

SOCIAL IMPACT ASSESSMENT STUDY

FINAL REPORT

Entrusted by the District Collector, Ernakulam

LAND ACQUISITION FOR THE CONSTRUCTION OF STATIONS IN BETWEEN
J.L.N.STADIUM AND KAKKANAD INFOPARK FOR KOCHI METRO RAIL
PROJECT PHASE 2

19th June 2023

RequiringBody

**Kochi Metro Rail Ltd.
Ernakulam**

Land Acquisition Officer

**Special Tahsildar
(L.A) No.1 & 2
K.M.R.P
Civil Station
Kakkanad**

SIA Unit

**RAJAGIRI COLLEGE OF SOCIAL SCIENCES
RAJAGIRI.P.O., KALAMASSERY
PIN: 683104
PH:0484 – 2911330-332, 2550-785
outreach@rajagiri.edu
www.rajagirioutreach.in**

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CHAPTER 1

EXECUTIVE SUMMARY

1.1 Project and Public Purpose

The Metrorail transport that started operation on 17 June 2017 in Kochi becomes a milestone in the development path of Kochi, which is rapidly growing as a major industrial center in South India. Kochi Metro rail Project is the first among the metro rail projects being implemented in the country coordinating rail, road and water transport. The first phase of the Kochi Metro Rail project, which started construction in Kerala in June 2013, was completed on 7/9/2020 in 4 sub-phases from Aluva to Petta.

To facilitate transport to various important places in Kochi such as industrial towns, tourist places and Naval Base, the various phases of the Kochi Metro Rail Project envisaged by the Kochi Metro Rail Limited should be completed in a timely manner. The land acquisition procedures for the construction of the 2nd phase of Kochi Metro Rail project on 11 k.m. ie, from Palarivattam JLN Stadium to Kakkanad Infopark are in progress. The daily commuters to Kakkanad where the Infopark, CSEZ, Civil Station (administrative centre of Ernakulam district) and many educational institutes locate is facing a lot of time loss and financial loss as they depend on road transport. The Metro Rail Project 2nd Phase is expected to be a better solution for it. The present land acquisition is proposed to construct metro stations for the 2nd phase of Kochi Metro project from JLN stadium Palarivattam and Infopark, Kakkanad.

1.2 Location

The land required for the construction of the metro station is being acquired from the area from Palarivattom Junction to Infopark, Kakkanad. Most of the private property to be acquired is used for business purposes. There are 3 houses in which the families are

dwelling are also included in the project area. The areas marked for metro stations locate near to the bus stops. The land proposed to be acquired for Palarivattom station belongs to Kochi Corporation and other projects areas belong to Thrikkakara Municipality.

1.3. Size and attributes of land acquisition

As per the Detailed Project Report prepared by M/s.Rites Limited for Kochi Metro Phase 2 project, there are 12 stations in Phase 2 project including J.L.N. stadium and Infopark stations. Kochi Metro Rail Ltd submitted requisition to acquire 1.6510 hector land for the construction of 9 stations. Based on this requisition, a notification No. A1-1827/22 dated 21st March 2023 of the District Collector, Ernakulam, showing the approximate extend and survey numbers of land required for the construction of 4 stations has published in the Kerala Gazatte (Extra Ordinary) No.1273 dated 5th April 2023. Besides another Notification from the District Collector No.A2-1034/22 dated 28th March 2023 has published in the Kerala Gazatte (Extraordinary) No.1275 dated 5th April 2023 which shows the approximate extend and survey numbers of the land required for 5 stations. The land details of the Notifications in Form No.4 of the District Collector mentioned above are illustrating in Table No.1.3.1.

Table 1.3.1. : Details of the Land to Proposed for Acquisition

Taluk : Kanayannur

<i>Palarivattom Station</i>				
Village	Block No	Survey No.	Discription	Approximate Extent of Land (hector)
Edappally South		133/6 pt	Dry land	0.0035
		133/7 pt	Dry land	0.0745
		133/6 pt	Dry land	0.0090
<i>Palarivattom Bypass</i>				
Edappally South		126/6-1	Dry land	0.0865
		127/8A1 pt	Dry land	0.0510
		127/8A6 pt	Dry land	0.0015
		127/8 A7pt	Puramboke	0.0120
<i>Chembumukku Station</i>				
	8	180/1 pt	Dry land	0.0840

Vazhakala	9	½ pt	Dry land	0.0965
<i>Vazhakala Station</i>				
Vazhakala	8	239/2 pt	Dry land	0.1080
	9	45/11	Dry land	0.1049
<i>Padamugal Station</i>				
Vazhakala	8	298/2 pt	Dry land	0.0015
	8	299/5	Dry land	0.0725
	8	299/6	Dry land	0.0060
	9	291/3	Dry land	0.0288
	9	291/4	Dry land	0.0050
	9	291/13	Dry land	0.0064
	9	291/14 pt	Dry land	0.0235
	9	291/17	Dry land	0.0085
<i>Kakkanad Station</i>				
Kakkanad	9	335/1 pt	Puramboke	0.0560
	9	339/9 pt	Puramboke	0.1015
	9	344/1 pt	Puramboke	0.0830
<i>Cochin CEZ Station</i>				
Kakkanad	9	245/2	Dry land	0.1440
	9	247/2 pt	Puramboke	0.0515
	9	247/3 pt	Puramboke	0.0545
<i>Chittethukara Station</i>				
Kakkanad	9	493/17 pt	Dry land	0.1200
	9	496/7 pt	Dry land	0.0325
	9	496/18 pt	Dry land	0.0285
<i>KINFRA Station</i>				
Kakkanad	9	574/11	Dry land	0.0270
	9	574/12	Dry land	0.0005
	9	574/18 pt	Dry land	0.0250
	9	581/13 pt	Dry land	0.0030
	9	581/14 pt	Dry land	0.0010
	9	581/15 pt	Dry land	0.0185
	9	581/16	Dry land	0.0080
	9	581/21	Dry land	0.0219
	9	574/1 pt	Wet land	0.0910
<i>Total</i>				1.6510

The table above depicted that the land notified for the project includes private land, unauthorized land (government land) and the land owned by KINFRA in the approximate extend mentioning below:

Private land : 1.0966 hector

Unauthorised Land : 0.3585 hector

Land owned by KINFRA : 0.1959 hector

1.4. Alternatives considered

The Detailed Project Report states that 2 designs were considered for the Kochi Metro Rail Phase 2 project. Apart from the route from J.L.N Stadium station to Infopark which is currently accepted, from Kalamasery station to Infopark was the other route considered. The DPR says that in order to provide better services to the commuters, it is decided to provide stations near to the railway stations and bus terminal. The stations of Phase 2 are planned along with the bus stops. According to the Detailed Project Report, 2 plans were considered in order to acquire the least amount of property.

1.5. Social Impacts

It is certain that when the Kochi metro Rail project is completed as envisioned by Kochi Metro Rail Limited coordinating road-rail-water transport, it will be a boon for the development of not only Kochi but also the state itself. When Phase 2 of the Kochi Metro Project is implemented, the infrastructure in the project area will improve, land prices will increase and the living conditions of the people will improve. However, when land is acquired for the project, there may be losses to the owners of the said land and the people who depend on the land for their livelihood etc. Major part of the land acquired (approximately 1.0966 hector) for the construction of stations for Kochi Metro stations are private land. The land used by families for residence and livelihood as well as land used for the spiritual needs of a community are included in acquisition. Therefore, land acquisition as per the present alignment may resulted in evacuation of families, loss of livelihood to the families etc.

Based on the details given by the survey respondents and the observations while visiting the area the study team perceives that the land acquisition and the various

stages of the project may cause various impacts to the land owners, localites and to the community which are analyzing in Table 1.5.1.

Table 1.5.1. Impacts of the Project

1. Impacts while acquiring Private Property

Sl.No.	Impacts	Number	Description
1	Loss of private land	18 families	7 owners lose their inherited land in the project area
2	Loss of residence	3 families	Owner resides : 2 Tenant (Squatter) resides : 1
3	Loss of livelihood	87 families	Owners : 7 Tenants : 21 Labours : 58 Tenant (Squatter) resident : 1 family (2 members)
4	Loss of Income	4 Owners	Rent
5	Loss of residence and livelihood	2 owners & 1 tenant (squatter) family	The families are worried that they will not find another suitable place for living and livelihood near the project area
6	Loss of structures	16 owners	Buildings : 11 (Tiled house-1, sheet roofed building -2 (1 partial), Double storied building-5, one floor building - 1, temporary structure-1, compound wall-10, advertisement board -2, ramp - 1

7	Impact on the properties of religious institutions	3	<p>The properties of St.Michael's Church, Vazhakkala, Mothers' Association of St.Mary's Baslica and also the property of Verapoly Arch diocese which is presently using as road are project affected.</p> <p>St.Michael's Church property from both sides of the road is marked for acquisition. Since the acquisition of land attached to the renovated church as per the present alignment may cause difficulty for the community gathering for worship on festival days and would lead to the loss of ramp to the church for disabled. Hence the parish people suggested to avoid taking over of land from the church structure side and taking up more land on the other side of the road if necessary. The representatives who participated in the public hearing also informed that the parishioners would be annoyed on this matter</p>
8	Impact on the properties in Public use		A taxi stand is functioning in survey number 133/6 which presently use as road and the project affect a sheet roofed structure uses for taxi stand.
9	The space left after acquisition may be inadequate for reuse	1	Nagarjuna Constructions Company Ltd. is concerned that the land acquisition as per the present marking may make the remaining land unsuitable for the business they proposed in the said land.

II. The Government Institutions/Departments included in Land acquisition

Sl.No.	Institution/Department
1	Public Works Department
2	Legal Metrology
3	Government Children's Home
4	Kerala Press Academy
5	Kerala State Council for Science, Technology, Environment
6	Prasar Bharathi Dhooradarsan
7	Cochin Special Economic Zone
8	KINFRA

III. Possible impacts at various Phases of the project

Sl.No.	Phases of the project	Impacts
1	Construction stage	Interruption of access and temporary disruption of operations to the institutions that may be partially affected by the project or to the institutions located near the project area
2		Environmental pollution due to construction waste
3		Health problems due to dust and noise pollution
4	Project implementation	Denial of access to establishments near the project area

1.6 Mitigation Measures

The Kochi Metro Rail project is a project aimed not only at the development of Kochi but also at the state itself. However, due to one project, while the country is rushing towards development, on the other hand, due consideration should be given to the consequences that may occur to the families who have to give up their properties inherited or they bought in anticipation of various needs and the families who depended on these properties for livelihood for many years. The following measures shall be taken to mitigate the above mentioned impact due to the land acquisition for the construction of stations for Kochi Metro Rail Phase 2 project.

- Compensation and R&R package shall be provided to the affected families as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015 and the Policies vide G.O.(Ms)No.485/2015/RD dated 23/09/2015a and G.O.(MS)No.448/2017/RD dated 29/12/2017 issued by Revenue(B) Department, Government of Kerala for the rehabilitation and resettlement package for acquisition of land in the state in lieu of RFCTLARR Act 2013.
- The tenants who have been living or working in the project area for more than 3 years and the labours in the affected structures who have been working there for more than 3 years should also be considered for the resettlement and rehabilitation package based on reliable documents.
- To acquire land in a way to not affect the residence and livelihood of the families as much as possible, it should be reexamined to see if there are other land in the project area without structures and suitable for the project.
- It would be appropriate to examine the technical feasibility of building a station with a smaller perimeter so that the acquisition can be limited from the land attached to the reconstructed St. Michael's Church. Besides, it would be desirable to consider the request made by the representatives of the Church at the public hearing for a special

hearing on the part of the Requiring Body to address the concerns of the people regarding the acquisition of the Church land.

- If the land left after acquisition is insufficient for reuse by the owner, examine the veracity and consider complete acquisition or take technically feasible measures to limit acquisition from that land.
- During the project construction period, if the operations of the establishments in the project area are disrupted due to the construction activities, the said establishment owner and workers should be considered for necessary compensation during the said period.
- Palarivattam Taxi stand, which may be affected by the project, should be resettled in due course.
- The project should be implemented in such a way that there is adequate access to commercial establishments near the project area.
- Since the proposed land for the project from Vazhakala and Kakkanad villages have been included in the acquisition for road development, consideration as the second acquisition should be given for this properties in the compensation proceedings.
- Scientific and timely disposal of construction waste should be planned and implemented. Also adequate steps should be taken to reduce dust and noise pollution during the construction phase.

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Survey No:493/17 -sight for Chitethukara station



Project affected sight adjacent to St.Michael's Church



The Project affected Two storied building at Padamugal Station sight

CHAPTER 2

DETAILED PROJECT DESCRIPTIONS

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

The Kochi Metro Rail Limited Company, a joint venture of the Central and State Governments, started the construction work of the Metro Rail project in Kochi in June 2013 with the long-term goal of implementing an integrated transport system connecting various areas of Kochi. The Kochi Metro Rail project, which is being implemented in Kochi by coordinating rail-road-water transport, is an ideal project to facilitate the transport of Kochi, which is booming in development. Kochi is becoming an industrial city and so the number of people migrating from different states of the country for employment, education etc. is also increasing. It is unfortunate that the people of Kochi, who are almost in accord with the busy urban life, have to waste their precious time in traffic jams.

The first phase (Aluva to Petta) of Kochi Metro Rail project has completed in 4 sub-phases on 7/9/2020. Projects are being implemented in various phases to enable smooth and safe transportation through the integrated operation of buses, auto rickshaws, boats and taxis. The Prime Minister inaugurated Kochi Water Metro Project on 25.04.2023. The procedures for land acquisition for the construction of the 2nd phase of Kochi-Metro Rail corridor – from J.L.N.Stadium to Kakkanad – is almost completed and construction work has started. Kochi Metro Rail Company Limited has submitted a requisition for acquiring approximately 1.6510 hector land for the construction of stations for the Kochi Metro Rail corridor from JLN stadium to Kakkanad. Based on that the Government appointed Ernakulam Kochi Metro Rail Project Ponnunvila Tahsildar (L.A) No. 1 and Ernakulam Kochi Metro Rail Project Ponnunvila Tahsildar (L.A) No. 2 to discharge the duties of the Collector, to acquire the said land as per the Central Act 2013 . The District Collector has

issued notifications entrusting Rajagiri College to carry out the social impact assessment study as required by Section 4(1) of RFCTLARR Act. .

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

Section 2 of the RFCTLARR Act 2013 lists the public purposes to which the said Act applies. As per the Sub-section B of Section 2 of the Act applies to infrastructure projects of the country. Hence, as per the RFCTLARR Act 2013 section 2(b), the land acquisition for the construction of stations for Kochi Metro Rail project phase 2 is a public purpose.

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

As per the Detailed Project Report prepared by M/s.Rites Limited, for Kochi Metro Phase 2 project, there are 12 stations in Phase 2 project including J.L.N. stadium and Infopark stations. Out of this, the current land acquisition project envisages acquisition of approximately 1.6510 hectares of land for the construction of 9 stations. The said land belongs under Kanayannur taluk and include Kakkanad, Edappally South and Vaazhakala villages. The areas in Edappally South Village belong to Kochi Corporation and the areas in the other villages belong to Thrikkakara Municipality. About 1.0966 hectares of land notified for acquisition is private property.

According to the design of the Kochi Metro Rail Phase 2 project, 12 stations are planned including JLN Stadium Station. The length of the proposed railway line is 11.2 km. and the length between the stations will be 974 meters. Platforms are constructed at a height of 81 meters from the central median, and such a way to positioned 3 coaches and 5.5 meters wide side platform will be provided. If the location of the concourse is under the station structure, the rail will be constructed 12 meter height from the road. These levels will, however, vary marginally depending upon where the stations are located. Height can be reduced to 8.5m in case space is available on road level for planning entry/exit and

concourse facilities. It is mentioned in the Detailed Project Report that 2 types of plans were considered while locating the stations in order to acquire the least amount of property.

The total cost that may be required for the land acquisition process of the project estimated in the Detailed Project Report is Rs. 77.92 million.

2.4 Examination of alternatives

The land notified for the construction of stations of the Kochi Metro Rail Phase 2 project include government land and private land. Much of the private land is used for business purposes; also there is the land used by the families for living and the land adjacent to a Church. The Detailed Project Report reveals that 2 types of plans were considered while locating the stations in order to take up the least amount of property. However, during the survey conducted for the SIA study, a few owners have pointed out different, less impactful, locations instead of the current notified survey numbers. The survey numbers marked for Padamugal station include 2 double storied buildings and 1 house. In lieu of the said properties, it has been pointed out that on both sides of the road nearby to this property; there is land without having any structures.

2.5 Phases of the project construction

As part of the second phase of the Kochi Metro Rail project, land acquisition for the construction of the Metro Rail corridor is underway. Also, road preparation work is progressing ahead of the corridor construction. A social impact study is currently underway as part of the land acquisition process for the construction of metro stations. After the land acquisition process is completed, the construction process will start.

2.6 Core design features and size and type of facilities

There are 12 stations including JLN station are planned as per the sketch of the Kochi Metro Rail Phase 2 project. The length of the proposed railway line is 11.2 km. and the length between the stations will be 974 meters. Platforms are constructed at a height of 81

meters from the central median, and such a way to positioned 3 coaches and 5.5 meters wide side platform will be provided. If the location of the concourse is under the station structure, the rail will be constructed 12 meter height from the road. These levels will, however, vary marginally depending upon where the stations are located. Height can be reduced to 8.5m in case space is available on road level for planning entry/exit and concourse facilities

2.7 Need for ancillary infrastructural facilities

If the business establishments operating in the buildings partially acquired for the project or adjacent to the project area are disrupted during the project construction phase, a system should be prepared to replace the activities of the said establishments during the construction period. The Palarivattam taxi stand, which will be affected by the project, should be restored in a time bound manner.

2.8 Work force requirements (temporary and permanent)

The contractor will be appointed by Kochi Metro Rail Limited through competitive bidding and has to execute the work as per the conditions mentioned in the contract agreement. The work schedule for the project will be prepared by the contractor which will be reviewed by Kochi Metro Rail Limited on a regular basis to ensure timely completion of the project. The construction work will be carried out with the help of modern machinery and the services of skilled and non-technical workers.

2.9 Details of social impact assessment/ environment impact assessment if already conducted and any technical feasibility reports

According to the Detailed Project Report, an Environmental study and a Technical feasibility Study have been conducted for the Kochi Metro Rail Phase 2 project, as well as a social impact assessment study for land acquisition for the construction of the metro rail line.

2.10 Applicable legislations and policies

The applicable laws and policies for land acquisition from Edappally South, Kakkanad and Vazhakkala villages 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.
- Kerala The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015
- Government of Kerala- Revenue (B) Department -State Policy for Compensation and Transparency in Land Acquisition vide G.O (Ms) NO.485/2015/RD dated 23/09/2015.
- Government of Kerala, Revenue (B) Department -State Policy for Rehabilitation and Resettlement Package for Land Acquisition in the State in lieu of RFCTLAR&R Act 2013 vide GO(MS)No.448/2017/RD dated 29/12/2017.

SIA Unit Team visits the Project Affected Area with the Representative of KMRL



CHAPTER 3

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

The two Notifications issued by the Ernakulam District Collector ie. No.A11827/22 dated 21/03/2023 and No. A2-1034/22 dated 5/4/2023 for acquiring 1.6510 hector land as per RFCTLARR Act 2013, from Edappally South, Vazhakkala and Kakkanad villages which belong to Kanayannur Taluk in Ernakulam district , for constructing 9 stations for Kochi Metro Rail Phase 2 project were published in Kerala Gazette (extra ordinary) No. 1273 dated 5/4/2023 and in Kerala Gazette (extra ordinary) No. 1275 respectively. The said notifications entrusted Rajagiri College of Social Sciences to conduct a Social Impact Assessment Study of the project and to prepare Social Impact Management Plan as insisted in Section 4 of RFCTLARR Act 2013. Accordingly, the team deployed by the Social Impact Assessment Unit conducted Social Impact Assessment Study.

3.1 List of all team members with qualification

Table 3.1.1. Study Team

Sl.No	Name	Qualification & Position	Experience
1	Dr.Fr.Saju.M.D.	M.Phil,Ph.D Principal	14 years experience in teaching and research
2	Dr.Binoy Joseph	Ph.D.,M.A(HRM),LLB Consultant	27 years experience in teaching and research
3	Fr.Shinto Joseph	M.S.W, Ph.D. Consultant	6 years experience in teaching and research
4	Meena Kuruvilla	MSW Chairperson	34 years experience in development sector

5	Biju.C.P.	B.A. Development Officer	30 years experience in developmental sector
6	Vinayan V.S.	MSW Research Associate	22 years experience in development sector
7	Maria Tency V.S.	M.A.,D.S.S. Research Associate	31 years experience in developmental sector
8	Akhila Paul	MSW Research Associate	1 year experience in developmental sector
9	Elizabeth Penelop Lobo	MBA Research Associate	34 years experience in developmental sector
10	Philomina.K.A	Data Entry Operator	29 years experience
11	Indira.V.V	Data Entry Operator	31 years experience

3.2. Description and rationale for the methodology and tools used to collect information for the social impact assessment

Finding out the various social impacts of the project caused to the project affected families and individuals and prepare a Social Impact Mitigation Plan are the objectives of Social Impact Assessment study. The primary and secondary sectors have to be studied in detail to collect the data for the preparation of Social Impact Assessment Study.

The impacts of the project on the families and the area, the characteristics of the project area, the current use, the information of the project-affected families etc. are the primary information required for the study. The said information was collected by visiting the project-affected area and interviewing the project affected persons. The study team

visited the project affected area on 13/4/2023 along with the representative of the Requiring Body and verified and finalized the questionnaire prepared for the study. Later, on 18/4/2023 and 29/4/2023, the project-affected persons were met personally and data was collected through interviews using the said questionnaire. Telephonic interviews were also held for the land owners who were not available in the project area. The questions related to the type of the affected land, its current usage, tenure of holding the property, demographic details of the families, socio-economic status of the families, opinions of the families about the land acquisition and the project etc. were included in the questionnaire. Apart from the collection of information through survey and project site visit, the comments and concerns shared by the project affected and people's representatives in the Public Hearing organized at Kakkanad Zilla Panchayat Hall on 23/5/2023 and the replies given by the concerned officials have also been included in this report.

The secondary information required for the study, i.e. the information about the proposed project, its implementers were obtained from the office of Kochi Metro Limited, and the information about the proposed land was obtained from the office of Deputy Collector (LA), Kochi Metro Rail Project.

3.3 Sampling Methodology Used:

For Social Impact Assessment study, it is preferable to conduct a study involving all the households affected by the project rather than random sampling. Therefore, information was collected through a socio-economic survey from the owners of the proposed land and the people indirectly affected by the project.

3.4 Overview of information/ data sources used

The study team collected the primary data required for study through an observation visit to the project affected area, conducted interviews with the landowners using a specially prepared questionnaire personally and over telephone, and held a public

hearing. The questions related to the type of the affected land, its current usage, tenure of holding the property, demographic details of the families, socio-economic status of the families, opinions of the families about the land acquisition and the project etc. were included in the questionnaire used for the interview.

The secondary information required for the study, i.e. the information about the proposed project, its implementers were obtained from the office of Kochi Metro Limited, and the information about the proposed land was obtained from the office of Deputy Collector (LA), Kochi Metro Rail Project.

3.5 Schedule of consultations with key stakeholders and brief description of public hearings conducted

Details of the activities conducted for Social Impact Assessment study are explaining in Table 3.5.1

Table 3.5.1. Activities and Time Schedule

<i>Activities</i>	<i>Date</i>
Visit the office of Kochi Metro Rail Project Ltd. and gathering information about the project	13/04/2023
Visit to the project are with the representative of the Requiring Body and verification of the questionnaire used for the study	13/04/2023
Socio Economic Survey (Telephonic and direct)	18/04/2023 & 20/04/2023
Visit to Thrikkakara Municipal Office	29/04/2023
Visit to the LAO's office	24/04/2023
Project site visit with the officials from LAO office	03/05/2023
Notice distribution for Public Hearing	06/05/2023
Public Hearing	23/05/2023

Public Hearing

As part of the SIA study, as per Kerala RFCTLARR Rules IV(12) a Public Hearing was held on 23/05/2023 at 11.00 am at Zilla Panchayat Hall (Priyadarshini hall), Kakkanad. Mr.Biju C.P., Development Officer of SIA unit welcomed the Officials, LSG representatives and the project affected people to the Public Hearing. Mrs.Meena Kuruvilla, Chairperson of the SIA unit explained about the objective of the Public Hearing. Mrs.Ajitha Thankappan, Chairperson of Thrikkakara Municipality, in her presidential address said that the project is the need of the country but the project should be implemented by adequately compensating the landowners for the losses incurred while acquiring the land under the project and also without hurting the sentiments of any community. In an open discussion held after the presentation of the SIA draft report by Maria Tency, Research Associate, project-affected persons shared their views and concerns regarding the project design and land acquisition process. Mr.Vinu.C.Koshy, General Manager (projects),KMRL and Mr.G.Anand, Kochi Metro Special Tahsildar L.A.No.2 replied to the questions raised by the project affected related to the project and land acquisition procedures respectively. Mrs.Manjusha V.S., Kochi Metro Special Tahsildar L.A.No.1, Mrs.Azeera V.M., Revenue Inspector, Mr.K.X.Simon, Kochi Corporation Councillor Division 31, and the KMRL Officials Mr.Paul.C.Kurian, DGM, Mr.Subramanya Iyyer, Consultant and Mr.Abraham, Consultant were also present in the Public Hearing. Mr.Vinayan, Research Associate of SIA unit extended vote of thanks to the officials and project affected participated in the public hearing. The SIA unit given in writing the questions raised by the project affected people during the public hearing to the offices of Land Acquisition Officer and Requisition authority and the responses were received from the Special Tahsildar's office (the letter No.A2-1034/22 dated 07.08.2023 from the Office of the Special Tahsildar No.2 and the letter No.A1-1827/222 dated 13.06.2023 from the Officer of the Special Tahsildar No.1) and from the KMRL office email dated 13th June 2023). The said questions and answers are given in Table 3.5.2

Table 3.5.2 Questions raised during the Public Hearing & Reply given by the officials concerned

Sl. No.	Name of the Person	Survey No.	Comment/Concern
1	Ajitha Thankappan Chairperson, Thrikkakara Municipality		Concerns of the people those who suffer for the development should be considered and solved through a healthy discussion. Reasonable compensation should be given for the affected properties and livelihood
2	Jenson N A	133/7	Living in the house as squatter (Kudikida- ppukaran) for the past 50 years. My brother and mother are running workshop and a shop respectively. A litigation regarding “Kudikidappu” right is existing in the High Court. Requesting to resolve the litigation along with compensation.
3	Jijo Representative of Varapuzha diocese	133/6	Would we lose the entrance to the commercial building behind the taxi stand after land acquisition? We would like to know the exact alignment
4	Thomas Sabu, Ashraf, Basheer	133/7	We have been running fast food shop namely Hasbi for the past 22 years. We 3 partners and our staff should be fairly compensated
5	Prince, Secretary, Palarivattom taxi drivers union	133/6	The taxi stand was established in 1972. A fair compensation should be provided
6	Bismi & Manasi	126/6-1	Bismi, Manasi and Manoj will

			lose their inherited land. Manoj is living with his aged mother and they will lose their connection with their neighborhood and relatives. Therefore, requesting to acquire the nearby vacant land and kindly exempt us from acquisition. Though, around 6 to 7 lakh rupees had invested for the construction in the front portion, not yet started any work there. Should ensure rehabilitation of Manoj and his aged mother once the government acquiring the land, along with this, proper compensation should be given and a shopping complex in metro station could be approved for the heirs of the property.
7	Joseph Clement Lopez	127/8 -A1 127/8- A6	Running business in the project location. When we would be notified to vacate from the place ?
8	Vishnu Kumar	127/8 -A1 127/8- A6	A car & Bike accessories shop has been running by 4 partners. We had invested around 70 - 60 lakhs rupees for the interior works. It could be difficult to find another spot in roadside. How much amount we will get as compensation?
9	Biju Mathew	127/8 -A1 127/8- A6	Running a business namely Koday Builders. 5 - 8 lakh rupees had invested for interiors. Requesting to consider the same for compensation
10	Babu John for St. Michaels church	180/1	KMRL intimated that land from the church premises in

		<p>20-meter width and 40-meter length will be acquired. If the acquisition happens as it is, a portion of the church has to be demolished. Church is situated in 6 meters' distance from the boundary. As per the Building Act, six meters of fire way has to be kept around the building. On this matter a complaint has given to KMRL and had discussions three times. Since the owners of the land near to the church intimated KMRL that they are willing to give their land for the project, we requested KMRL to exempt the acquisition from the Church's side. However, on 20/04/2023, KMRL has stoned in the land with 14-meter width and 36 meter of length and the stone had only 1.5-meter distance with the new church, which had annoyed the Parishioners. KMRL had given NOC in 2015 to construct the church in 10-meter distance to the west side from the east side and 40-meter distance from north side of the property. As per this, including the space to construct stations of the way of cross, the Master plan of the church was prepared leaving 6 meter for fireway and thus construction of Church has completed. . 10 cent of land from the church side and 3 cents from the opposite side have given for road extension and demolished a chapel for</p>
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			the same. As the land acquisition cause great difficulties for the religious gathering of nearly 5000 people from 1200 families, which was convinced by the CMD of KMRL during their site visit and ensured a solution to this. Considering the fact that nearly 15000 people gathering during the festivals and by respecting the feelings of the believers, we requesting to exempt the land acquisition from the church side.
11	Mathew Patric	180/1	Lay of the land in the church premises is not suitable for the project. Since the owners of the adjacent land are willing to give around 20 cents of land for the same, a favourable consideration from KMRL for the spiritual feelings of the parishioners is expecting.
12	Adv. Noel	180/1	St. Michaels church is under the ownership of a deemed trust, which means a group of people are the heirs of the church. Therefore, requesting to conduct a separate hearing for them. Does the stoning did in the church compound with the permission of the priest? Why doesn't the metro take legal action against people who uprooted the stone, if the stoning was legal? Parishioners won't give an inch of land from the church premises
13	Krishnaprasad	239/2	If the nearby land owners of proposed acquiring lands are

			willing to give the land for the project, it could be considered as an alternative for the acquisition. Officials came for the stoning behave arrogantly to the residents, which could be avoidable.
14.	Umesh, Malayalam Vehicles	239/2	As per the rules and regulations of Tata motors, we have invested a huge amount towards our establishment. There are almost 60 workers. The compensation should be given by considering all the above concerns.
15.	Jeevan John	45/11	My land is directly in front of the market and this should be considered while calculating the compensation
16.	T.N.Shamsudeen	298/2, 299/5	We 3 are jointly run Madeena Bakery at Padamugal. There are 10 employees. We and our workers are losing our livelihood. Compensation provided should be given by considering our future living expenses.
17.	Salaam	291/4, 291/3	We are losing the house and building. 12 tenants are running their business in the building and will lose their livelihood. In addition, a ration shop with 1750 registered families is also functioning. Now it is difficult to find suitable space for the ration shop within this perimeter. Right next to my property, there are vacant lands on either side of the road. It is requested that if those lands are considered for acquisition, 2 other double

			storied buildings which provide livelihood to many families, can be avoided and help them not to lose their livelihood.
18.	Ummer	298/2	There is no objection to the acquisition of land and building. Reasonable compensation should be paid
19.	Thomas	299/5	People are dumping waste since the metro has taken the place. A reasonable compensation must be paid for the land if it is acquired.
20.	Rahul, Manager of Nagarjuna	291/14	If the land acquired as per the present allignment, we will not be able to implement project planned in that land
21.	B/O Jameela, Laila, Abidha	291/17, 291/13	The rent received from the tenants is the only source of income of the owners. We request to consider the adjacent land without any buildings for acquisition.
22.	Ansa Thomas for Catholic Mother's Union	493/17	KMRL Stoned in midst of our property. We were decided for construction in this land. However, it would be difficult for construction in the future if acquired the land as per the present alignment, Therefore, the acquisition should take place in such a way that this land can later be used for construction.

Pictures of the Public Hearing Held on 24/05/2023 at 11 am at Jilla Panchayath Hall, Kakknad











CHAPTER 4

LAND ASSESSMENT

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

Land is acquiring from the locality from Palarivattom junction to Infopark, Kakkanad for construction of 9 stations of Kochi Metro Phase 2 project. The land marked for acquisition are from 37 survey numbers of Edappally North, Kakkanad and Vazhakala villages in Kanayannoor Taluk. Among the 37 survey numbers, 6 survey numbers are government land, which includes the land attached to Government Children's Home, Prasar Bharathi Doordarsan, Cochin Special Economic Zone etc. 9 survey numbers are owned by KINFRA. And the remaining 22 survey numbers are private property. The land attached to the St. Michael's Church is included in acquisition. Besides the land and structures that the owners use for stay and business are also marked for acquisition. The land acquiring for Palarivattam junction station and Palarivattom Bypass station belong to Kochi Corporation. All the other land proposed for 7 stations belong to Thrikkakara Municipality. All the areas marked for the construction of Metro Stations are beside to the bus stops.

4.2 Entire area of impact under the influence of the project (not limited to land area for acquisition)

There is no doubt that when the Kochi Metro Rail project is completed as envisaged by the Kochi Metro Rail Ltd by coordinating road-rail-water transport, it will be a boon for the development of not only Kochi but also the State. When the Kochi Metro Phase 2 project is implemented, the basic infrastructure in the project area will be improved, the land price will increase and the living conditions of the people will also improve. However, when land is acquired for the project, there may be losses to the owners of the land and to the people who depend on the said land for their livelihood and so on.

The possible losses to the landowners and the people who depend on the said properties, the possible consequences of taking over the public properties, the information of the government land involved in the acquisition, and the possible consequences at different stages of the project are given in Table 1.5.1 in Chapter 1

4.3 Total land requirement for the project

As per Form No. 2 submitted by the Requisition Authority to the District Collector, about 1.6510 hectares land is required for construction of stations of Kochi Metro Phase 2 project.

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

The survey number 180/1, the private land marked for acquisition is the land attached to St.Michael's Church. It is understood that the people are concerned that the acquisition of the land adjacent to the church building as per the current alignment will reduce the place for gathering parishioners to worship on special days and may also lead to the loss of the ramp for disabled persons to enter the church. Besides the land attached to the institutions like Government Children's Home, Prasaar Bharathi Duradarshan, Cochin Special Economic Zone is included in the government land marked for acquisition. The survey No.133/6 in Palarivattom is being used as a road and a taxi stand is functioning there. A ration shop is functioning in the double storied building, marked for acquisition for Padamugal station.

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

No land is already purchased, alienated or leased for the project.

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

The Ernakulam District Collector's Notification No. A1-1827/22 dated March 21, 2023 has been published in Kerala Gazette (extra ordinary) No. 1273 dated April 5, 2023,

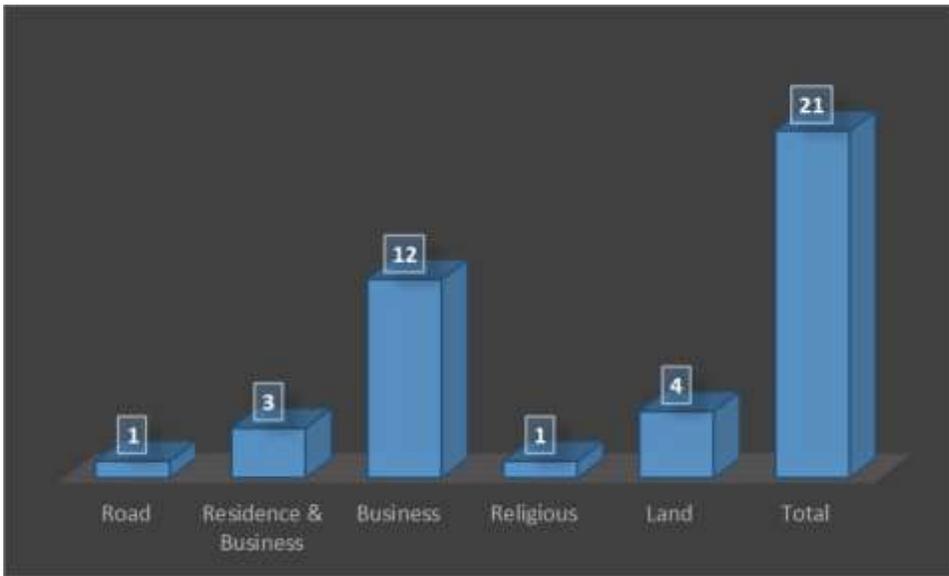
publishing the approximate area and survey numbers of land required for the 4 stations of the Kochi Metro Phase 2 project. Besides another Notification A2-1034/22 dated 28th March 2023 of the Ernakulam District Collector publishing the details of the land required for 5 stations was published in Kerala Gazette (extra ordinary) No.1275 dated 5th April 2023. The information about the land viz., village, survey number and approximate extent as per Form No. 4 notifications of the District Collector is given in Table 1.3.1 in Chapter 1.

In the project areas, the proposed land for the Palarivattam stations belongs to the Kochi Corporation and the other areas belong to the Thrikakkara Municipality.

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

The land from 36 survey numbers belonging to Kakkanad, Edappally South and Vazhakala villages has been notified for acquisition. Among these, 6 survey numbers are government land (adjacent to offices of various departments and public roads) and 9 survey numbers are land owned by KINFRA. In the remaining 21 survey numbers, are private land. The current use of the said land is given in Figure 4.7.1

Picture 4.7.1. Current Use of the Private Land proposed for acquisition



Among the private properties notified for acquisition, land in 1 survey number is currently used as a road, land in 3 survey numbers is used for family residence and business purposes, land in 12 survey numbers is used only for business purposes, and land in 1 survey number is used for religious purposes. The plots in the remaining 4 survey numbers are used as land holding only.

4.8 Size of holdings, ownership patterns, land distributions and number of residential houses

In the areas proposed to be acquired, the area to be acquired for the Palarivattam Bypass Station is near the National Highway and the other areas are located on both sides of the P.W.D. Road. The SIA study team found and surveyed 18 owners of 21 private land plots. Information about the total amount of land possessed by them in the project area was obtained from 8 of these owners. As per the information received from the informants in the survey, the approximate extent of land possessed by the owners in the project area shows in Table 4.8.1

Table 4.8.1. Approximate Extent of the land possessed by the Owners in the Project area

<i>Extent of Land</i>	<i>Number of Owners</i>
2.5 cents	1
4-5 cents	3
8-9 cents	2
34 cents	1
More than 1 acre	1
Information not received	10
Total owners	18

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

Land has been acquired for road development within 3 years from the survey numbers included in Kakanad and Vazhakala villages.

After the death of Mr. Kuryan, the owner of Survey No. 245/2, which is intended to be acquired for land, was transferred to his daughter Mrs. Annakutti Kuryan and his son Mr. Bijoy Kuryan as per the Will.

6 of the notified survey numbers are government land and the land belonging to various offices and public roads) and 9 survey numbers are land possessed by KINFRA.

Among the private properties notified for acquisition, land in 1 survey number is currently used as a road, land in 3 survey numbers is used for family residence and business purposes, land in 12 survey numbers is used only for business purposes, and land in 1 survey number is used for religious purposes. The plots in the remaining 4 survey numbers are used as land holding only.

CHAPTER 5

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

The details of the affected families of the acquisition of approximately 1.6510 hectares of land from Kakkanad, Edappally South and Vazhakala villages in Kanayannoor taluk of Ernakulam district for the construction of stations of the Kochi Metro Phase 2 project and their assets in the area are set out in this chapter.

5.1 Estimation of families

There will be possibility of direct and indirect impacts when a land acquired for a public purpose. The owners of the land to be acquired would be considered as the families facing direct impact and those who have been depending on the said land for their livelihood/residence/any basic facilities would be considered as the families face indirect impact.

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

The land from 36 survey numbers of Kakkanad, Edappally South and Vazhakkala villages are notified for acquisition. Out of this the land included in 21 survey numbers is private land. The SIA unit could identify 18 owners of the affected land including families and institutions. The details of those land owners are given in Table 5.1.1.

Table 5.1.1.: Name and Details of the Land Owners

Sl.No.	Name of the Land Owners	Survey Number	Major Impacts
1	Kiran, Christeena & Shyla Joy	133/7 pt	Loss of structure and land (Tiled House, structure roofed with sheet)
2	Dennis, Mathew, Roy &	133/7 pt	Loss of land

	Shyla Joy		
3	Verapuzha Diocese	133/6 pt	Loss of land (public road, taxi stand) Possibility of loss of access to the building used for business after project implementation
4	Manasi Vinod	126/6-1	Loss of land, structure and means of livelihood
5	Bismi Sunilkumar	126/6-1	
6	Manoj K.M	126/6-1	Loss of residence and means of livelihood
7	Daniel George, Saramma George & Thomas George	127/8-A1pt 127/8-A6pt	Loss of land and structure (2 storied building), Advertisement board, Transformer
8	The Vicar, St.Michael's Church, Vazhakkala	180/1 pt ½ pt	Loss of land on both sides of the road. It is feared that further acquisition of land adjacent to the church will affect the continued services of the church
9	Thankamani, Jayasree, Rajasree, Jyothisree, Pooja, Medha & Svedha	239/2pt	Loss of land, structure and means of livelihood
10	Jeevan John, Veenus Thomas & Raju John	45/11pt	Loss of land and income (advertisement board)
11	Abdulla (Late)	298/2pt 299/6 pt	Loss of land, structure and means of livelihood
12	Mariyamma Mammen	299/5	Loss of land

	(Late)		
13	Salam M.K.	291/3, 291/4	Loss of Residence and means of livelihood (2 storied building/house)
14	Jameela Mohammed, Laila Abdulkhader & Abida Kunjumoidheen	291/17, 291/13	Loss of temporary structure, land and means of livelihood
15	Nagarjuna Constructions Company Limited (NCC Ltd.)	291/14pt	Loss of land for business purpose with a construction roofed with sheet. It is feared that the said premises will not be able to be used for business purposes as per the current marking.
16	Annakkutty Kurian & Bijoy Kurian	245/2	Loss of land
17	Catholica Mathrusamgham, St.Mary's Baslica, Ernakulam	493/17pt	Loss of land
18	Noyal Villas & Apartments	496/7 pt 496/18pt	Loss of land for business use

5.2 Family of scheduled tribes and other traditional forest dwellers who have lost any of their forest rights

No such families in the project area

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

Palarivattam taxi stand is functioning in survey number 133/6 which is currently used as a road. Sheet roofed construction of taxi stand is affected by the project. The restoration of the stand should be done in time so that the livelihood of the people working at the said taxi stand is not disturb.

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

No such families are residing in the project area.

5.5 Families which have been residing on any land in the urban areas for proceeding three years or more prior to the acquisition of the land

Out of the acquired survey numbers, in 3 survey numbers families reside. A family is living as a tenant (squatter) in the survey number taken up for Palarivattam Bypass and Padamukal stations. The details of the families living in the project affected land are given in Table 5.5.

Table 5.5.1 The families Reside in the Project Affect Land

Sl.No.	Residing Family	Village & Survey No.	Description
1	Manoj K.M., Veliyath House, Padvattom, Palarivattom	Edappally South 126/6-1	Land Owner
2	Salam M.K., Mulakampilli House, Kakkanad	Vazhakala 291/3	Land Owner
3	Yuprasiya Sunny, Eriyankott House, Palarivattom	Edappally South 133/7	Tenant (Squatter)

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

As the project areas are adjacent to the main road, there are various types of businesses are going on. Livelihood activities for both owner and non-owner families are carried out in the project affected buildings and temporary structures. It is understood that rents from the affected buildings are the primary source of livelihood for many of the owners. In the Socio-economic survey, 7 landowners responded that they would lose their livelihood. And 4 owners will lose a part of the income to the family even though the rental income from the project area is not their primary livelihood. Apart from the above mentioned owners, 21 persons working on rent in the buildings affected by the project and 58 laborers working in the said establishments will lose their livelihood.

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

The people who are not owners of the land but depend on the project-affected area and buildings for their residence and livelihood are considered to be indirectly affected by the project. There are tenants in addition to the owners who run business in the buildings and temporary buildings affected by the project. The SIA study team found 21 tenants and 58 labours who have been doing business/working in the project-affected land and buildings for 3 and more years. Besides 1 tenant (squatter) family have been residing in the project affected house for many years. The details of the said families and individual are in Annexue 2.

5.6.2 Inventory of productive assets and significant lands.

Out of 36 survey numbers belonging to Kakkanad, Edappally South and Vazhakala villages, 6 survey numbers are Government land. Government Children's Home, Legal Metrology, Dooradarshan, Cochin Special Economic zZone etc. are locates in this survey numbers. The details of the project affected properties and structures in the private land belongs to 21 Survey numbers are given in Table 5.6.1.

Table 5.6.2.1. The Assets in the Project Affected Private Land

Village	Survey Number	Assets
Edappally South	133/7	Tiled House, Temporary structure, Well, Trees
	133/6	Road, Taxi stand
	126/6-1	2 buildings
	127/8	Building, Advertisement board, Transformer
Vazhakala	180/1	St.Michael's church
	½	Trees
	239/2	Building
	45/11	Advertisement board
	298/2	Double storied building
	291/3	Double storied building, house
	291/13	Temporary structure
	291/14	A building roofed with sheet
Kakkanad	245/2	Akkeshia trees
	493/17	Trees
	496/7	Trees

CHAPTER 6

SOCIAL ECONOMIC AND CULTURAL PROFILE

(AFFECTED AREA AND RESETTLEMENT SITE)

6.1 Demographic details of the population in the project area

The project area is mostly used for business purposes, however, there are families reside in the project affected land. In one survey number belongs to Edappally South village proposed to be acquired for Palarivattom Bypass station, a land owner and family is staying and a tenant (squatter) family is staying in the land proposed to be acquired for Palarivattam junction station. An owner and family is staying in the land belongs to Vazhakkala village proposed to be acquired for Padamugal station. Demographic details of these 3 families staying in the project affected are given in Table 6.1.1.

Table 6.1.1 : Demographic details of the Families Reside in the Project Area

Age	Male	Female	Total Number
0-3	..	2	2
10-13	1	1	2
20-23	1	1	2
32	1	..	1
40-45	1	2	3
50-55	2	..	2
58	..	1	1
66	1	..	1
75	..	2	2
Total	7	9	16

Out of the total population of 16 of the families living in the project affected area, 7 persons are male and 9 are female. The total number of children in the family is 4 and among them 2 girls are under 3 years of age and 1 boy and 1 girl are between 10 and 13 years of age. 1 woman and 1 man are between 20 and 23 years old. There are 1 male aged 32 years, 2 males aged between 50 and 55 years and 1 female aged 58 years in these families. 1 male and 2 females aged between 40 and 45 years. There are 2 elderly people in these families , among them, 1 is a 66-year-old male and the other 1 is a 75-year-old female.

Among the adults of the family, 8 are married and the heads of the 2 families are widows.

6.2. Income and poverty levels

It is understood that the landowners of the project-affected area are above the poverty line. Among the owners of the private land, it is understood that 7 owners are dependent on the project area for their livelihood. Besides 4 owners responded to the survey that they get good rental income from the project area, even if it is not their livelihood. Apart from the land owners, tenants and laborers and 1 family who have been squatting in the project area for many years are depending on the project affected land as their means of livelihood.

6.3 Vulnerable groups

There are 4 children in the families proposed to be displaced from the project affected area. Also, the head of the household of the squatter family is an elderly and a widow. 9 of the land owners who will be affected by the project are elderly people; among them there is 1 widow. Mr. Sebastian, who runs a kiosk in the project area of Palarivattam station, is a person with more than 60% disabilities.

6.4 Land use and livelihood

The land from 36 survey numbers belonging to Kakkanad, Edappally South and Vazhakala villages has been notified for acquisition. Among these, 6 survey numbers are government land (adjacent to offices of various departments and public roads)

and 9 survey numbers are land owned by KINFRA. In the remaining 21 survey numbers, are private land.

Among the private properties notified for acquisition, land in 1 survey number is currently used as a road, land in 3 survey numbers is used for family residence and business purposes, land in 12 survey numbers is used only for business purposes, and land in 1 survey number is used for religious purposes. The plots in the remaining 4 survey numbers are used as land holding only.

As the project areas are adjacent to the main road, there are various types of businesses are going on. Livelihood activities for both owner and non-owner families are carried out in the project affected buildings and temporary structures. It is understand that 87 families who are owners, tenants or labours are depending on the project area as their primary source of livelihood.

6.5 Local economic activities

Although the land in which the Cochin Special Economic Zone locates is acquiring, its operations will not be affected and it is projected that the operations of the companies operating here are likely to improve as the implementation of the project will give a comfortable and smooth travel for the staff working in the Cochin Economic Zone and in Inforpark.

6.6 Factors that contribute to local livelihoods

The properties from both sides of the main road from Palarivattam to Kakkanad Inforpark are included in acquisition. Trade and other business activities are going on in the buildings affected by the project

6.7 Kinship patterns and social and cultural organization

Out of the project affected properties, 8 survey numbers are jointly owned by members of 7 families. It is understood that 7 persons are heirs to Survey Nos. 298/2 and 299/6 owned by late Mr. Abdullah.

6.8 Administrative organization

None of the administrative organisations are being affected by the project.

6.9 Political organization

None of the political organisations are project affected.

6.10 Community based and civil society organizations

No such organizations are being affected by the project.

6.11 Regional dynamics and historical change processes

Ernakulam, Fortkochi, Kalamasery, Kakkanad and Edappally are the areas of Kochi, located in the south-western part of Ernakulam district. Kochi is known as the trading center and commercial capital of the state where many industrial and commercial establishments are operating. Kochi is famously known as "God's own land" and attracts many tourists. The establishment of Kochi International Airport in 1999 at Nedumbassery, one of the suburbs of Kochi, became a milestone in the development of Kochi. Later, in June 2013, the construction of the Kochi Metro Rail project started. Among the existing metro rail projects in the country, the Kochi Metro Rail project is the first step being implemented by coordinating rail-road-water transport. The first phase of the Kochi Metro Rail project (from Aluva to Peta) was completed in 4 sub-phases on 7/9/2020. The projects are being implemented in various phases to enable smooth and safe transportation through the unified operation of buses, autorickshaws, boats and taxis. The Prime Minister inaugurated the Kochi Water Metro project on 25/04/2023. Land acquisition process for construction of metro rail corridor for the Phase 2 of Kochi Metro Rail Project, ie from J.L.N.Stadium to Kakkanad is almost complete and construction work has been started. The process of acquiring about 1.6510 hectares of land for the construction of stations from J.L.N. Stadium to Kakkanad is currently underway.

6.12 .Quality of the living environment

The project areas included in Kochi Corporation and Thrikakkara Municipality are areas where all basic facilities are accessible. The areas starting from Palarivattom near from National Highway are adjacent to the main road. Travel from various parts of Kochi to Kakkanad, the administrative center of Kochi which has the presence of various institutions like SEZ includes many business and industrial institutions, Infopark etc.

CHAPTER 7

SOCIAL IMPACT MANAGEMENT PLAN

7.1 Approach to mitigation

When land to be acquired for any public purpose, there may be various consequences for the owners and those who depend on the said land for various purposes. A social impact assessment is currently underway as part of the statutory process for impact management. The study team is evaluating the social impact at various stages. On 13/04/2023, the study team members visited the project area and on that day and later using a specially prepared questionnaire, the study team collected information through personal and telephonic interviews with the land owners.

As the next stage of the study, on 23/05/2023 a public hearing was held at the District Panchayat Hall, Kakkanad. Based on scientific analysis of the data collected through the sight visit and from the owners through survey was presented in the Public Hearing. Before this Public Hearing this Draft report was published on the website of the study agency and made available to Local Self Governments of the project area. During the Public hearing the project affected individuals were given an opportunity to suggest necessary additions and corrections to the said report. The officers from the office of the Land Acquisition Officer and Officers from the Requiring Body was present in the Public Hearing. The officials concerned answered the doubts and concerns raised by the project affected during the public hearing

7.2 Measures to avoid mitigate and compensate impact

As per RFCTLARR Act 2013, Kerala RFCTLARR Rules 2015 and as per the Policies issued in lieu of the Act and Rules by Kerala State Revenue (B) Department (G.O.(MS)No.485/2015/RD dated 23/09/2015 & G.O.(MS) No.448/2017/RD dated 29/12/2017), compensation and R&R package should be provided to the land owners and other project affected of acquiring approximately 1.6510 hectares of land from

Palarivattam junction to Kakkanad Infopark for the construction of 9 stations of the Kochi Metro Phase 2 project to reduce the impact caused to the land owners and other project affected. Also consider the following measures to reduce the impact of the project

- The tenants who have been living or working in the project area for more than 3 years and the labours in the affected structures who have been working there for more than 3 years should also be considered for the resettlement and rehabilitation package based on reliable documents.
- To acquire land in a way to not affect the residence and livelihood of the families as much as possible, it should be reexamined to see if there are other land in the project area without structures and suitable for the project.
- It would be appropriate to examine the technical feasibility of building a station with a smaller perimeter so that the acquisition can be limited from the land attached to the reconstructed St. Michael's Church. Besides, it would be desirable to consider the request made by the representatives of the Church at the public hearing for a special hearing on the part of the Requiring Body to address the concerns of the people regarding the acquisition of the Church land.
- If the land left after acquisition is insufficient for reuse by the owner, examine the veracity and consider complete acquisition or take technically feasible measures to limit acquisition from that land.
- During the project construction period, if the operations of the establishments in the project area are disrupted due to the construction activities, the said establishment owner and workers should be considered for necessary compensation during the said period.
- Palarivattam Taxi stand, which may be affected by the project, should be resettled in due course.
- The project should be implemented in such a way that there is adequate access to commercial establishments near the project area.

- Since the proposed land for the project from Vazhakala and Kakkanad villages have been included in the acquisition for road development, consideration as the second acquisition should be given for this properties in the compensation proceedings.
- Scientific and timely disposal of construction waste should be planned and implemented. Also adequate steps should be taken to reduce dust and noise pollution during the construction phase.

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

Kerala RFCTLARR Rules 2015 and the Policies issued by Revenue (B) Department, Government of Kerala vide G.O.(MS)No.485/2015/RD dated 23/09/2015 and G.O.(Ms)No.448/2017/RD dated 29/12/2017 for compensation, rehabilitation and resettlement package for land acquisition in the State, in lieu of RFCTLAR&R Act 2013 are applicable for the project of land acquisition for the construction of 9 stations for Kochi Metro Phase 2 project.

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

Not applicable

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

In the survey conducted as part of the Social Impact Assessment study, a few owners indicated different, less impactful, other areas rather than the current notified survey numbers. The survey numbers marked for Padamukal Station include 2 double storied buildings and 1 house. In lieu of the said properties, there is an adjacent private land without structures on both sides of the road in Survey Nos. 297 and 64.

The acquisition of the land of 4 owners in which 1 family residence, 2 two-storied buildings used for livelihood of many people and 1 shed building are situated if consider the aforesaid land for acquisition, if technically feasible.

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

The social impacts of the proposed land acquisition can be mitigated by providing compensation and R&R package to the affected families as per the Policies issued by Revenue (B) Department, Government of Kerala vide G.O.(MS)No.485/2015/RD dated 23/09/2015 and G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the compensation and R & R package for land acquisition in the state in lieu of RFCTLARR Act 2013 by strictly following the time plan and procedures stated in the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015. Based on the scientific assessment of the data obtained through the SIA study a Social Impact Management Plan is prepared, to mitigate the impacts of the proposed project, which is given in Table 7.6.1.

Table 7.6.1. Social Impact Management Plan

Sl. No.	Impacts	Impact Management	Time Plan	Monitoring Indicators
1	Loss of land	Provide compensation as per the 1 st schedule of RFCTLARR Act 2013 and the related policies of Kerala State Government	Time frame as per the Kerala Right to Fair Compensation and Transparency in Land Acquisition,	Sensitize the affected families about the reasonable price and other legal benefits of the land is providing
2	Loss of Residence	Provide compensation and R&R package as per the 1 st and 2 nd schedules of		Ensuring that there are no

		RFCTLARR Act 2013 and the related policies of Kerala State Government	Rehabilitation and Resettlement Rules 2015.	vacant plots of land in the area that do not include houses and suitable for the project and that the land is acquired excluding houses as much as possible. Rehabilitation measures prior to evacuation of the families, ensuring safe accommodation of families and rehabilitation measures without any reduction in existing facilities.
3	Loss of the properties attached to the land including buildings	Provide compensation as per the 1 st schedule of RFCTLARR Act 2013 and the related policies of Kerala State Government		Assets should be measured in the presence of the land owners and inform them the

				procedures of its valuation
4.	Loss of Livelihood	Provide R&R package as per the 2 nd schedule of RFCTLARR Act 2013 and the related policies of Kerala State Government		Reasonable consideration for the dropping livelihood of the families
5	Inadequate space left for reuse after acquisition	Verify the status quo and consider for complete acquisition or limit the acquisition if it is technically feasible		Adequate consideration to ensure that the acquisition of land does not affect the future plans of the owner
6	Loss of livelihood due to acquisition of property in public use	Provide replacement system prior to the project implementation		Reasonable consideration for the dropping livelihood of the families
7	Loss of trees	Measures to be taken to replant equal number of destroyed trees		Non disturbance of environment of the area
8	Denial of access to the institutions adjacent to the project-affected properties in the project			Reasonable consideration for the affected house, basic facilities and

	area and disruption of operations during the project construction phase.			livelihood measures
8	Possibility of business distraction during project construction period for the structures not included in acquisition /partially affected	Provide adequate access to facilities adjacent to project-affected properties during the construction and after implementation. Provide replacement system or provide compensation during the said period if the operation of the said establishments is interrupted during the construction phase.		Reasonable consideration for the dropping livelihood of the families
9	Environmental pollution due to construction waste	Scientific and timely disposal of construction waste should be planned before construction		Ensure the project is not causing any environmental issues to the area.

7.7 The SIA plan indicating which measures the Requiring Body has committed to undertake and those that have been proposed, but not committed to be undertaken by the Requiring Body

Not Applicable

CHAPTER 8

SOCIAL IMPACT MANAGEMENT PLAN INSTITUTIONAL FRAMEWORK

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

RFCTLARR Act, 2013 section 43 and The Kerala RFCTLARR Rules 2015 Rule 22 define the Administrator appointed by the State Government would be the person responsible for Preparation of Rehabilitation and Resettlement Scheme for affected families of Land Acquisition. Subject to the superintendence/ directions / control of the appropriate Government and the Commissioner for Rehabilitation and Resettlement, the formulation, execution and monitoring of the Rehabilitation & Resettlement Scheme shall vest with the Administrator. For the proposed project Kochi Metro Rail Project Pongumvila Tahsildar (LA)No.1 and Kochi Metro Rail Project Pongumvila Tahsildar (LA)No.2 are entrusted to carry out the Collector's responsibilities as per RFCTLARR Act 2013.

As per The Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules,2015 and the Policy framed by the State government via G.O. (Ms) No.485/2015/RD, dated 23/09/2015, 2 committees had to be constituted for the land acquisition in Kerala State. But as per the G.O.(MS)No.56/2019/RD dated 14.02.2019 the State Level Committee ceased. The District level committee comprises the following members.

- District Collector
- Administrator for resettlement and rehabilitation
- Land Acquisition officer,
- Finance Officer
- Representatives of the requiring body empowered to take financial decisions on Its behalf.
- Representatives of Local Self Government Institution of the project area

The District Collector should approve the Base Price Determination Report prepared by the Land Acquisition officer. Based on the sight investigation, trial and evidence examination the land value will be prepared and the District Collector should approve the same. The District Level Committee will explain to the project affected family the legal compensation including the land value approved by the District Collector, the Rehabilitation and Resettlement Package as per the State Government Order dated 9/12/2017 and the cost of trees and other assets prepared by the concerned authorities. Once the permission of the project affected person/family is obtained, the said permission along with the meeting minutes with the project-affected people will be submitted to the District Collector. The determined compensation and Rehabilitation-Resettlement Package will be deposited to the affected person's bank account submitted along with the consent document.

8.2. Specify role of Non-Governmental Organizations

RFCTLARR Act 2013 section 4 insist to conduct a Social Impact Assessment study whenever the Government intends to acquire land for a public purpose. As per the Rule 9 of The Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015, the Government shall empanel the individuals/ organizations as Social Impact Assessment units to conduct the Social Impact Assessment study of the land acquisition. Hence the District Collector, Ernakulam entrusted Rajagiri College of Social Sciences via Notifications No. A1-1827/22dated 21st March 2023 and No.A2-1034/22 dated 28th March 2023 to conduct the Social Impact Assessment Study of the land acquisition for the Construction of 9 stations for Kochi Metro Rail Project Phase 2. Therefore Rajagiri College of Social Sciences is responsible to conduct procedures for Social Impact Assessment including Public Hearing.

8.3. Indicate capacities required and capacity building plan, including technical assistance if any

Not applicable

8.4 .Timelines for each activity

Timeline for each activity of the land acquisition for this project will be as per the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.

CHAPTER 9

SOCIAL IMPACT MANAGEMENT PLAN BUDGET AND FINANCING OF MITIGATION PLAN

9.1 Costs of all resettlement and rehabilitation costs

The land notified for acquisition is from 36 survey numbers belonging to Kakkanad, Edappally South and Vazhakala villages. Among this 21 survey numbers are private land. The study team found 18 owners of the said survey numbers including families and institutions. Among them 2 of the land owners are losing their residence and livelihood. Also, 1 family who have been squatting in the project-affected property for many years are also losing their residence and livelihood. Also, 87 families including owners, tenants and workers are losing their livelihood due to the project. Structures including houses are being lost on 18 owners' plots. Hence, those who evicted and lost their livelihood should be provided with the land value according to the extent, type and area of land, Rehabilitation-Resettlement Package as prescribed by Act 2013 and other compensation.

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with break up

Not Applicable

CHAPTER 10

SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATION

10.1 Key monitoring and evaluative indicators

- Reasonable Land price and compensation
- Time frame of the procedures for compensation, Rehabilitation and Resettlement

10.2 Reporting mechanisms and monitoring roles

Reporting mechanisms and monitoring roles of the land acquisition for the Seaport-Airport road construction Project Phase II, Section A, package 2 & 3 will be as per the Rules stated in the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015. The Kochi Metro Rail Ponnumvila Tahsildar (LA) No.1 and Kochi Metro Rail Ponnumvila Tahsildar (LA) No.2 are entrusted as the Land Acquisition Officers of the project.

10.3 Plan for independent evaluation

Not applicable

CHAPTER 11
ANALYSIS OF COSTS AND BENEFITS
AND RECOMMENDATION ON ACQUISITION

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

The Kochi-Metro Rail Limited Company, a joint venture of the Central and State Governments, started the construction work of the Metro Rail project in Kochi in June 2013, with the long-term goal of implementing a unified transport system by connecting various areas of Kochi. Kochi Metro Rail project of the Kochi Metro Rail Limited, which coordinate transportation through rail-road-water is a suitable scheme to facilitate the transport of Kochi, which is rapidly progressing towards development.

To facilitate transport to various important places in Kochi such as industrial towns, tourist places and Naval Base, the various phases of the Kochi Metro Rail Project envisaged by the Kochi Metro Rail Limited should be completed in a timely manner. The land acquisition procedures for the construction of the 2nd phase of Kochi Metro Rail project on 11 k.m. ie, from Palarivattam JLN Stadium to Kakkanad Infopark are in progress. The daily commuters to Kakkanad where the Infopark, CSEZ, Civil Station (administrative centre of Ernakulam district) and many educational institutes locate is facing a lot of time loss and financial loss as they depend on road transport. The Metro Rail Project 2nd Phase is expected to be a better solution for it. The present land acquisition is proposed to construct metro stations for the 2nd phase of Kochi Metro project from JLN stadium Palarivattam and Infopark, Kakkanad.

Land is acquiring from Palarivattom junction to Infopark, Kakkanad for construction of 9 stations of Kochi Metro Phase 2 project. The land marked for acquisition are from 37

survey numbers of Edappally North, Kakkanad and Vazhakala villages in Kanayannoor Taluk. Among the 37 survey numbers, 6 survey numbers are government land, which includes the land attached to Government Children's Home, Prasar Bharathi Doordarsan, Cochin Special Economic Zone etc. 9 survey numbers are owned by KINFRA. And the remaining 22 survey numbers are private property. The land attached to the St. Michael's Church is included in acquisition. Besides the land and structures that the owners use for stay and business are also marked for acquisition. The project may result in eviction of 3 families including 1 squatter family and loss of livelihood of 87 families. The Requiring Body has explained that the current land acquisition has been marked in such a way as to have least impact. However, to reduce the impact, some of the respondents to the survey conducted as part of the SIA study indicated a property without having structures instead of the properties marked for acquisition. Most of the owners have a positive attitude towards land acquisition as the project is for a significant development of the area. Therefore, through the compensation measures specified in RFCTLARR Act 2013, the losses incurred by the landowners and the other project-affected can be mitigated.

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

Hence the SIA Team recommends the acquisition of approximately 1.6510 hector land from Edappally South, Vazhakkala and Kakkanad villages for the construction of stations for Kochi Metro Rail Phase 2 project shall be implemented by providing compensation and R&R package as per the Policies issued by Kerala State Revenue (B) department vide G.O.(Ms)No.485/2015/RD dated 23/09/2015 and G.O.(MS)No.448/2017/RD dated 29/12/2017, and Kerala RFCTLARR Rules 2015 framed in lieu of RFCTLARR Act 2013. The following measures are also recommended to mitigate the impacts:

- The tenants who have been living or working in the project area for more than 3 years and the labours in the affected structures who have been working there for more than 3 years should also be considered for the resettlement and rehabilitation package based on reliable documents.
- To acquire land in a way to not affect the residence and livelihood of the families as much as possible, it should be reexamined to see if there are other land in the project area without structures and suitable for the project.
- It would be appropriate to examine the technical feasibility of building a station with a smaller perimeter so that the acquisition can be limited from the land attached to the reconstructed St. Michael's Church. Besides, it would be desirable to consider the request made by the representatives of the Church at the public hearing for a special hearing on the part of the Requiring Body to address the concerns of the people regarding the acquisition of the Church land.
- If the land left after acquisition is insufficient for reuse by the owner, examine the veracity and consider complete acquisition or take technically feasible measures to limit acquisition from that land.
- During the project construction period, if the operations of the establishments in the project area are disrupted due to the construction activities, the said establishment owner and workers should be considered for necessary compensation during the said period.
- Palarivattam Taxi stand, which may be affected by the project, should be resettled in due course.
- The project should be implemented in such a way that there is adequate access to commercial establishments near the project area.
- Since the proposed land for the project from Vazhakala and Kakkanad villages have been included in the acquisition for road development, consideration as the second acquisition should be given for this properties in the compensation proceedings.

- Scientific and timely disposal of construction waste should be planned and implemented. Also adequate steps should be taken to reduce dust and noise pollution during the construction phase.

REFERENCES

1. The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
2. Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015.
3. Kerala State Policy issued by Revenue (B) department G.O.(MS)No. 485/2015/RD dated 23.09.2015 for fair compensation and transparency
4. Kerala State Policy for Rehabilitation and Resettlement Package for acquisition of Land in the State in lieu of RCFTLAAR Act, 2013 G.O. (Ms) No. 448/2017/RD dated 29/12/2017
5. Detailed Project Report of Kochi Metro Rail Phase 2 Project Received from the office of Kochi Metro Rail Limited

Project affected Land Owners

Station	Sl. No	Name, Address & Phone Number	Survey No
Palarivattom	1.	Kiran, Christeena & Shylaja Joy Nediyathara (Kalavath) House, Opp. BSNL Office, Civil Lane Road, Palarivattom Ph 9446935677 / 7736463630	133/7pt
	2.	Dennis, Mathew, Roy & Shylaja Joy Nediyathara (Kalavath) House, Opp. BSNL Office, Civil Lane Road, Palarivattom Ph 9446935677	133/7pt
	3.	Varappuzha Arch Diocese Fr Sojan -7902533137	133/6pt
Palarivattom Bypass	4.	Manasi Vinodh Vrindavan House, Eroor, Trippunithura Ph 8590898895	126/6-1
	5.	Bismi Sunilkumar Kunnummal House, Changampuzha road, TCRA 156, Eadappilly Ph. 9074410633	126/6-1
	6.	Manoj K.M Veliyath House, Padivattam, Palarivattom 8129293863	126/6-1
	7.	Daniyel George, Saramma George, Thomas George +(678)333-2408	127/8-A1Pt 127/8-A6Pt
Chembumukku	8.	Vikar, St. Mycles Church Vazhakkala 7558943586	180/1 pt 1/2pt

Vazhakkala	9.	Thankamany, Jayashree, Rajasree, Jyothisree, Pooja, Medha, Swetha Rakhaveeyam, Kalavath Road, Palarivattom-25 7356646982/9447391571	239/2pt
	10.	Jeeva John, Veenus Thomas, Raju John Gosrees Hardwares Cloth Bazar Road, Cochin-682 031	45/11pt
Padamugal	11.	Abdhulla (Late) Elavukadu House, Kakkanattu Kara 9656706966 (Ummar)	298/2pt 299/2pt
	12.	Mariamamma Mamman (Late) Hill view banglavu, St. George Estate, Kozhikkottukulangara, Vengoor West, 9188797197 Thomas Varghese, Manager	299/5
	13.	Salam M.K Mulakampilly House, Kakkand 9946055501	291/3, 291/4
	14.	Jameela Mohammed Maliyekkal House, Aroor, Laila Abdhulkhadar, Darulsalam, Kuthyathodu and Abida Kunjumoidheen, koduvelil Aroor 9847264493 (Abdul Sathar)	291/17, 291/13
	15.	Nagarjana Constructions Company Ltd 9847031395 (Ravivarma)/9895356808 (Rahul)	291/14pt
Cess	16.	Annakutty Kurian, Bijoy Kurian Vallamattam House, I. S Press road, Kochi 9847031395 (Mathew)	245/2
Chittethukara	17.	Catholic Mathrusangam, St. Marys Basilica, Ernakulam 9388132683 (Ansa Thomas, President)	493/17 pt
	18.	Noyal Villas & Appartments Managing Partner	

	(John Thomas) Kakkanad 9849769664	
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Annexure- 2

Project affected Tenants & Labours who have been working in the Area 3 and more years

Name of Owner	Name of Tenant/Phone no	Name of Labours/Phone no	Name of Institution
Kiran, Christeena & Shyla Joy	Thomas Babu Asharaf & Basheer 9895698852 / 8848061902	Mufthar 8138886418 Aadham 97466815552 Asis 7002218962	Hasbi Hotel Palarivattom
	Yuprazia Sunny Eriyakootu Veedu Palarivattom 9847063729		Petty Shop / Hotel
	Jolly Joseph 9847063729		A/C Workshop
	Sebastian T.R Tharammel House, Elavumkal Road, Palarivattom 9567156298		Petty Shop Palarivattom (Physically Disabled)
Varappuzha Archdiocese			Taxi stand Secretary 9895802312
Manasy,	Aneesh Rajan		Pepper Boat

Bismy, Manoj	95439677177		Restaurant, Palarivattom
George Daniyel	Biju Daniyel 9846189451	Sujith 9746216399	City Auto Parts, Palarivattom
		Anu 8089835644	
		Sharan 9645994882	
		Rajeev 9895180120	
		Kiran 9633703422	
		Suresh 9645053618	
		Akhil 8129349199	
	Binil Mathew/Vishnu 9895991441/ 8138090008	Vishnu (Shyam) 9567250585	Car & Bike Accessories
		Sam 8590650397	
		Shyam 9895554486	
		Biju 7012278030	
		Aromal 8943139377	
		Ajay 6238220878	
	Biju Mathew 9846178824	Aneesh	Kodai Builders
Thankamany, Jayasree Rajasree, Jyothisree Pooja, Medha, Swedha	Rejvanthben (Jayaprasad-GM) 9495907999	Jeffin K.R	Malayalam Vehicles India Private Ltd
		Roshan Raphel	
		Bibin Markose	
		Dhineshkumar V.P	
		Renjuman P.R	
		Madhu K.P	
		Sijo Antony	
		Elvis Jakson Dourav	
		Rahul V.P	

		Pradheesh K.A	
		Ashish K Krishnakutty	
		Ashay M.S	
		Abhiram Sangeeth M.T	
		Jithin George C.J	
		Jishnu S G	
		Shijumon K.R	
		Regy Peter	
		Ajitha R	
		Sunil T.K	
Abdhulla (Late)	Madhu		Thailand Tailors
	Ummar K.M 9847425810		Padamughal Travells & Riyal Estate
	Jiji Ajikumar 8606292929	Jini 8086967759	Seeperl Ladies Buity Parlour
		Meera 6294080239	
	Ajikumar 9562153153	Vipin Kumar 6238203933	Seeperl Gents Buity Parlour
		Rebin 7012304683	
	Shamsudheen 9847611615	Paresh 7012804674	Madeena Bakery
		Haneefa 8281852405	
		Ashik 8891136365	
Salam M.K	M. M Aboobaker 9995225818	Sabeena 7034455990	Rationa Shop
	Shamsad 7012082109/ 6363676263	Jahamgir	Bilal Tea shop
		Ashik	

		Renjith	
		Jabir	
		Rafnas	
		Shafeer	
		Mukthar	
		Rafeeq	
Ruby M.A 889506447/9539170264		Sheeba	
		Kunjachan	
		Regeena	
Shanavas K.P 9061785278		Prince	Portray Studio
		Firoz	