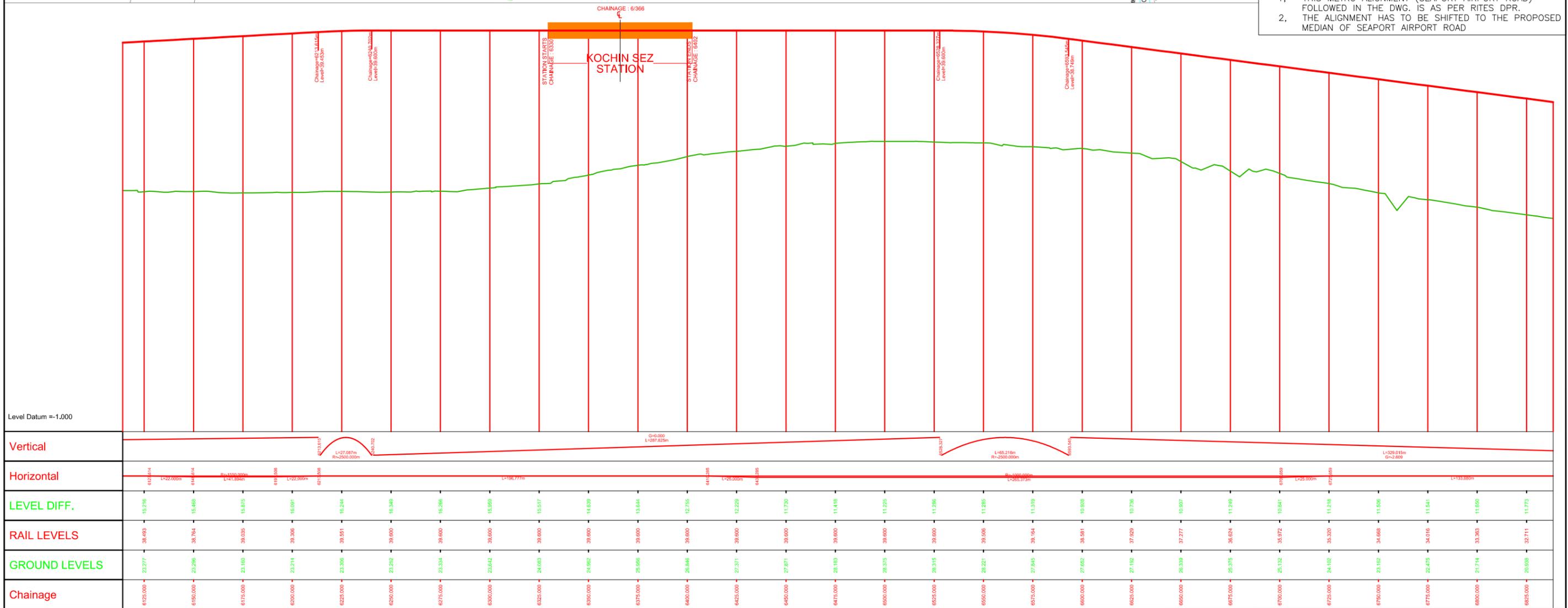
**DRAWING NAME: JNL STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR**

**DRAWN DATE: 24-06-2019**

**SCALE: 1:1000**



**\* NOTE:-**  
 1. THIS METRO ALIGNMENT (SEAPORT AIRPORT ROAD) FOLLOWED IN THE DWG. IS AS PER RITES DPR.  
 2. THE ALIGNMENT HAS TO BE SHIFTED TO THE PROPOSED MEDIAN OF SEAPORT AIRPORT ROAD

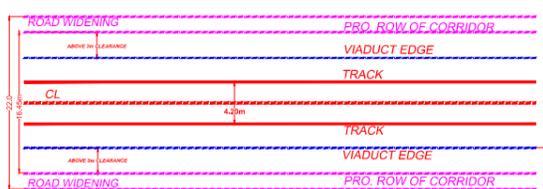


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**PROPOSED METRO CORRIDOR**



LEGEND				LEGEND			
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION
1.	Road		20.	MAN HOLE		33.	Traverse Point
2.	Railway-Track		21.	Tree		34.	BEANCH MARK
3.	LEVEL CROSSING		22.	PARK/GARDEN LAND		35.	RETAINING WALL
4.	WELL		23.	POND		36.	GRADIENT POST
5.	POINT AND X-RIG		24.	Drain		37.	NOTICE BOARD
6.	Culvert		25.	Nala		37.	PROPOSED ALIGNMENT
7.	Telephone Post		26.	Tap-Well			
8.	Telephone Junction Box		27.	Tap-Well			
9.	Electric Junction Box		28.	Building			
10.	Electric Mast (E.M.)		29.	Shop/Pool			
11.	Electric Post		30.	Shed			
12.	Lamp Post		31.	Munnet			
13.	Signal Post		32.	TEMPLE			

**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE.  
 TO BE REVIEWED DURNING PMC.OR IC.

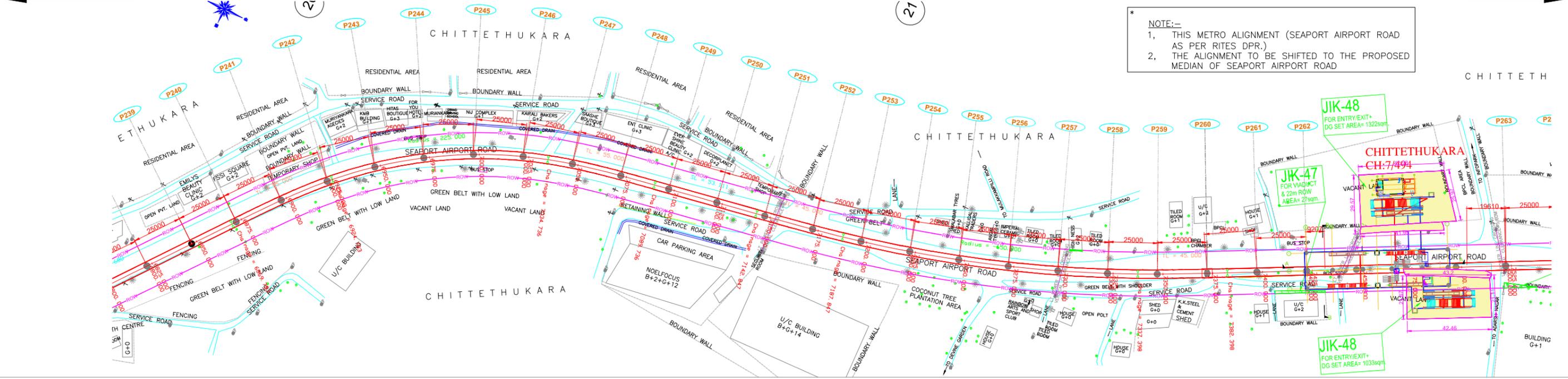
**KOCHI METRO RAIL LTD.**

**TITLE : KOCHI METRO PHASE-II  
ALIGNMENT & LAND PLAN**

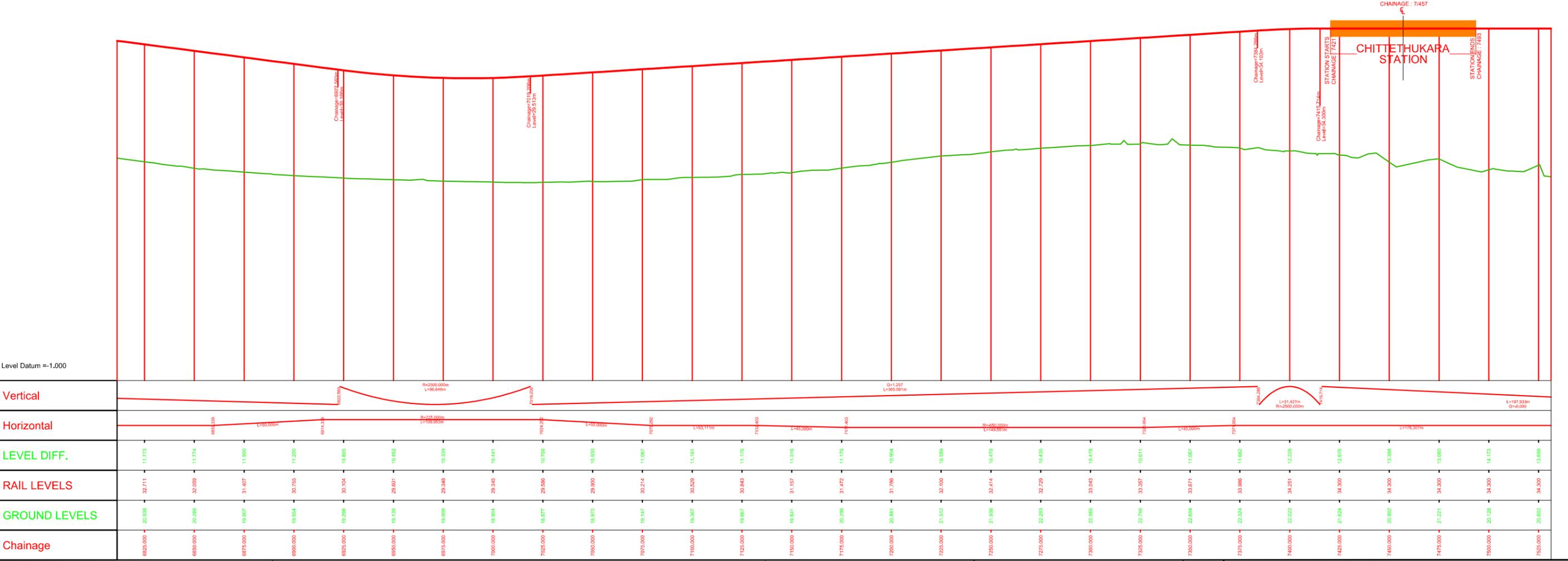
DRAWING NAME: JNL STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR  
 DRAWING NUMBER: KMRIL - 490 - PH-2 - 1900005 - A

SHEET NO 10 of 16  
 SHEET SIZE **A1**

SCALE: 1:1000  
 DRAWN DATE: 24-06-2019



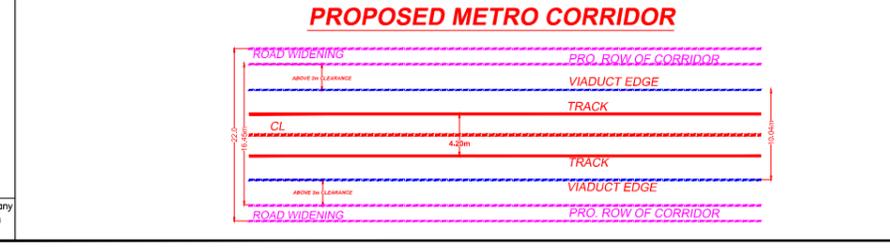
**NOTE:-**  
 1. THIS METRO ALIGNMENT (SEAPORT AIRPORT ROAD AS PER RITES DPR.)  
 2. THE ALIGNMENT TO BE SHIFTED TO THE PROPOSED MEDIAN OF SEAPORT AIRPORT ROAD



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LEGEND				LEGEND			
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION
1.	Road	[Symbol]	20.	MAN HOLE	[Symbol]	34.	TOWER
2.	Railway-Track	[Symbol]	21.	Tree	[Symbol]	35.	Traverse Point
3.	LEVEL CROSSING	[Symbol]	22.	PARK/GARDEN LAND	[Symbol]	36.	BEANCH MARK
4.	WELL	[Symbol]	23.	POND	[Symbol]	37.	RETAINING WALL
5.	POINT AND X-RIG	[Symbol]	24.	Drain	[Symbol]	38.	GRADIENT POST
6.	Culvert	[Symbol]	25.	Nala	[Symbol]	39.	NOTICE BOARD
7.	Telephone Post	[Symbol]	26.	Tap-Well	[Symbol]	40.	PROPOSED ALIGNMENT
8.	Telephone Junction Box	[Symbol]	27.	Tap-Well	[Symbol]		
9.	Electric Junction Box	[Symbol]	28.	Building	[Symbol]		
10.	Electric Mast (E.M.)	[Symbol]	29.	Shop/Peccol	[Symbol]		
11.	Electric Post	[Symbol]	30.	Shed	[Symbol]		
12.	Lamp Post	[Symbol]	31.	Hutment	[Symbol]		
13.	Signal Post	[Symbol]	32.	TEMPLE	[Symbol]		

**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE. TO BE REVIEWED DURNING PMC.OR IC.

**KOCHI METRO RAIL LTD.**

**TITLE : KOCHI METRO PHASE-II ALIGNMENT & LAND PLAN**

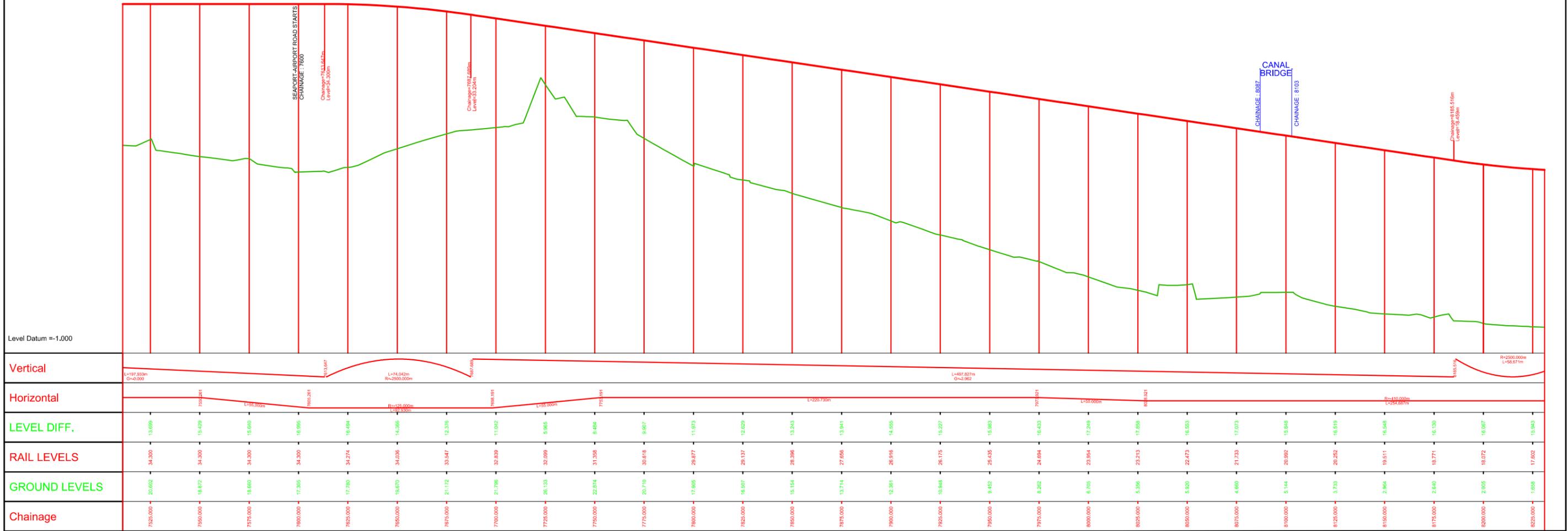
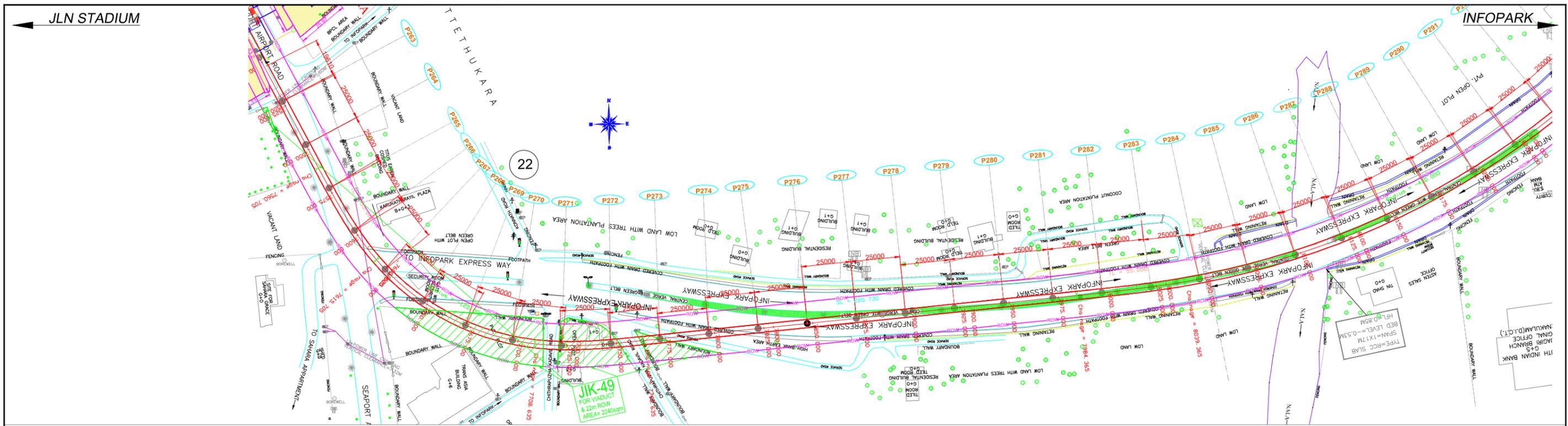
**DRIVING NAME:** JLN STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR

**DRIVING NUMBER:** KMRIL - 490 - PH-2 - 1900005 - A

**SHEET NO** 11 of 16 **SHEET SIZE** A1

**SCALE:** 1:1000

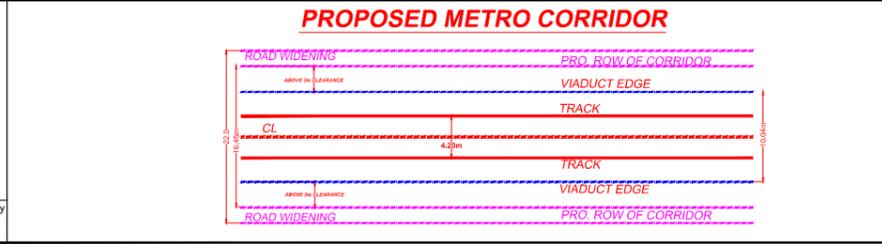
**DRAWN DATE:** 24-06-2019



**Kochi Metro Rail Limited,**  
 (A joint venture company of Govt. of India & Govt. of Kerala)

8th Floor, Revenue Tower  
 Park Avenue  
 Kochi Kerala-682011  
 Phone: 91-484-2380980  
 Fax: 0484 2380 686  
 Email-contactus@kmrl.co.in

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LEGEND				LEGEND			
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION
1.	Road	[Symbol]	20.	MAN HOLE	[Symbol]	31.	TRAVEL POST
2.	Railway-Track	[Symbol]	21.	Tree	[Symbol]	32.	BEANCH MARK
3.	LEVEL CROSSING	[Symbol]	22.	PARK/GARDEN LAND	[Symbol]	33.	RETAINING WALL
4.	WELL	[Symbol]	23.	POND	[Symbol]	34.	GRADIENT POST
5.	POINT AND X-RIG	[Symbol]	24.	Drain	[Symbol]	35.	NOTICE BOARD
6.	Clvert	[Symbol]	25.	Nals	[Symbol]	36.	PROPOSED ALIGNMENT
7.	Telephone Post	[Symbol]	26.	Tap-Well	[Symbol]	37.	LAND REQUIRED FOR KMRL PHASE-2 PROJECT
8.	Telephone Junction Box	[Symbol]	27.	Tap-Well	[Symbol]		
9.	Electric Junction Box	[Symbol]	28.	Shed	[Symbol]		
10.	Electric Mast (E.M.)	[Symbol]	29.	Shed(Pucca)	[Symbol]		
11.	Electric Post	[Symbol]	30.	Shed	[Symbol]		
12.	Lamp Post	[Symbol]	31.	Musnet	[Symbol]		
13.	Signal Post	[Symbol]	32.	TEMPLE	[Symbol]		

**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE. TO BE REVIEWED DURNING PMC.OR IC.

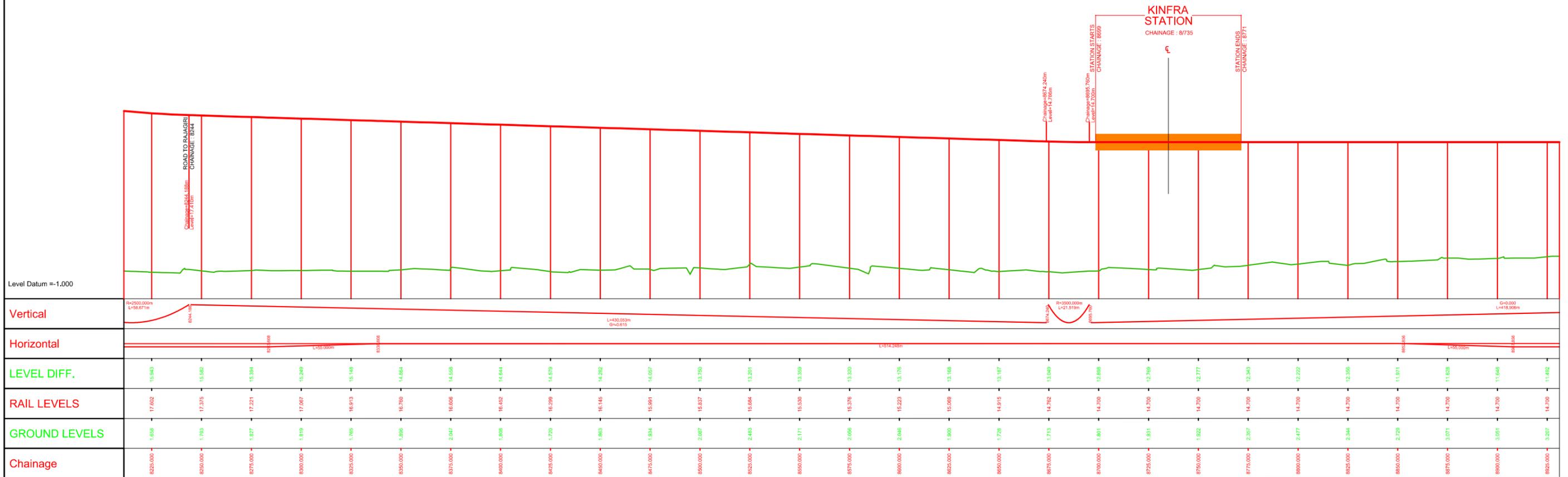
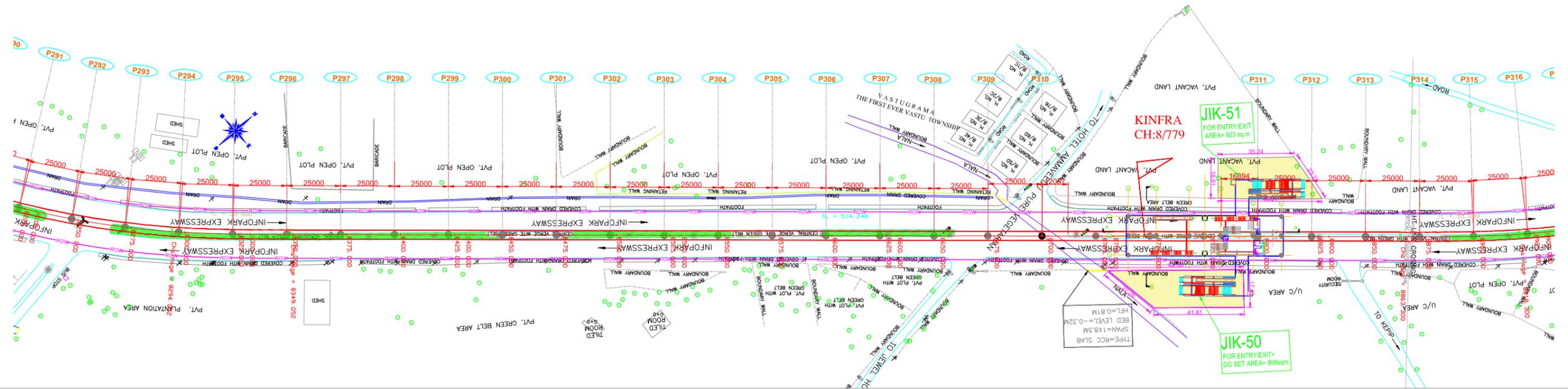
**KOCHI METRO RAIL LTD.**

TITLE : **KOCHI METRO PHASE-II**  
**ALIGNMENT & LAND PLAN**

DRAWING NAME: JLN STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR  
 DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A

SHEET NO 12 of 16  
 SHEET SIZE **A1**

SCALE: 1:1000  
 DRAWN DATE: 24-06-2019



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LEGEND				LEGEND			
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION
1.	Road	[Symbol]	20.	MAN HOLE	[Symbol]	31.	TRAVEL POST
2.	Railway-Track	[Symbol]	21.	Tree	[Symbol]	32.	BEANCH MARK
3.	LEVEL CROSSING	[Symbol]	22.	PARK/GARDEN LAND	[Symbol]	33.	RETAINING WALL
4.	WELL	[Symbol]	23.	POND	[Symbol]	34.	GRADIENT BOARD
5.	POINT AND X-RIG	[Symbol]	24.	Drain	[Symbol]	35.	NOTICE BOARD
6.	Culvert	[Symbol]	25.	Nala	[Symbol]	36.	PROPOSED ALIGNMENT
7.	Telephone Post	[Symbol]	26.	Tap-Well	[Symbol]		
8.	Telephone Junction Box	[Symbol]	27.	Tap-Well	[Symbol]		
9.	Electric Junction Box	[Symbol]	28.	Building	[Symbol]		
10.	Electric Mast (E.M.)	[Symbol]	29.	Shop/Pecca	[Symbol]		
11.	Electric Post	[Symbol]	30.	Shed	[Symbol]		
12.	Lamp Post	[Symbol]	31.	Hamam	[Symbol]		
13.	Signal Post	[Symbol]	32.	TEMPLE	[Symbol]		

**GENERAL NOTES :**  
NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE.  
TO BE REVIEWED DURNING PMC.OR IC.

**KOCHI METRO RAIL LTD.**

TITLE : **KOCHI METRO PHASE-II**  
**ALIGNMENT & LAND PLAN**

DRAWING NAME: JNL STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR  
DRAWING NUMBER: KMRIL - 490 - PH-2 - 1900005 - A

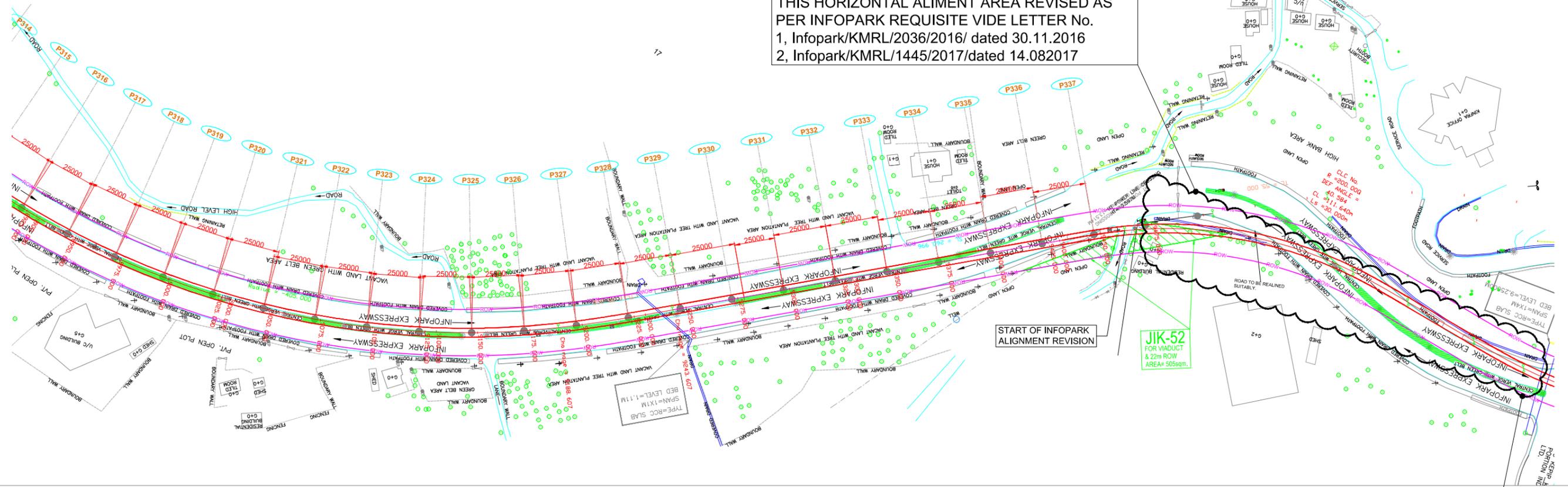
SHEET NO 13 of 16  
SHEET SIZE **A1**

SCALE: 1:1000  
DRAWN DATE: 24-06-2019

JLN STADIUM

INFOPARK

THIS HORIZONTAL ALIMENT AREA REVISED AS PER INFOPARK REQUISITE VIDE LETTER No. 1, Infopark/KMRL/2036/2016/ dated 30.11.2016 2, Infopark/KMRL/1445/2017/dated 14.08.2017



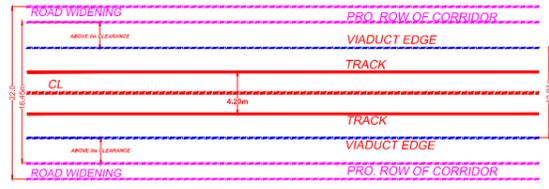
ON HOLD (VERTICAL DATA IS NOT FINALIZED)

Level Datum = -1.000



Kochi Metro Rail Limited,  
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8th Floor, Revenue Tower  
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PROPOSED METRO CORRIDOR



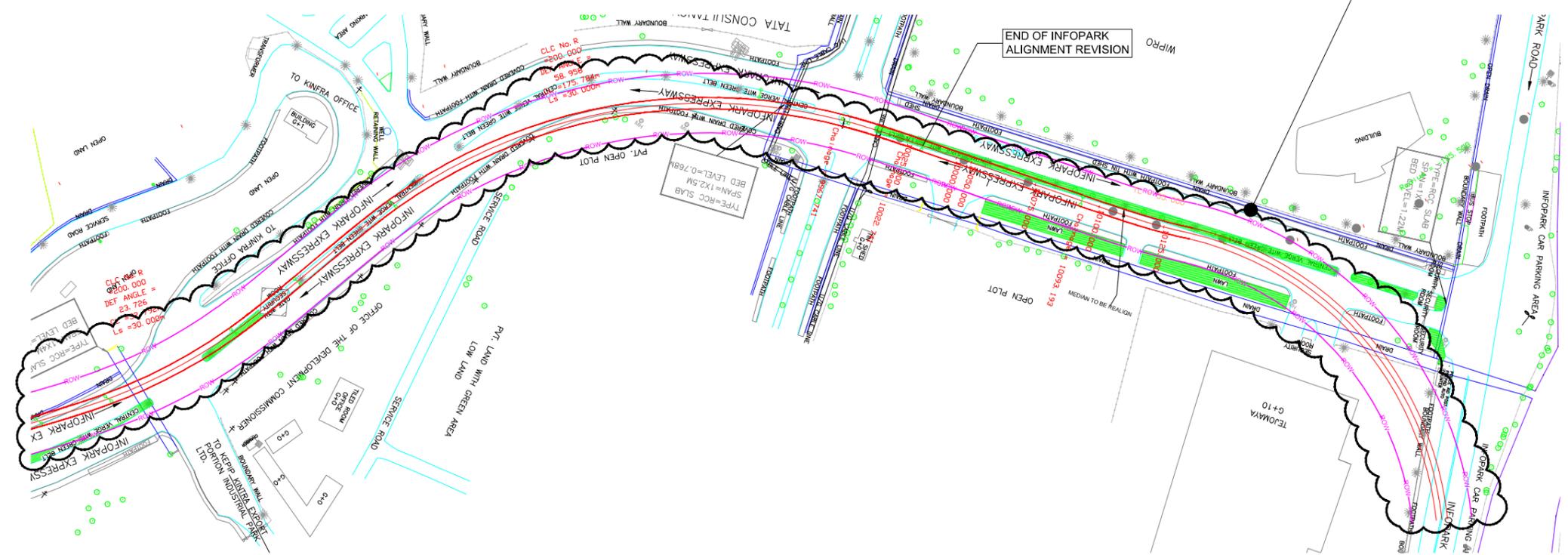
LEGEND table with columns for SLNO, DESCRIPTION, and SYMBOL. It lists various infrastructure elements like Road, Manhole, Tower, Embankment Wall, etc.

LEGEND table with columns for SLNO, DESCRIPTION, and SYMBOL. It lists various infrastructure elements like Land Required for KMRL Phase-2 Project, etc.

GENERAL NOTES :  
NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE.  
TO BE REVIEWED DURNING PMC.OR IC.

KOCHI METRO RAIL LTD.  
TITLE : KOCHI METRO PHASE-II  
ALIGNMENT & LAND PLAN  
SHEET NO 14 of 16 SHEET SIZE A1  
DRAWING NAME: JLN STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR  
DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A  
SCALE: 1:1000  
DRAWN DATE: 24-06-2019

TO BE DETAILED DURING DETAILED DESIGN STAGE. FOR ROUTE MAP REF: (SHEET NO 16 of 16) GOOGLE MAP IMAGE



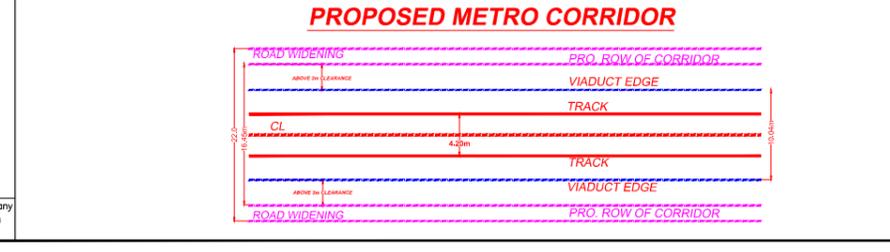
Level Datum = -1.000

Vertical	
Horizontal	
LEVEL DIFF.	
RAIL LEVELS	
GROUND LEVELS	
Chainage	

**Kochi Metro Rail Limited,**  
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LEGEND				LEGEND			
SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION	SYMBOL	SLNO	DESCRIPTION
1.	Road		20.	MAN HOLE		33.	Traverse Point
2.	Railway-Track		21.	Tree		34.	BEANCH MARK
3.	LEVEL CROSSING		22.	PARK/GARDEN LAND		35.	RETAINING WALL
4.	WELL		23.	POND		36.	GRADIENT POST
5.	POINT AND X-RIG		24.	Drain		37.	NOTICE BOARD
6.	Culvert		25.	Nala		37.	PROPOSED ALIGNMENT
7.	Telephone Post		26.	Tap-Well			
8.	Telephone Junction Box		27.	Tap-Well			
9.	Electric Junction Box		28.	Building			
10.	Electric Mast (E.M.)		29.	Shops(Pucca)			
11.	Electric Post		30.	Shed			
12.	Lamp Post		31.	Musant			
13.	Signal Post		32.	TEMPLE			

**GENERAL NOTES :**  
 NOTE:- THE SPANNING ARRANGEMENT IS TENTATIVE AT DPR STAGE. TO BE REVIEWED DURNING PMC.OR IC.

**KOCHI METRO RAIL LTD.**

TITLE : **KOCHI METRO PHASE-II ALIGNMENT & LAND PLAN**

DRAWING NAME: JNL STADIUM- INFO PARK VIA KAKKANAD METRO CORRIDOR  
 DRAWING NUMBER: KMRL - 490 - PH-2 - 1900005 - A

SHEET NO	SHEET SIZE
15 of 16	<b>A1</b>
SCALE:	1:1000
DRAWN DATE:	24-06-2019



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## **Annexure 3.2**

### **GO regarding Special Land Acquisition units**



**GOVERNMENT OF KERALA**

**Abstract**

Revenue Department - Continuance of Special Land Acquisition units - Sanction accorded - Orders issued

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**REVENUE (B) DEPARTMENT**

G.O.(Rt)No.2300/2023/RD Dated,Thiruvananthapuram, 19-06-2023

---

Read 1. G.O.(Rt)No.4836/2022/RD dated 28/11/2022  
2. Letter No. LR/622/2021-LR(C5) dated 20/02/2023 from the Land Revenue Commissioner, Thiruvanthapuram

**ORDER**

In the circumstances reported by the Land Revenue Commissioner in the letter read above, sanction is accorded for the continuance of 265 posts attached to 18 Special Land Acquisition units for a further period of one year from 01/01/2023 as per the details shown below:

Sl No.	Name of the Unit	No of Posts
1	Special Tahsildar, Additional LA Unit, Thiruvananthapuram	27
2	Special Tahsildar (LA), NH, PMG, Thiruvananthapuram	18
3	Special Tahsildar (LA), International Airport, Thiruvananthapuram	25
4	Special Tahasildar (LA), Power Grid, Pathanamthitta	7
5	Special Tahasildar, Additional LA Unit, Pala,	19
6	Special Tahasildar (LA). NH No.II, Aluva, Ernakulam	19
7	Special Tahasildar (LA), Airport, Nedumbassery	7
8	Special Tahasildar (LA), NH No.I, Kakkanad, Ernakulam	13
9	Special Tahasildar (LA), Power Grid Corporation, Ernakulam	7
10	Special Tahasildar (LA), Kochi Metro, Ernakulam	14
11	Special Deputy Collector (LA), Kochi Metro, Ernakulam	7
12	Special Tahasildar (LA), Cochin Corporation, Ernakulam	11
13	Special Tahasildar (LA), KINFRA, Palakkad	15

14	Special Tahasildar (LA), City Road Improvement Project, Kozhikode	15
15	Special Tahasildar (LA), Airport No 1, Mattannur, Kannur	23
16	Special Tahasildar (LA), Airport 2, Mattannur (Road Connectivity Package for Airport)	25
17	Special Tahasildar (LA), KSTP, Thalasserry	11
18	LA NH Unit, Land Revenue Commissionerate, Thiruvananthapuram	2
	Total	265

(By order of the Governor)  
 ABDUL NASAR B I A S  
 ADDITIONAL SECRETARY

To:

The Commissioner, Land Revenue, Thiruvananthapuram

All District Collectors

The Accountant General (A&E and Audit), Kerala

Finance Department

Revenue C /T Departments

The I&P.R (Web & New Media)

Stock file/Office copy

Copy to

PS to Honble Chief Minister

PS to Honble Minister (Revenue)

PA to Principal Secretary (Revenue & DM)

CA to Additional Secretary (Revenue)

Forwarded /By order

Section Officer



**Annexure 3.8**  
**GO(MS)No.448/2017/RD dated 29/12/2017**



GOVERNMENT OF KERALA

Abstract

REVENUE DEPARTMENT—REHABILITATION AND RESETTLEMENT PACKAGE FOR  
ACQUISITION OF LAND IN THE STATE IN LIEU OF THE RIGHT TO FAIR  
COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION,  
REHABILITATION AND RESETTLEMENT ACT, 2013—  
APPROVED—ORDERS ISSUED

REVENUE (B) DEPARTMENT

G.O. (Ms.) No. 448/2017/RD.

Dated, Thiruvananthapuram, 29th December, 2017.

*Read:—* 1. G.O. (Ms.) No. 419/11/RD. dated 15-11-2011.

- LD*
2. Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
  3. Minutes of the meeting convened by ACS (Revenue) on 29-5-2017.

ORDER

Land acquisition for public purpose in the State is done by invoking the provisions contained in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, National Highways Act, 1956 and by Direct/Negotiated purchase. In view of the introduction of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 the necessity for a clear and transparent policy for rehabilitation and resettlement was felt.

The meeting convened by Additional Chief Secretary (Revenue) on 29-5-2017 inviting Finance Secretary, Law Secretary, Secretary PWD, Transport Secretary, Commissioner, Land Revenue and District Collector,

Thiruvananthapuram discussed the various issues related to the formulation of State Policy on Rehabilitation and Resettlement in lieu of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

The Committee observed that the State of Kerala is facing several problems with regard to Land Acquisition. Stiff resistance from all corners are being faced by the Land Acquisition Officers (LAO). The Committee viewed that organized resistance from petty traders, shop owners are faced during this entire process. Owing to the experience gained over a past couple of years, the Committee decided to slightly deviate from those provided under the 2nd schedule of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and give more compensation to the affected parties considering the prevailing conditions existing in the State. On serious and deliberate discussions the Committee unanimously came to the conclusion for providing more assistance rather than included in the 2nd schedule of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

Government have examined the matter in detail and are pleased to approve a comprehensive Rehabilitation and Resettlement Policy as appended to this order for land acquisition in the State slightly deviating from those provided under the 2nd schedule of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and give more compensation to the affected parties considering the prevailing conditions existing in the State. This Rehabilitation and Resettlement Policy will be applicable to all land acquisition cases in the State, ie., by invoking the provisions contained in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, National Highways Act, 1956 and by Direct/Negotiated purchase. This Rehabilitation and Resettlement Policy will have effect from the date of this order where the land acquisition award has not been passed.

By order of the Governor,

P. H. KURIAN,

*Additional Chief Secretary.*

To

The Commissioner of Land Revenue, Thiruvananthapuram.

All District Collectors.

The Public Works/Water Resources/Industries/Power/Transport/  
Local Self Government/IT Departments.

The Principal Accountant General (Audit), Kerala, Thiruvananthapuram.

The Accountant General (A&E), Kerala, Thiruvananthapuram.

The Finance Department (Vide UO No. 514877/Exp-A1/267/201  
dated 20-7-2017).

General Administration (SC) Department (Vide Item No. 1784  
dated 26-12-2017).

Information and Public Relations Department.

Stock File/Office Copy.

Copy to :

PS to Chief Minister.

PS to Minister (Revenue).

AS to Chief Secretary.

PA to ACS (Rev and DM).

CA to Principal Secretary (Finance).

CA to Principal Secretary (PWD/Transport).

CA to Additional Secretary (Revenue/LA).

Sl. No.	State Policy on Rehabilitation and Resettlement
(1)	(2)
1	<b>Provision of housing units in case of displacement:</b>
	<ol style="list-style-type: none"> <li data-bbox="430 638 1101 817">1. If a house is lost in rural areas, a constructed house shall be provided as per the Indira Awas Yojana specifications. If a house is lost in urban areas, a constructed house shall be provided, which will be not less than 50 Sq. mts. in plinth area.</li> <li data-bbox="430 817 1101 1019">2. The benefits listed above shall also be extended to any affected family which is without homestead land and which has been residing in the area continuously for a period of not less than three years preceding the date of notification of the affected area and which has been involuntarily displaced from such area:</li> </ol>
	<p>Provided that any such family in urban/rural areas which opts not to take the house offered, shall get a one-time financial assistance for house construction, which shall not be less than ₹ 3,00,000 (Rupees Three lakhs only) irrespective of their annual financial income.</p>
2	<b>Land for Land</b>
	<p>In the case of irrigation project, affected family owing agricultural land in the affected area and whose land has been acquired or lost, or who has, as consequence of the acquisition or loss of land, been reduced to the status of a marginal farmer or landless, shall be allotted, in the name of each person included in the records of rights with regard to the affected family, <u>a minimum of one acre of land in the command area of the project for which the land is acquired:</u></p>
	<p>Provided that in every project those persons losing land and belonging to the Scheduled Castes or Scheduled Tribes will be provided land equivalent to land acquired or two and a one half acres, whichever is lower.</p>

(1)

(2)

### 3 Offer for developed Land

In case the land is acquired for urbanization purposes, twenty per cent of the developed land will be reserved and offered to land owing project affected families, in proportion to the area of their land acquired and at a price equal to the cost of acquisition and the cost of development:

Provided that in cases the land owing project affected family wishes to avail of this offer, an equivalent amount will be deducted from the land acquisition compensation package payable to it.

### 4 Choice of Annuity or Employment

The appropriate Government shall ensure that the affected families are provided with the following options:

- (a) Where jobs are created through the project, after providing suitable training and skill development in the required field, make provision for employment at a rate not lower than the minimum wages provided for in any other law for the time being in force, to at least one member per affected family in the project or arrange for a job in such other project as may be required; or
- (b) One-time payment of five lakhs rupees per affected family; or
- (c) Annuity policies that shall pay not less than three thousand rupees per month per family for twenty years, with appropriate indexation to the Consumer Price Index for agricultural Labourers.

### 5 Subsistence grant for displaced families for a period of one year

Each affected family which is displaced from the land acquired shall be given a monthly subsistence allowance equivalent to five thousand rupees per month for a period of one year from the date of award.

(1)	(2)
5	In addition to this amount, the Scheduled Castes and the Scheduled Tribes displaced from Scheduled Areas shall be relocated in a similar ecological zone, so as to preserve the economic opportunities, language, culture and community life of the tribal communities.
6	<b>Transportation cost for displaced families.</b> Each affected family which is placed shall get a one-time financial assistance of fifty thousand rupees as transportation cost for shifting of the family, building, materials, belongings and cattle.
7	<b>Cattle Shed/Petty Shops cost</b> Each affected family having cattle or having a petty shop shall get one-time financial assistance subject to a minimum of twenty five thousand rupees and maximum of ₹ 50,000 (Fifty thousand rupees) for construction of cattle shed or petty shop as the case may be.
8	<b>One-time grant to artisan, small traders and certain others</b> Each affected family of an artisan, small trader or self employed person or an affected family which owned non agricultural land or commercial, industrial or institutional structure in the affected area, and which has been involuntarily displaced from the affected area due to land acquisition, shall get one-time financial assistance of fifty thousand rupees.
9	<b>Fishing Rights</b> In cases of irrigation or hydel projects, the affected families may be allowed fishing rights in the reservoirs.
10	<b>One-time Resettlement Allowance</b> Each affected family shall be given a one-time "Resettlement Allowance" of fifty thousand rupees only.

(1)	(2)
-----	-----

11 **Commercial Tenants**

One time assistance of ₹ 2,00,000 (Rupees Two lakhs only) to meet all shifting charges and social costs. Provided, such assistance would not be provided to companies, banks, financial institutions and large shops having a carpet area of more than 2000 sq. ft.

12 **Employees working in commercial establishments**

₹ 6,000 (Rupees Six thousand only) per month for 6 months for loss of livelihood for the employees working in the said commercial establishment for 3 years prior to acquisition.

13 **Residential family Tenants**

They will provided a one-time shifting allowance of ₹ 30,000 ( Rupees thirty thousand only).

14 **Encroachers who live or run their business on puramboke Land**

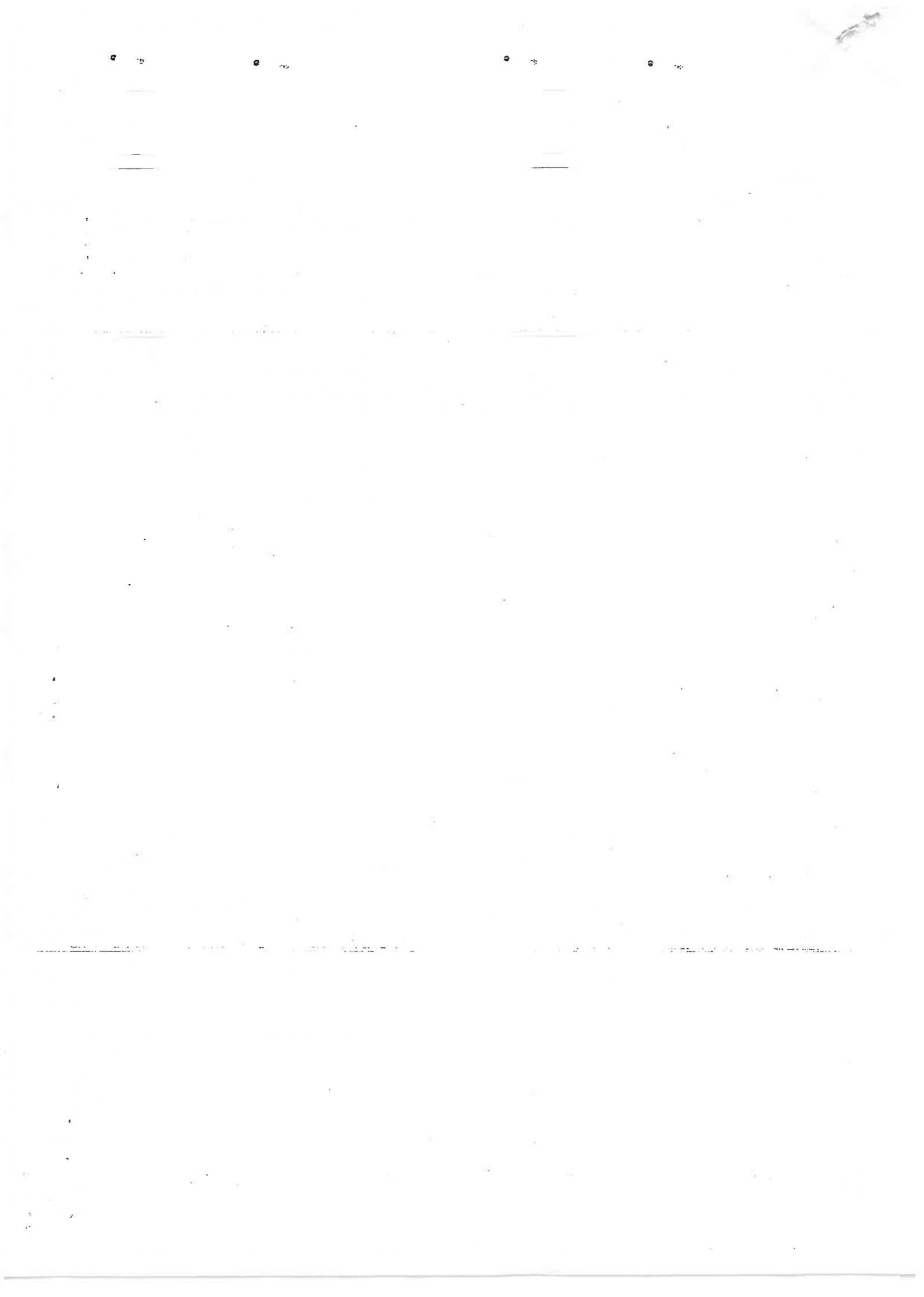
Encroachers who live or run their business on puramboke land for a minimum period of 3 years preceding the date of 4 (1) notification of Right to Fair Compensation and transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 or date of Preliminary Notification of the concerned Act as the case may be:

1. ₹ 5,000 per month (Rupees Five thousand only) for 6 months.
2. Value of Structure/improvements on land valued as per The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act.

15 **Place of worship**

In addition to land and structural value, shifting charge of actual expenditure subject to a maximum of ₹ 1,00,000 (Rupees One lakh only) wherever necessary.

(R)





**Annexure 3.9**  
**Proceedings of Collector regarding Market value of JLN Stadium to Palarivattam.**

JLN to Stadium



എറണാകുളം ജില്ലാ കളക്ടറുടെ നടപടിക്രമം  
നാമർ : ശ്രീ. ഉമേഷ് NSK(എ.എ.എസ്)

തീയതി. 10.07.23

സി 12-167/19

വിഷയം. - കൊച്ചി മെട്രോ റെയിൽ പ്രോജക്ട് - LA - KMRP - JLN സ്റ്റേഡിയം മുതൽ പാലാരിവട്ടം ജംഗ്ഷൻ വരെയുള്ള റോഡ് വികസനത്തിനായി സ്ഥലം ഏറ്റെടുക്കുന്നതിന് വേണ്ടി തയ്യാറാക്കിയ അടിസ്ഥാന വില നിർണയ റിപ്പോർട്ട് - അംഗീകരിച്ച് ഉത്തരവാകുന്നത് - സംബന്ധിച്ച്.

- സൂചന -
- 1) സർക്കാർ ഉത്തരവ് നമ്പർ GO(Ms) 31/2019 / Tran തീയതി 28.06.2019.
  - 2) സർക്കാർ ഉത്തരവ് നമ്പർ GO(Rt) 1472/2019/RD തീയതി 11.06.2019.
  - 3) കൊച്ചി മെട്രോ റെയിൽ ലിമിറ്റഡ് ജനറൽ മാനേജർ (സിവിൽ ) ന്റെ 21.01.2019 ലെ KMRL/PRJ/PH -2/LA/283/2014/3069 നമ്പർ കത്ത്.
  - 4) സ്പെഷ്യൽ തഹസീൽദാർ (എൽ.എ) നമ്പർ - 2, കൊച്ചി മെട്രോ റെയിൽ പ്രോജക്ടിന്റെ 15.06.23 ലെ എ 3-123/19 നമ്പർ റിപ്പോർട്ട്.

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കൊച്ചി മെട്രോ റെയിൽ പ്രോജക്ടിന് വേണ്ടി JLN സ്റ്റേഡിയം മുതൽ പാലാരിവട്ടം ജംഗ്ഷൻ വരെയുള്ള റോഡ് വികസനത്തിനായി ഭൂമി ഏറ്റെടുക്കുന്നതിന് സൂചന (1) പ്രകാരം സർക്കാർ ഭരണാനുമതിയും സൂചന (2) പ്രകാരം റവന്യൂ വകുപ്പിന്റെ അനുമതിയും ലഭിച്ചിട്ടുള്ളതാണ്. എറണാകുളം ജില്ല, കണയന്തൂർ താലൂക്ക്, പൂണിത്തുറ വില്ലേജിലെ വിവിധ സർവ്വേ നമ്പറുകളിൽപ്പെട്ട 58.35 ആർ ഭൂമി ഏറ്റെടുക്കുന്നതിനായി സൂചന (3) പ്രകാരം അർത്ഥന ലഭ്യമായിട്ടുള്ളതും പൊന്നുംവില നിയമ പ്രകാരം ഭൂമി ഏറ്റെടുക്കുന്നതിനുള്ള LARR Act പ്രകാരമുള്ള 11(1) വിജ്ഞാപനം 17.12.2020 തീയതിയിലെ 2992 നമ്പർ അസാധാരണ ഗസറ്റിലും 17.12.2020 തീയതിയിലെ മംഗളം, കേരളാ കൗമുദി എന്നീ ദിന പത്രങ്ങളിലും പരസ്യപ്പെടുത്തിയിട്ടുള്ളതുമാണ്. ടി വിജ്ഞാപനം ഒടുവിൽ പ്രസിദ്ധീകരിച്ച തീയതിയായ 17.12.2020 ആണ് 11(1) വിജ്ഞാപന തീയതിയായി കണക്കാക്കിയിട്ടുള്ളത്.

കൊച്ചി മെട്രോ റെയിൽ പ്രോജക്ടിന് വേണ്ടി JLN സ്റ്റേഡിയം മുതൽ പാലാരിവട്ടം ജംഗ്ഷൻ വരെയുള്ള റോഡ് വികസനത്തിനായി ഭൂമി ഏറ്റെടുക്കുന്നതിന് സൂചന (4) പ്രകാരം സ്പെഷ്യൽ തഹസീൽദാർ അടിസ്ഥാന വില നിർണയ റിപ്പോർട്ട് തയ്യാറാക്കി സമർപ്പിച്ചിട്ടുള്ളതാണ്. ഭൂമി വില നിശ്ചയിക്കുന്നതിനായി ടി സ്ഥലം 2 കാറ്റഗറിയായി തരം തിരിച്ചിട്ടുള്ളതാണ്.

ആയതിൽ കാറ്റഗറി I ൽപ്പെട്ട പുരയിടമായ ഭൂമിക്ക് സ്ഥലവില നിശ്ചയിക്കുന്നതിനായി ആകെ 22 ആധാരങ്ങൾ എടുത്തിട്ടുള്ളതും ആയതിൽ 11 ആധാരങ്ങളുടെ [ Doc. No. 1065/19, 2736/18, 471/18, 4349/18, 2/20, 3262/18, 3496/18, 1901/19, 227/20, 2129/20, 1018/18 എന്നീ ആധാരങ്ങൾ] ശരാശരി വില കണക്കാക്കി വില നിശ്ചയിച്ചിട്ടുള്ളതാണ്. കാറ്റഗറി II ൽപ്പെട്ട നിലമായ ഭൂമിക്ക് സ്ഥലവില നിശ്ചയിക്കുന്നതിനായി ആകെ 6 ആധാരങ്ങൾ എടുത്തിട്ടുള്ളതും ആയതിൽ 3 ആധാരങ്ങളുടെ [ Doc. No. 2732/18, 3299/19, 2893/18 എന്നീ ആധാരങ്ങൾ] ശരാശരി വില കണക്കാക്കി വില നിശ്ചയിച്ചിട്ടുള്ളതുമാണ്.

ഡെപ്യൂട്ടി കളക്ടർ (എൽ.എ) കൊച്ചി മെട്രോ റെയിൽ പ്രോജക്ട് നടത്തിയ സ്ഥലപരിശോധനയിൽ ലാന്റ് അക്വിസിഷൻ ഓഫീസറുടെ റിപ്പോർട്ട് ഏകദേശം യോജ്യമാണെന്നും അംഗീകരിക്കാവുന്നതാണെന്നും ബോധ്യപ്പെട്ടിട്ടുള്ളതാണ്.

Handwritten notes on the left margin: '13', '11/7/23', and a signature.

മേൽ സാഹചര്യത്തിൽ JLN സ്റ്റേഡിയം മുതൽ പാലാരിവട്ടം ജംഗ്ഷൻ വരെയുള്ള വികസനത്തിനായി ഭൂമി ഏറ്റെടുക്കുന്നതിന് താഴെ പറയുന്ന വിവരങ്ങൾ വിവരിച്ചു ഉത്തരവാകുന്നു.

ജില്ല : എറണാകുളം

താലൂക്ക് : കണയന്നൂർ  
വില്ലേജ് : പുണിത്തറ

**കാറ്റഗറി I**

**PWD റോഡ് പ്രോജക്റ്റുകളുടെ പട്ടിക**

സർവ്വേ നം.	സ്ഥലവില
4/1 pt , 5/1 pt, 5/2pt, 6/2pt, 6/3pt, 6/4 pt, 6/5 pt, 18/4 pt, 19/3pt, 19/4 pt, 19/5 pt, 20/1 pt, 20/3pt, 20/4pt, 20/5 pt, 20/6 pt, 32/1 pt, 33/1 pt, 38/1 pt, 39, 41/pt, 42/1 pt, 99 pt, 100/1 pt, 100/3 pt, 100/4pt, 100/5 pt, 101/1 pt, 101/3 pt, 102/1 pt, 104/1 pt,	ആറൊന്നിന് 42,40,404/- രൂപ സെന്റൊന്നിന് 17,16,068/- രൂപ

**കാറ്റഗറി II**

**PWD റോഡ് പ്രോജക്റ്റുകളുടെ പട്ടിക**

സർവ്വേ നം.	സ്ഥലവില
32/2 pt, 42 pt, 107/1 pt	ആറൊന്നിന് 42,21,695/- രൂപ സെന്റൊന്നിന് 17,08,496/- രൂപ

  
ജില്ലാകളക്ടർ

**പകർപ്പ്**

സ്പെഷ്യൽ തഹസീൽദാർ (എൽ.എ) നമ്പർ - 2, KMRP, കാക്കനാട്  
(സൂചന പ്രകാരം സമർപ്പിച്ചിട്ടുള്ള ആധാരങ്ങൾ ഉള്ളടക്കം ചെയ്യുന്നു.)