

Social Impact Assessment Study

Final Report

Kochi Water Metro Project

Eroor Boat Jetty

23 December 2019



Submission
District Collector, Ernakulam

SIA Unit

Youth Social Service Organisation

Social Service Centre

College P.O

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FINAL REPORT

Kochi Water Metro Project

Eroor Boat Jetty

District : Ernakulam
Taluk : Kanayannur
Village : Nadama
Municipality : Thripoonithura

Submission

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Executive Director
Fr. Jose Paruthuvayalil

DECLARATION

As per Kerala Gazette notification No. G.O (P) No. 74/2019/RD dated 4/11/2019. From District Administration, Ernakulam, Youth Social Service Organisation is assigned as the SIA Unit to study the Social impact Assessment of Land Acquisition for Erroor Boat Jetty to be constructed under Kochi Water Metro Project. The land details are given to the SIA team by Special Tahasildar Office (L.A) NO2, KMRL, Ernakulam. The SIA team has collected data from the project affected families and the stake holders at Erroor Boat Jetty to be constructed under Kochi Water Metro Project, the proposed project area. The supportive documents have to be verified by the concerned authorities.

Chairman,

SIA Unit

Youth Social Service Organisation

Ernakulam,

23-12-2019.



FORM NO.6

[See Rule 15(5)]

KOCHI WATER METRO PROJECT

EROOR BOAT JETTY

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CHAPTER 1

SUMMARY OF THE STUDY

1.1 PREFACE : THE PROJECT AND ITS GOALS

Kochi is a major seaport on the western shore of Indian subcontinent and its one of the most densely populated city in Kerala. Commercial centers like Vallarpadam International Terminal, Special Economic Zone, Smart City, Infopark etc have contributed to the massive economic growth achieved in last decade. These investments have also strengthened the local economic system and employment sector.

The land for Eror Boat Jetty to be constructed under Kochi Water Metro Project comes under Thripoonithura Municipality. Thripoonithura is a livable place with historical importance, 8 km away from Kochi city. Once, it was the capital Kochi kingdom. Successors of Kochi royal family still live in there. Thripoonithura hill palace was once palace of this kingdom. Remnants of those royal city and those tales can be still seen in the city. It is famous as ‘Temples own place’. It has been celebrated as seashore of Poorna River. The name of place ‘Thripoonithura’ itself was derived from the Malayalam word ‘Thura’ which means seaport. Eror is 4 km away from Thripoonithura, and is surrounded by lakes.

207.79 Ares of land belonging to Kanayannur, Paravoor, Kochi Taluks in Ernakulam District has been selected for construction of 15 Boat Jetties under Kochi Water Metro Project. This report concerns social impact assessment study of Eror Boat jetty- one among the 15 Boat Jetties. It requires 0.0823 Hector land of Nadama Village of Kanayannur Taluk, and it comes under Thripoonithura Municipality.

Kochi Water Metro Project- under KMRL has gained approval from Centre & State Government- is aimed to interconnect small islands in Kochi.

The water traffic system designed for Kochi is not only aimed at public transportation. But, sustainable development of all areas connectable through planned traffic system and to make water transportation an integral part of Kochi city’s public transport system. In addition to this, renovation of old and new roads within the island and towards the jetty, security of the people through construction of illuminated pathways, minor transport services to jetty, motor less vehicle services, disable friendly transportation, bicycle availability and parking facilities at

jetties, entertainment facilities and tourism promotion are also to be ensured. This is a consumer friendly and socially committed project than a mere transportation from corner to corner.

This project aspires to develop best water transportation in minimum expenditure. It also includes analysis and extension of existing pathways along with progress of transportations. The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (also Land Acquisition Act, 2013) is an Act of Indian Parliament that regulates land acquisition and lays down the procedure and rules for granting compensation, rehabilitation and resettlement to the affected.

This study will assist us in resolving issues and concerns of affected people and provide compensation & setting up proper rules for rehabilitation.

KOCHI WATER METRO

Kochi Water Metro Project is an integrated water transportation project in Greater Kochi as suggested by Kochi Metro Rail Ltd.

Though inland water transportation in Vembanad Lake was a major means for passenger and freight transportation, it has been facing a major recession in recent years due to decreasing investments and lack of technological advancements. Means of inland water transportation being more effective than road and rail transportation, it can also be used for reducing pollution and traffic within the city. Moreover, it will also accelerate income generation via initiatives in commercial investments and tourism.

This project proposes two categories of passenger boats and catamaran with Air condition & Wi-Fi facilities, along with modern safety and communication measures. These boats with 50 to 100 passenger capacity have speed of 8 nautical miles, and can travel through narrow waterways as small batteries are being used. There will be 10 to 20 minute difference in headways of various routes. Intelligent Navigation system and Operation Control Center are suggested as a part of infrastructure. It is expected that automatic fare collection facility in Kochi Metro will be expanded to water transportations and this will be integrated to city's intelligent traffic system. Through the study of Kochi Water Metro, it is understood that 10 islands in Kochi will be interconnected via 15 routes with 78 kms away Kochi Water Metro. It has gained ecological approval from Union Government.

1.2 PROJECT AREA

The land to be acquired for Erorr Boat Jetty under Kochi Water Metro Project belongs to Kappattikkavu region of 3rd ward of Thripoonithura Municipality in Nadama Village in Kanayannur Taluk of Ernakulam District.



1.3 SIZE AND SPECIFICATIONS

In the 0.0823 Hectare land required for Erorr Boat Jetty construction- in Nadama Village in Kanayannur Taluk of Ernakulam District- has income generating trees (Jackfruit tree, Mango tree, Nutmeg, Arecanut, Coconut tree, Banana, Cocoa, wild jack 'aanjili', Mahogany, Laurel 'Punnamaram') wall, useless toilet, pond (a portion).

1.4 ALTERNATIVE AREA CONSIDERED

As the mentioned land is very close to the project are, no need to consider other methods.

1.5 IMPACT MITIGATION STEPS

Sl. No.	Expected loss	Approach	Possible reduction measures
1.	Loss of access to rest of the land	Control	Re-settlement of access
2.	Loss of trees	Compensation and control	Adequate compensation should be provided. Actions should be taken to plant same no. of trees in Govt. land or private land.
3.	Sound, atmosphere pollution, dust etc	Control	Include in the blueprint of impact reduction measures
4.	Delay in land acquisition and compensation distribution	Effective monitoring and control	Distribution of compensation before land acquisition
5.	Include the affected through land acquisition measures	Control	Ensure participation of the affected in proceedings
6.	Grievance redressal	Control	Functioning of efficient grievance redressal committees at district and panchayat level

CHAPTER - 2

DETAILED DESCRIPTION OF PROJECT

2.1 BACKGROUND & RATIONALE OF THE PROJECT

This chapter includes information regarding land acquisition for Eroor Boat Jetty under Kochi Water Metro programme, its objectives and expenditure.

2.2 DETAILS OF LAND, SIZE, GOAL, COST etc.

This project is to be implemented in 0.0823 Hectare land with different survey numbers in Nadama Village of Kanayannur Taluk. This project aims to meet the need of a better water transportation and thus develop a water transportation system with higher benefits. As per the recommendation from Department of Urban Development, this project is carried out under Kochi Metro Rail Ltd.

It is reported that Kochi has highest number of vehicles in Kerala. The lack of proper traffic system along with increasing number of vehicles results in prolonged traffic jams. This can be addressed to a great extent through this Kochi Water Metro Project. This can be done in minimal expenditure.

Kochi Water Metro Project is the first of its kind in the country. This will be beneficial in time management, provide good travel facilities, and achieve social & economic growth via increasing job opportunities and industrial development.

Kochi Water Metro Project can improve public transportation in Kochi and thereby reduce depending on roads. This project has 15 routes with 38 stations in 78 kms. It is expected to incur around Rupees 747 Crores only.

Kochi Water Metro Project intends to bring city transportation under public transportation and thus increase number of people travelling via waterways. KMRL has designed a waterway connecting people living in the city and its suburban areas surrounded by rivers and lakes.

2.3 AUTHORISED BASIS OF PROJECT

- State Govt. entrusted the Revenue Dept. with the acquisition of land as per the rules and regulation of the new Act of 2013 and handing over to the KMRL.

- As per Notification No. 2652 of Volume 8 of Special Gazette dated november 05, 2019 of Kerala Govt. Youth Social Service Organisation was authorized to conduct a social impact study as per the laws and statutes of 2013, Act and submit a social impact study Report and counter impact implementation Plan.
- For the Eroor Boat Jetty, Social impact study was conducted in 0.0823 Hectare of land.
- Dispensation of compensation prior to land acquisitional as per 2013, Act is the demand of the impacted stakeholders.
- The Kochi Metro Rail Ltd Dept. shall be the Finance Authority and the Special Tahsildar (L.A) No. 2 shall be the Land Acquisition Officer.

2.4 EXAMINATION OF ALTERNATIVES

The mentioned land is very close to the project area. Hence no need to consider other methods.

2.5 WORK FORCE REQUIREMENTS

For the completion of project in prescribed time efficiently, manpower with expertise in different fields such as engineers and modern equipments are required. Hence, it is required to complete the project without any delay. It is expected to give job opportunities to people from inside and outside of Kochi.

2.6 THE PROJECT'S CONSTRUCTION PROGRESS

The construction of Eroor Boat Jetty under Kochi Water Metro project has not started yet.

2.7 PUBLIC RELEVANCE OF THE PROJECT

Kochi Water Metro Project- being the subject of this Social Impact Assessment Study and require land acquisition is aimed at infra structure development for Kerala's economic development.

2.8 ENVIRONMENT IMPACT ASSESSMENT DETAILS

As Kochi Water Metro Project is for public convenience and is a promising venture for addressing traffic hurdles in Kochi, it is more acceptable when compared to environment hurdles.

2.9 PREVIOUS STUDIES

No previous studies have been conducted on Erorr Boat Jetty and the present study organized by the Youth Social Service Organisation can well be deemed as the first of its kind in this regard.

2.10 APPLICABLE LEGISLATIONS AND POLICIES

Acts & Rules listed below affect Land Acquisition, Transparency, Rehabilitation and Re-settlement related to Kochi Water Metro Project.

Sl. No.	Acts and Rules	Affected area
1.	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Re-settlement Act and Rules	Impact reduction
2.	Land Acquisition Act (Rules in Kerala 1990) Land Acquisition Act 1961 Rules regarding land acquisition Rehabilitation & Re-settlement act of the government Right to Information Acquisition Act 1893 Land act 2005	Land acquisition Rehabilitation and Re-settlement

RIGHT TO INFORMATION ACT 2005

For the effective functioning of democratic processes in a nation, informed citizens are a prerequisite. The Right to information Act 2005 is aimed to strengthen the democratic process by public participation through citizens' empowerment, ensuring transparency and responsibility in governance and prevent corruption. This is an act giving information regarding activities of government to the citizens.

CHAPTER 3

UNIT, APPROACH AND RATIONALE OF THE STUDY

3.1 BACKGROUND

As per G.O (P) No. 74/2019/RD dated 4/11/2019, Youth Social Service Organization, Social Service Centre, College P.O, Kothamangalam is assigned to conduct Social Impact Assessment study on Eroor Boat Jetty under Kochi Water Metro Project. This study unit is responsible to assess social impacts of the project.

3.2 DETAILS OF THE STUDY UNIT

The data collection for the social impact assessment study and their integration was done under Team Director of Youth Social Service Organization by a group of 6 experienced members. Services of experts from development and legal sector have been availed for the study and report preparation. And, revenue official helped to identify the affected areas.

Sl. No.	Name	Designation, eligibility and experience
1.	Jose Paruthuvayalil	MSW, Director, 22 years experience in SIA unit
2.	Kuriakose George	Project Coordinator, LLB, 15 years experience in development sector
3.	Baiju PT	Research Associate, MSW, 10 years experience in development sector
4.	Savitha Sajeesh	Research Associate, BA, 2 years experience in development sector
5.	Jinu Joseph	Research Associate, B.Com, ICW, 2 years experience in development sector
6.	Mini Jibish	Research Associate, BA, 2 years experience in development sector

3.3 THE PROCESS OF IMPACT ASSESSMENT AND PROJECT IMPLEMENTATION PREPARATIONS

Acquisition of land and properties affects social and economic sustainability, social impact study and properly planned rehabilitation programs should be done. Rehabilitation plans should establish livelihood programs of the affected people same as before the land acquisition. The study unit has conducted the preparations for the social impact assessment with these obligations as priority.

Figure 3.1 shows the approach and rationale of the study in a flowchart. And stages of the study are listed below.

FIGURE 3.1: SOCIAL IMPACT ASSESSMENT STUDY DESIGN AND METHOD

STAGE 1: ACTIVITIES BEFORE STUDY

Social Analysis and pilot meeting	Pilot survey and beginning of external works
<ul style="list-style-type: none"> • Detailed project analysis • Preparation of the project blueprint • RFCT in LARR Act 2013 • State laws on land acquisition 	<ul style="list-style-type: none"> • Pilot study • Preparation and checking of survey tools • Identifying the groups for data collection • Finalizing the pilot report

Stage 2: Data collection methods and implementation

The affected families/people/society	Facilities required for the project
<ul style="list-style-type: none"> • Training for the field staff • Data collection from the affected family members • Discussions with officials of concerned departments 	<ul style="list-style-type: none"> • Analysis of legal rules and regulations • Analysis of rehabilitation programs with local officials • Data analysis • Draft of collected data, their analysis and impact assessment

Stage 3: Activities after survey and blueprint of the analysis

Tabulation of the collected data and blueprint of analysis	Concerns on the Social Impact Assessment Study
<ul style="list-style-type: none"> • Integration, categorization of data • Finalization of the report • Analysis of the collected data 	<ul style="list-style-type: none"> • Organize public hearing • Meeting and discussions on study findings with affected people

- | | |
|--|--|
| <ul style="list-style-type: none"> • Preparation and submission of the draft report of the social impact assessment study | <ul style="list-style-type: none"> • Analysis and opinions of concerned officials • Integration of the opinions and submission of final report |
|--|--|

3.4 DESK RESEARCH

Study Team examined the relevant documents, Reports, Project Plans etc. in details.

3.5 SECONDARY DATA

Secondary data was prepared from the studies conducted earlier and concerned departments. The study unit could realize the social economic and cultural circumstances of the affected people through the social impact assessment study.

3.6 THE AFFECTED AREA VISIT AND PROJECT AWARENESS CAMPAIGNS

Field visit and pilot study of socio economic survey was conducted before the detailed study of social impact assessment. Responses of the affected people were documented while conversing with them. The unit made adequate additions and corrections in the interview schedule.

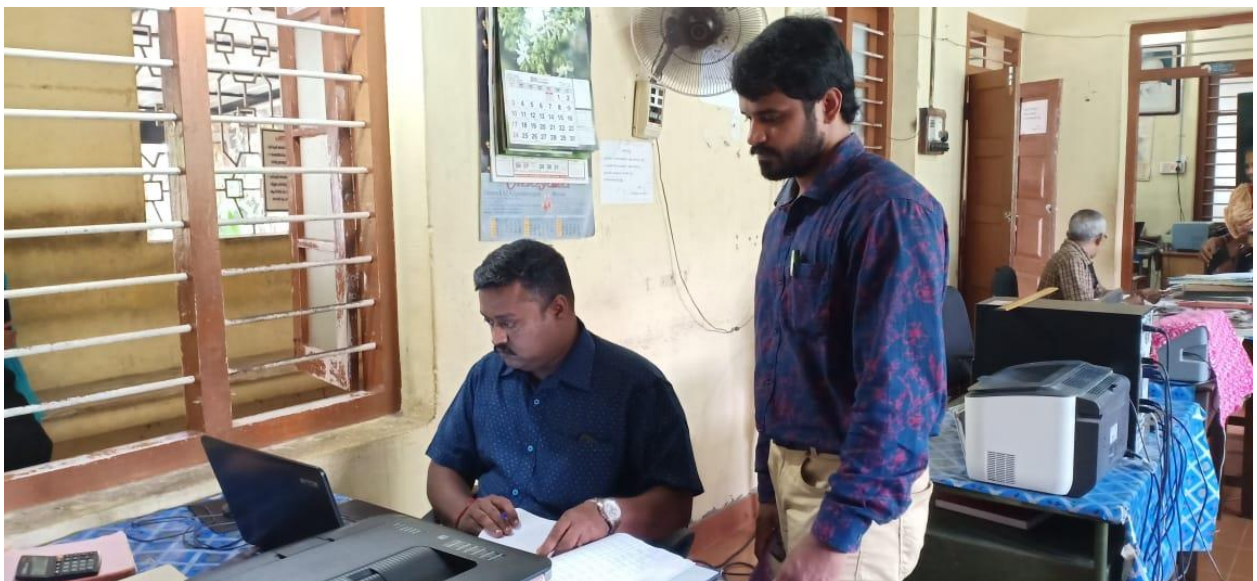
As the area of the study and affected people were identified, primary data was collected from the concerned in November 2019, and the report was prepared by integrated analysis of the collected data.





3.7 EVALUATION OF CIRCUMSTANCES

The data collected were analyzed and studied, and were modified as per new information was generated. The study unit has taken required measures before data collection to prevent errors.



Discussion with Village Officer

3.8 SCHEDULE OF CONSULTATIONS WITH KEY STAKE HOLDERS

Table 3.1 contains the socio-economic impact on the parties who are to be compensated for giving up land for the Project.

TABLE 3.1: DETAILS OF PROPERTIES AFFECTED

Sl. No.	Name and address	Survey No.	Problems/requirements put forward
1.	K.K Valsan (Late) Kappattikkavu (H) Eroor P.O	Nadama village 47pt, 73	The project affected area has income generating trees (Jackfruit tree, Mango tree, Nutmeg, Arecanut, Coconut tree, Banana, Cocoa, wild jack 'aanjili', Mahagony, Laurel 'Punnamaram') wall, useless toilet, s portion of pond which will be lost. The property is inherited and hence, it causes emotional difficulty. Still, they are ready to provide land (Daughter Meena has the land for mutation)

3.9 SUMMARY OF PUBLIC HEARING

A public hearing of the landowners affected by acquisition of plots belonging to Nadama Village at Kanayannoor Taluk, Ernakulam District, was held before the authorities at 2.00pm on 12 December. 2019 at the Municipality Hall, Thrippunithura. The whole procedure had been videographed to keep on record.

PARTICIPATED OFFICIALS

1. Sri. Abraham - Deputy Collector
 2. Smt. Chandrika Devi - Chair Person, Thrippunithura Municipality
 3. Sri. O. V. Salim - Vice Chairman, Thrippunithura Municipality
 4. Sri. P. J. Shaji - General Manager, KMRL
 5. Sri. Vikas P. L. - Executive, Civil KMRL
 6. Sri. Felix Medwin - Consultant (LA) KMRL
 7. Sri. K S Sudhakaran - Consultant (LA) KMRL
 8. Sri. Gangadharan - Advisor KMRL
 9. Sri. Abbas JE - Special Tahsildar (LA) No. 2
 10. Sri. VP Biju - Valuation Assistant (LA)
 11. Sri. Rajiv P - Cousellor, Thrippunithura Municipality
 12. Sri. KP Mohan Das - CRO, KMRP
- Smt. Savitha Sajeesh - Team Co-ordinator,
Youth Social Service Organization presented draft report.

MAJOR ISSUES PUT FORWARD IN THE PRESENCE OF OFFICIALS:

The affected people participated in the public hearing presented their concerns.

- How is the compensation decided?
- How is the price of trees decided?
- The affected ones demanded that adequate compensation should be provided.

REPLY OF AUTHORITIES

DEPUTY COLLECTOR (LA)

The price will be decided after considering documents of land before 3 years, and taking the maximum price into consideration, that is after publishing 11(1) notification. The price will be fixed after taking 10 documents with maximum price into consideration, and their average. This will be done by taking documents of land within 5 kms around the specific property. And thus the compensation is decided.

The compensation for trees will be provided separately. Forest dept. will decide price for trees like 'Aanjili'- wild jack. The price for other trees like Nutmeg, Coconut tree will be decided by Revenue Inspector. And as per the Act of 2013, if the compensation is not satisfactory, the affected has the right to approach court.

CHAIR PERSON, THRIPPUNITHURA MUNICIPALITY

Eroor Boat Jetty and Water Metro will be a milestone in reducing traffic in the city and increase land price. This is a demand of many years, and should be done as soon as possible.

VICE CHAIRMAN, THRIPPUNITHURA MUNICIPALITY

He appreciated the land owners who agreed to provide their land with which they have emotional attachment, for the public good. He also expresses his hope that adequate compensation will be paid to all affected.

GENERAL MANAGER, KMRL

Water Metro Project is a program for public welfare. He expressed his gratitude to the land owners for their cooperation. Compensation can be higher than their expectations, and the officials would decide and provide it to you. It is decided to inaugurate Vyttila, Eroor, Kakkanad route. The construction of Vyttila & Kakkanad Boat Jetty, and Eroor lies in between.

Afterwards, it will be extended upto Infopark. The only hindrance is a bund besides Rajagiri College, on which CWRD is conducting its study.

There is a bridge nearby Brahmapuram Smart City. Boat can't pass beneath this bridge. Hence, Chief Secretary and other related officials are trying to arrange a route via Edachira stream in front of Info Park. For availing this facility till Info Park- Phase II- Smart City, 3 additional jetties are required. It is considered that this route will benefit around 1 lakh individuals in 5 years. Currently people travelling this route are depending on buses, which may collide if 1-2 buses come together due to narrow roads. In this condition Kochi Metro is planning to extend itself to Infopark from Phase II JI Station. Even this facility won't be enough to reduce traffic. In this context water metro will be an easy alternate route to this. Now 38 boat jetties are allotted, and 7 are required in addition to them. He also informed that the start of this metro is from the public, and the project can be started as soon as they give agreement.

PUBLIC HEARING PHOTOS



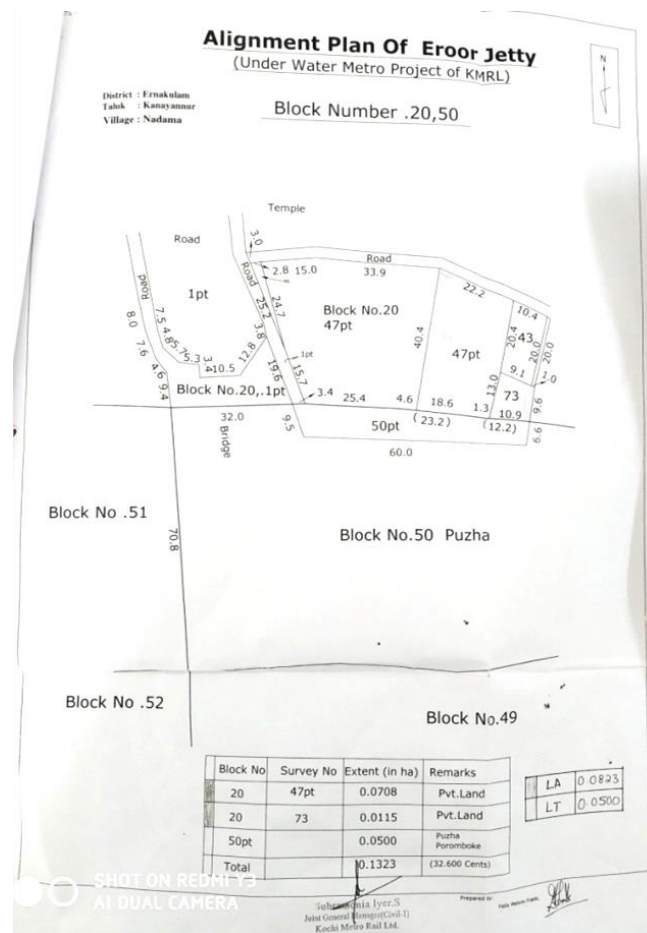
CHAPTER 4

EVALUATION OF THE LAND

4.1 INTRODUCTION

For acquiring land for Kochi Water Metro Project, details of people losing land, the affected people, their socio economic information were collected through interview schedule prepared for it in 2019 November. Details regarding the affected properties, their type, ownership, impacts on private properties, income and livelihood of people, and depth of impact due to project were collected. The effects of land acquisition for Kochi Water Metro Project is depicted below with the help of survey with an image.

LAND INVENTORIES (MAP OF SITE)



4.2 TOTAL IMPACT DUE TO INFLUENCE OF THE PROJECT:

Table 4.1 includes socio economic impact of people who donates their land and need compensation

Table 4.1: Details Of Properties Affected

Sl. No.	Name and address	Survey No.	Problems/requirements put forward
1.	K.K Valsan (Late) Kappattikkavu (H) Eroor P.O	Nadama village 47pt, 73	The project affected area has income generating trees (Jackfruit tree, Mango tree, Nutmeg, Arecanut, Coconut tree, Banana, Cocoa, wild jack 'aanjili', Mahagony, Laurel 'Punnamaram') wall, useless toilet, s portion of pond which will be lost. The property is inherited and hence, it causes emotional difficulty. Still, they are ready to provide land (Daughter Meena has the land for mutation)

4.3 LAND REQUIRED FOR THE PROJECT

In the 0.0823 Hectare land required for Eroor Boat Jetty construction- in Nadama Village in Kanayannur Taluk of Ernakulam District- has income generating trees (Jackfruit tree, Mango tree, Nutmeg, Arecanut, Coconut tree, Banana, Cocoa, wild jack 'aanjili', Mahagony, Laurel 'Punnamaram') wall, useless toilet, pond (a portion).

Table 4.2: Acquiring Project Affected Land

Sl. No.	Name and address	Survey No.	Area
1.	KK Valsan (Late) Kappattikkavu (H), Eroor P.O	47pt, 73	0.0708 0.0115
	Total		0.0823 hectare

4.4 NEED OF PUBLIC LAND:

Public land is not required for Eroor Boat Jetty under Kochi Water Metro Project.

4.5 LAND PURCHASED FOR THE PROJECT

No land is purchased for the project yet. Formalities for purchasing land will begin only after social impact assessment study.

4.6 GEOGRAPHY, CURRENT PURPOSE, AND LANDFORMS

In the land required for Erorr Boat Jetty construction- in Nadama Village in Kanayannur Taluk of Ernakulam District- has income generating trees (Jackfruit tree, Mango tree, Nutmeg, Arecanut, Coconut tree, Banana, Cocoa, wild jack 'aanjili', Mahagony, Laurel 'Punnamaram') wall, useless toilet, pond (a portion). This is an urban area and has no commercial or industrial activities going on.

4.7 NATURE OF OWNERSHIP

Table No. 4.3 Type Of Possession

Type	No.	Percentage
Inherited	1	100
Purchased	0	0
Total	1	100

4.8 PREVIOUS TRANSACTIONS IN THE AREA

It was realized that there was no land transactions within 3 years in this area required for Erorr Boat Jetty construction under Kochi Water Metro Project.

4.9 PERIOD OF OWNERSHIP OF LAND

Table No. 4.4 Period Of Ownership

Year	No.	Percentage
More than 100 years	1	100
Total	1	100

(The above mentioned information is provided by the concerned parties during data collection. Documents proving these should be checked.)

CHAPTER - 5

ASSESSMENT AND CALCULATIONS

5.1 INTRODUCTION

The depth of impact on people affected directly and indirectly is depicted in this chapter.

5.2 DIRECT IMPACT OF THE PROJECT

0.0823 Hectare of land is required for Eroor Boat Jetty in Nadama Village of Kanayannur Taluk. This land required for Kochi Water Metro Project has income generating trees (Jackfruit tree, Mango tree, Nutmeg, Arecanut, Coconut tree, Banana, Cocoa, wild jack ‘aanjili’, Mahagony, Laurel ‘Punnamaram’) wall, useless toilet, pond (a portion). This affects land owner directly.

5.3 INDIRECT IMPACT OF THE PROJECT

Indirectly affected people include those who are not affected directly but stay or work in this area. Hence this project affects none indirectly.

5.4 FAMILY OF SCHEDULED TRIBES AND OTHER TRADITIONAL FOREST DWELLERS THAT HAVE LOST ANY OF THEIR FOREST RIGHTS

The acquisition of land for Eroor Boat Jetty under Kochi Water Metro Project does not affect any families of scheduled tribe and forest dwellers that lose right on forest.

5.5 HAVE THE ACQUIRED LANDS BEEN SOURCES OF LIVELIHOOD OF FAMILIES FOR 3 YEARS ?

As per the land owner, income from the land will be lost if the land is acquired for the project.

5.6 FAMILIES THAT HAVE BEEN ASIGNED LAND BY THE STATE GOVERNMENT OR THE CENTRAL GOVERNMENT UNDER ANY OF ITS SCHEMS AND SUCH LAND IS UNDER ACQUISITION

The land for Eroor Boat Jetty under Kochi Water Metro Project was not availed through any welfare programs of state-centre governments.

5.7 FAMILIES THAT HAVE BEEN RESIDING ON ANY LAND IN THE URBAN AREAS FOR PRECEDING THREE YEARS OR MORE PRIOR TO THE AQUISITION OF THE LAND.

The affected families are inhabitants of city.

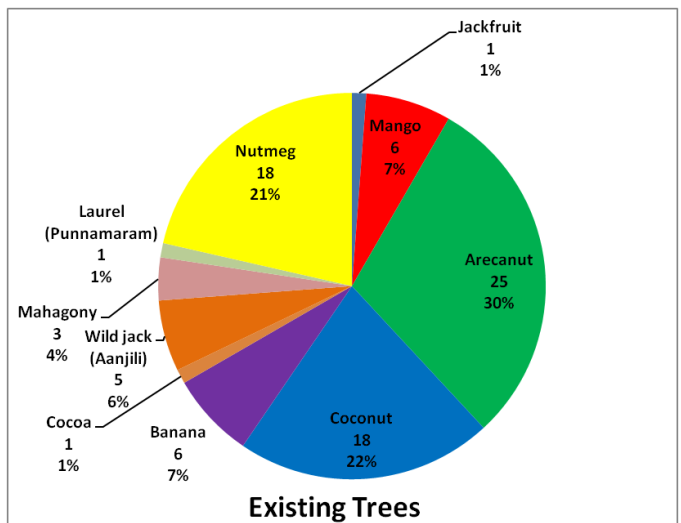
5.8 FAMILIES THAT DEPEND ON COMMON PROPERTY FOR LIVELIHOOD AND SUCH WILL BE AFFECTED DUE TO ACQUISITION OF LAND

The land for Eroor Boat Jetty under Kochi Water Metro Project does not have any families depending on public land after acquirement.

5.9 DETAILS OF YIELDING TREES

The land for Eroor Boat Jetty under Kochi Water Metro Project does include following fruitful properties.

Trees	Number	Percentage
Jackfruit tree	1	1.190
Mango tree	6	7.14
Arecanut tree	25	29.76
Coconut tree	18	21.42
Banana	6	7.14
Cocoa	1	1.190
Wild jack 'aanjili'	5	5.95
Mahagony	3	3.57
Laurel 'Punnamaram'	1	1.190
Nutmeg	18	21.42
Total	84	100



CHAPTER - 6

SOCIO – ECONOMIC PLAN

6.1 BACKGROUND

This chapter includes socio economic cultural details of affected families and the situation of these factors. Demographic details, situation, livelihood affected families and additional information of the affected people are also enlisted.

6.2 FAMILY DETAILS

Table 6.1 Family Income

Income	No.	Percentage
50000-70000	2	40
70000-90000	3	60
Total	5	100

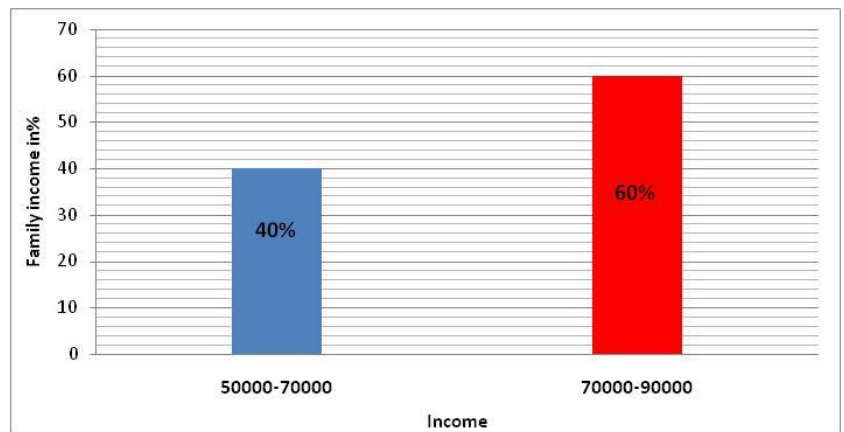


Table 6.2 Age Wise Detail

Age	No.	Percentage
15-25	1	20
26-35	1	20
36-45	0	0
46-55	0	0
56-65	2	40
Above 65	1	20
Total	5	100

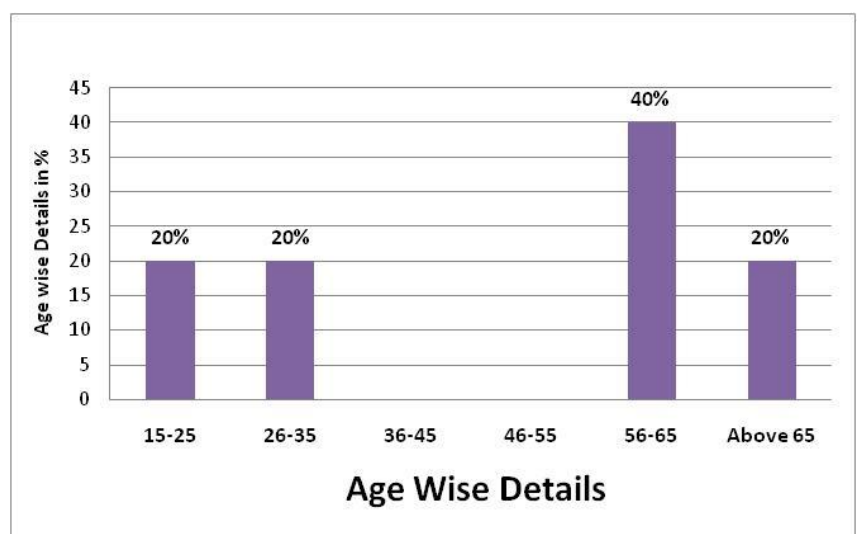


Table 6.3 Marital Status

Income	No.	Percentage
Married	2	40
Unmarried	2	40
Widows	1	20
Total	5	100

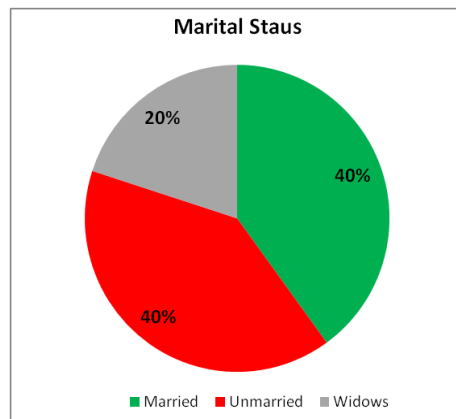


Table 6.4 Education Details

Education	No.	Percentage
MBBS	1	20
Engineer	1	20
Masters degree	3	60
Total	5	100

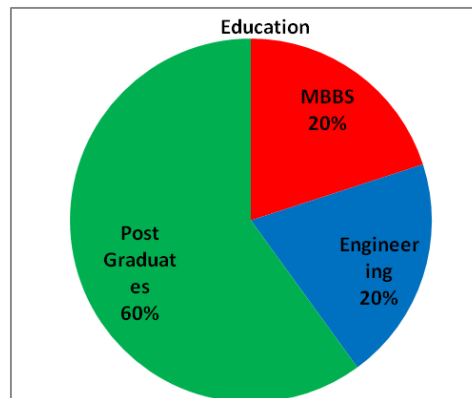


Table 6.5 Occupation details

Employment	No.	Percentage
Doctor	1	25
Private job	1	25
Retired pension	2	50
Total	4	100

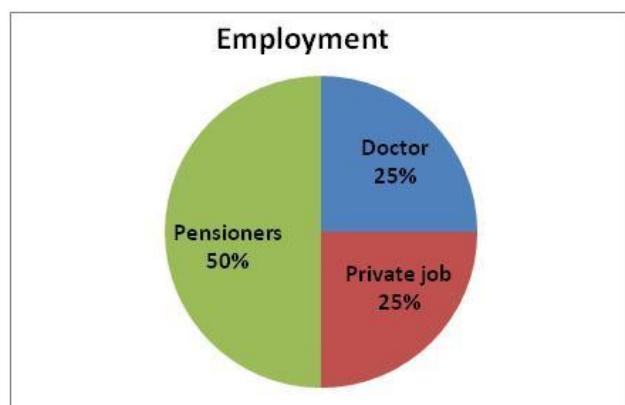


Table 6.6 Ration Card Grading

Type	No.	Percentage
No	1	100
Total	1	100

6.3 RELIGIOUS GROUP

The affected people belongs to Hindu community

6.4 SOCIAL CATEGORY

The affected family belongs to General category.

CHAPTER – 7

SOCIAL IMPACT MITIGATION

7.1 IMPACT MITIGATION APPROACH

The affected individuals are demanding compensation amount and job for family members in order to reduce the impact of land acquisition. Hence, in order to reduce the impact, compensation of land acquisition needs to be decided through discussions with the affected families and distribute them before land acquisition.

The affected families should be made aware of the benefits of Kochi Water Metro Project, and take necessary steps to provide them the advantages of the project.

7.2 METHODS FOR NEGATION, MITIGATION AND COMPENSATION OF THE IMPACT

The compensation should be decided and distributed as per ‘The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Re-settlement act, 2013 (RFCTLARR Act 2013) in a timely manner.

7.3 COMPENSATION FOR TREES AND OTHER PROPERTIES

A special package needs to be identified for distribution of compensation for the property, trees and others.

7.4 MEASURES TO FULFILL THE PROJECT SUGGESTIONS

A special budget needs to be identified for distribution of compensation.

7.5 IMPACT MITIGATION STEPS

Sl. No.	Expected loss	Approach	Possible reduction measures
1.	Loss of accessto rest of the land	Control	Re-settlement of access
2.	Loss of trees	Compensation and control	Adequate compensation should be provided. Actions should be taken to plant

			same no. of trees in Govt. land or private land.
3.	Sound, atmosphere pollution, dust etc	Control	Include in the blueprint of impact reduction measures
4.	Delay in land acquisition and compensation distribution	Effective monitoring and control	Distribution of compensation before land acquisition
5.	Include the affected through land acquisition measures	Control	Ensure participation of the affected in proceedings
6.	Grievance redressal	Control	Functioning of efficient grievance redressal committees at district and panchayat level

CHAPTER - 8

SOCIAL IMPACT ACTION PLAN DIRECTORATE

8.1 DIRECTORATE AND RESPONSIBLE OFFICIALS

Administrator appointed by government as per RFCTLARR Act 2013 will be responsible for developing re-settlement scheme for affected families. Under the supervision and guidance of government and Commissioner of Rehabilitation and Re-settlement, Administrator of Rehabilitation and Re-settlement will be responsible for the formulation, implementation and monitoring of scheme for Rehabilitation and Re-settlement.

Provision of adequate compensation to the affected, as per RFCTLARR Act 2013, will not reduce impact.

As per the laws of State Government, the District Level committee on adequate Compensation, Rehabilitation and Re-settlement should include following persons.

- District Collector
- Administrator of Rehabilitation and Re-settlement
- Land acquisition officer
- Finance officials
- Representatives of Arthana officials for taking financial decisions
- Representatives of Local Self Government

CHAPTER -9

SOCIAL IMPACT ALIENATION BUDGET

9.1 COST OF REHABILITATION AND RE-SETTLEMENT

The expenditure for Rehabilitation and Re-settlement is not calculated.

9.2 ANNUAL BUDGET AND PLANNING DOCUMENT

Not applicable

9.3 FINANCIAL SOURCE BY CATEGORY

Financial source of the affected area is not categorized.

CHAPTER -10

SOCIAL IMPACT ELEMINATION PLAN – SUPERVISION AND EVALUATION

10.1 SUPERVISION AND EVALUATION – MAJOR INDEXES

- Participation of land owners in district level purchasing committee
- Land was purchased directly from how many land owners
- Indicators used to calculate compensation
- Re-settlement of blocked entrances
- Formation of grievance redressal committee
- Time required for rehabilitation and Re-settlement

10.2 REPORTING PATTERN, SUPERVISION AND DUTIES

Not applicable

10.3 INDEPENDENT EVALUATION – PLAN

Not applicable

CHAPTER -11

ASSESSMENT OF MERITS AND DEMERITS, PROPOSAL REGARDING LAND ACQUISITION

11.1 THE FINAL CONCLUSION AND ASSESSMENT OF POPULAR GOALS

The water traffic system designed for Kochi is not only aimed at public transportation. But, sustainable development of all areas connectable through planned traffic system and to make water transportation an integral part of Kochi city's public transport system. In addition to this, renovation of old and new roads within the island and towards the jetty, security of the people through construction of illuminated pathways, minor transport services to jetty, motor less vehicle services, disable friendly transportation, bicycle availability and parking facilities at jetties, entertainment facilities and tourism promotion are also to be ensured. This is a consumer friendly and socially committed project than a mere transportation from corner to corner. This will be an errorless integration for the city. This will provide an easy route to reach the city easily, and will be solution to long traffic blocks too.

11.2 CHARACTER AND SEVERITY OF SOCIAL IMPACT

This project does not affect any financially backward person which in itself will reduce impact to a great extent.

This will result in effective usage of water sources, better travel facilities, employment opportunities and development programs. It will be helpful in socio economic development of the area and impact reduction.

But as it is a public development program, individuals need to provide their private land. Many people get affected adversely when land is acquired for public purposes. For protecting such people's rights, the right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Re-settlement Act, 2013 was enacted. 4th section of this Act rules that if land is acquired for the nation's development, public interest and social impact needs to be assessed.

SUMMARY

Kochi Water Metro project is a milestone and will be beneficial to reduce the traffic jams and travelling difficulty in the city. 207.79 Ares of land belonging to Kanayannur, Paravoor, Kochi Taluks in Ernakulam District has been selected for construction of 15 Boat Jetties under Kochi Water Metro Project. This report concerns social impact assessment study of Eroor Boat Jetty, one among the 15 Boat Jetties. It requires 0.0823 Hectare land of Nadama Village of Kanayannur Taluk. RFCTLARR Act 2013 has provisions to give adequate compensation to the affected group.

For meeting the requirement of water transportation facilities in Kochi, the project aims to develop a multi optioned transportation system in Kochi. Kochi needs to be developed to international level through integrating metro system with common ticket fare and time schedule, as the public expectations.

While seeing the benefits to public through implementation of Kochi Water Metro Project, land needs to be acquired for the project. But, best way to do it is to provide just compensation to the affected people.

ACKNOWLEDGEMENT

This SIA Study project would not have completed without the help of different people and organisations. First of all we are grateful to the revenue department for entrusting this project to Youth Social Service Organisation. We also remember and acknowledge our gratitude to Ernakulam District collector and all the staff members for their timely guidance to complete this project successfully.

We also acknowledge our gratitude to Special Tahasildar(LA)No2, and all the staff members for helping us to collect all the details of land acquisition. We remember KMRL and all the staff members for their service to complete this project.

We thank Thripoonithura Municipality Chairperson, all the staff members, staff members of Nadma village and all the people of project area for their help and co-operation.

We also gratefully remember the Executive Director of youth social service organisation for being the back bone of this project and guiding us in every step. If we could not have received any support from all these persons, we would not have completed this project successfully.

ANNEXURES

Annexure 1 (a) Gazatte Notification

കേരള സർക്കാർ
Government of Kerala
2019



Regn.No. KERBIL/2012/45073
dated 05-09-2012 with RNI
Reg No.KI/TV(N)/634/2018-20

കേരള ഗസറ്റ്
KERALA GAZETTE

അസാധാരണം
EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

വാല്യം 8 Vol. VIII	തിരുവനന്തപുരം, ചൊവ്വ	2019 നവംബർ 05 05th November 2019	നമ്പർ No. } 2652
	Thiruvananthapuram, Tuesday	1195 തുലാം 19 19th Thulam 1195	
		1941 കാർത്തികം 14 14th Karthika 1941	

GOVERNMENT OF KERALA
REVENUE (B) DEPARTMENT
NOTIFICATION

G.O.(P)No.74/2019/RD

Dated, 04/11/2019

Thiruvananthapuram,

S. R. O. No. 811/2019

WHEREAS, it appears to the Government of Kerala that the land specified in the Schedule below is needed or likely to be needed for a public purpose, to wit for the land acquisition of 207.79 Ares of land for the construction of 15 Boat Jetties for Integrated Water Transport System for Water Metro Project.

AND WHEREAS, in exercise of the powers conferred in sub-section (1) of section 4 of the Right to Fair Compensation and Transparency in land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013), Government of Kerala have decided to conduct a Social Impact Assessment in the area specified in the schedule below.

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Authenticity may be verified through <https://compose.kerala.gov.in/>



NOW THEREFORE, sanction is hereby accorded to Youth Social Service Organisation, Kothamangalam to conduct a Social Impact assessment Study and to prepare a Social Impact Assessment Plan as provided in the Act. The process shall be completed within a period of two months in any case.

SCHEDULE

District: Ernakulam

Village : Kadamakkudi, Varapuzha, Punithura, Rameshwaram, Elamkunnappuzha, Cheranallur, Mulavukad, Nadama, Kakkadnad

Taluk – Kanayannur, Paravoor, Kochi

(The extent given is approximate)

Survey No.	Description	Extent
Block No.1 296/4, 296/8, 296/9, 485/1pt, 485/3, 485/5pt, 485/6pt, 398/12, 398/13, 399/3pt, 181/4pt, 181/6pt, 181/10pt, 181/11, 574/2pt, 575/5pt, 91/9pt, 91/10		207.79
307/3pt, 330/8pt		
1277/1pt, 1277/2pt		
577/2, 1166pt		
Block No.9 232/1pt, 232/4		
Block No.4 232/1pt, 232/3pt, 232/12pt, 233/1pt		
Block No.3 299/7pt, 299/9, 299/10		
Block No.20 47pt, 73		
Block No.20 540/4pt, 540/5pt, 541/1pt, 541/2pt		
		207.79

By order of the Governor,

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VENU V
PRINCIPAL SECRETARY TO GOVERNMENT

Explanatory Note

(This does not form part of the notification, but is intended to indicate its general purport)

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules has come into force on 19.09.2015 and as per Rule 10 notifying a Social Impact Assessment Unit for conducting Social Impact Assessment Study is required. Requisition has been received for acquiring 207.79 Ares of land for the construction of 15 Boat Jetties for Integrated Water Transport System for Water Metro Project.

The notification is intended to achieve the above object.

PUBLISHED BY THE SUPERINTENDENT OF GOVERNMENT PRESS
AT THE GOVERNMENT CENTRAL PRESS, THIRUVANANTHAPURAM, 2019

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Date:2019.11.05 07:44:

സാക്ഷ്യപത്രം

കൊച്ചി വാട്ടർ മെട്രോ പദ്ധതിയുടെ ഭാഗമായി എരുർ ബോട്ട് ജെട്ടിക്കുവേണ്ടി ഭൂമി ഏറ്റെടുക്കുന്നതുമായി ബന്ധപ്പെട്ട് കേരളാഗസ്റ്റ് വിജ്ഞാപനം G.O(P)No.74/2019/RD, Dt-4.11.2019, അടിസ്ഥാനമാക്കിയുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് റിപ്പോർട്ട് 02/12/2019 ഈ ഓഫീസിന്റെ നോട്ടീസ്ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



എന്ന്

[Handwritten Signature]
02. Dec. 19
GM (WT).

സാക്ഷ്യപത്രം

കൊച്ചി വാട്ടർ മെട്രോ പദ്ധതിയുടെ ഭാഗമായി എരുർ ബോട്ട് ജെട്ടിക്കുവേണ്ടി ഭൂമി ഏറ്റെടുക്കുന്നതുമായി ബന്ധപ്പെട്ട് കേരളാഗസ്റ്റ് വിജ്ഞാപനം G.O(P)No.74/2019/RD,Dt-4.11.2019,അടിസ്ഥാനമാക്കിയുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് റിപ്പോർട്ട് 2 /12/2019 ഈ ഓഫീസിന്റെ നോട്ടീസ്ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



എന്ന്

Abbas
2/12/2019
Special Tahsildar (LA) No. II
Kochi Metro Rail Project, Ernakulam
Civil Station. Kakkanad-682 030

സാക്ഷ്യപത്രം

കൊച്ചി വാട്ടർ മെട്രോ പദ്ധതിയുടെ ഭാഗമായി എരുർ ബോട്ട് ജെട്ടിക്കുവേണ്ടി ഭൂമി ഏറ്റെടുക്കുന്നതുമായി ബന്ധപ്പെട്ട് കേരളാഗസ്റ്റ് വിജ്ഞാപനം G.O(P)No.74/2019/RD,Dt-4.11.2019,അടിസ്ഥാനമാക്കിയുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് റിപ്പോർട്ട് / /2019 ഈ ഓഫീസിന്റെ നോട്ടീസ്ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



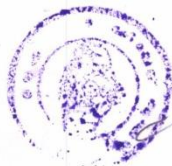
എന്ന്

Chandrika Devi
CHAIRPERSON
TRIPUNITHURA MUNICIPALITY

സാക്ഷ്യപത്രം

കൊച്ചി വാട്ടർ മെട്രോ പദ്ധതിയുടെ ഭാഗമായി എരുർ ബോട്ട് ജെട്ടിക്കുവേണ്ടി ഭൂമി ഏറ്റെടുക്കുന്നതുമായി ബന്ധപ്പെട്ട് കേരളാഗസ്റ്റ് വിജ്ഞാപനം G.O(P)No.74/2019/RD,Dt-4.11.2019,അടിസ്ഥാനമാക്കിയുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കടം റിപ്പോർട്ട് / /2019 ഈ ഓഫീസിന്റെ നോട്ടീസ്ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതായി സാക്ഷ്യപ്പെടുത്തുന്നു.

എന്ന്



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4/12/19

വില്ലേജ് ഓഫീസർ
MSD
തൃപ്പൂണിത്തുറ പി.ഒ

സാക്ഷ്യപത്രം

കൊച്ചി വാട്ടർ മെട്രോ പദ്ധതിയുടെ ഭാഗമായി എരുർ ബോട്ട് ജെട്ടിക്കുവേണ്ടി ഭൂമി ഏറ്റെടുക്കുന്നതുമായി ബന്ധപ്പെട്ട് കേരളാഗസ്റ്റ് വിജ്ഞാപനം G.O(P)No.74/2019/RD, Dt-4.11.2019, അടിസ്ഥാനമാക്കിയുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കടം റിപ്പോർട്ട് / /2019 ഈ ഓഫീസിന്റെ നോട്ടീസ്ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



C.No. 388/17

സാക്ഷ്യപത്രം

dt. 2/12/19

കൊച്ചി വാട്ടർ മെട്രോ പദ്ധതിയുടെ ഭാഗമായി എരുർ ബോട്ട് ജെട്ടിക്കുവേണ്ടി ഭൂമി ഏറ്റെടുക്കുന്നതുമായി ബന്ധപ്പെട്ട് കേരളാഗസ്റ്റ് വിജ്ഞാപനം G.O(P)No.74/2019/RD, Dt-4.11.2019, അടിസ്ഥാനമാക്കിയുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് റിപ്പോർട്ട് 02/12/2019 ഈ ഓഫീസിന്റെ നോട്ടീസ്ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



എന്ന്

In. Law 2019
2.11.2019

Deputy Collector (L.A),
Kochi Metro Rail Project, Ernakulam,
Civil Station, Kakkanad-682 030.

Annexure 2 Socio Economic Survey Questionnaire

Socio Economic Survey for Social Impact Assessment Study Land Acquisition for Kochi Water Metro Project Eroor Boat Jetty, Ernakulam District

SIA Ref No.	
Interviewer's Name	
Survey Date	
Supervisor Name	
Data Entry Staff Name	
Date Entered Date	
Data verified by, and Date	

Respondent's Name	
Name of the affected person (if different from above)	
Address including PINCODE (Location in the Affected Area)	
Contact (Landline No.)	
Contact (Mobile No)	
Identity Card Details (any one id proof)	
Aadhaar No.	
Ration Card No.	
Passport No.	
Voters Id	

Q.1 Identification	Place/Location	
	Ward No.	
	Name of Panchayath	

Q. 2 Respondent	Owner		Representative of Owner
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Q. 3 Name & Address of the Respondent	Owner		Representative of Owner	
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ASSET DETAILS

Q. 4 Type of Property

Open Land		Nilam		Nilam Purayidam	Nikathu	
-----------	--	-------	--	--------------------	---------	--

Q. 5 Type of use

Open Land		Wet Land (Agricultural Land)		Others (specify)	
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Q. 6 Name of title holder of the property (Specify the names of all the members specified as per the title deed)		
a) Communication Address (with PINCODE)		
b) Contact No		
c) Relationship with family head		
d) Acquisition by	Hereditary	
	Purchase	
	Encroached/squatter	
	Others (specify)	
e) Date of acquiring of the property (approx period)		
f) Details of transactions made on the property within the last three years		

Q. 7 Property Details

a) Survey No (Mandatory	
b) Total Area (in hectares)	
c) Area Affected (in hectares)	

In case of more than one property please use additional pages

IMPACT

Q.8 Extent of acquisition	Fully		Partially	
Q. 9 Whether property viable after implementation of project	Yes		No	

Q. VULNERABILITY

Q. 10 Do you have Ration Card?	Yes		No		If Yes, Mention Number
Q. 11 Type of Ration Care	BPL		APL		AAY

GENERAL INFORMATION

Q. 12 Size of Family/household (specify no of family members)	Male		Female	
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Family Pattern	Joint		Nuclear		Individual	
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Q. 13 Religious	Hindu		Muslim		Christian		Jain		Others	
Q. 14 Social Group	SC		ST		OBC		General		Others	

FAMILY MEMBERS – DETAILS

SL. No.	Name	Relationship with the Head of the family	Age	Sex	Marital Status	Education		Job	Monthly Income	Major diseases
						Completed	Continuing			

Q. 15 Livelihood (Major Source of Income) of Family affected	Yes		No	
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Q. 16 Family Income & Source

a) Family monthly income (in Rs.)	
b) Family monthly expenditure (in Rs.)	
c) Major Source of Income	
c) No of adult earning members	
d) No of deponents	

Project Related Information

Q. 17. Are you aware of the proposed Eroor Boat Jetty Project	Yes		No	

Q. 18 If yes, source of information

Newspaper		Internet/Social media		TV/Media	
Community members		All of the above		Other (Specify)	

Q19. What is the positive or other impacts envisaged from this project development

Positive impacts perceived		Other perceived impacts	
Increase in employment opportunities due to better access facilities		Loss of productive land for agriculture	
Increase in movement in terms of facility and frequency		Pressure on existing infrastructure	
Increase in economic and business activities		Conflict with outsiders	
Increase land prices		Increase in the density around the project area	
Improvement in the real estate sector		Increased spread of communicable diseases and other vulnerabilities	
Better reach/access to larger towns (health/education)		Increase in rentals for tenants for both residential and commercial properties	
Higher income from rental due to this infrastructure development		Others (specify)	
Others (specify)			

Q. 20 REHABILITATION OPTIONS

a) Owner

	Equivalent/better productive land	
What is preferred rehabilitation measure	Case compensation at replacement value	
	Training for income restoration	
	Other (Specify)	

Additional information

നോട്ടീസ്

NO.16/SIA KWMP/2019

ഇന്തോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിട്ടുള്ളതുമായ ഭൂമി ഒരു പൊതു ആവശ്യത്തിന് അതായത് കൊച്ചി വാട്ടർ മെട്രോ പ്രൊജക്ടിന്റെ 15 ബോട്ട് ജെട്ടികളുടെ നിർമ്മാണത്തിനുവേണ്ടി ഏറ്റെടുക്കുന്നത്. ഇതിൽ എന്റർ, കാക്കനാട് ബോട്ട് ജെട്ടികളുടെ നിർമ്മാണത്തിനുവേണ്ടി ഭൂമി ആവശ്യമുണ്ടെന്നോ ആവശ്യമുണ്ടായേക്കാമെന്നോ ജില്ലാ കളക്ടർക്ക് ബോധ്യമാകുന്നതിനാൽ താഴെ പട്ടികയിൽ പറയുന്ന സ്ഥലത്ത് സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ നടത്തുന്നതിന്, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും ചുനസ്ഥാനത്തിനുമുള്ള അവകാശ നിയമം (2013 ലെ കേന്ദ്ര ആക്ട്, 30)4-ാം വികുല്പ 1-ാം ഉപവികുല്പ പ്രകാരമുള്ള കേരള ഗവൺമെന്റ് നമ്പർ G.O(P)NO.74/2019.RD തീയതി 4.11.2019 -ാം തീയതി പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതാണ്. സാമൂഹ്യപ്രത്യാഘാത വിലയിരുത്തൽ റിപ്പോർട്ട് തയ്യാറാക്കുന്നതുമായി ബന്ധപ്പെട്ട് താഴെ പ്രസ്താവിക്കുന്ന ഭൂമിയിൽ താൽപര്യമുള്ള കാക്കനാട് വില്ലേജിൽ പെട്ടവർക്കുവേണ്ടി 2019 ഡിസംബർ 12 -ാം തീയതി രാവിലെ 11 മണിക്ക് തൃക്കാക്കര നഗരസഭയുടെ ഹാളിൽ വെച്ച്, നടന്ന വില്ലേജിൽ ഉൾപ്പെടുന്നവർക്ക് 2019 ഡിസംബർ 12 -ാം തീയതി ഉച്ചക്ക് 2 മണിക്ക് തൃപ്പൂണിത്തുറ നഗരസഭയുടെ ഹാളിൽ വെച്ച് നടത്തപ്പെടുന്ന പബ്ലിക് ഹിയറിംഗിന് ഹാജരാകേണ്ടതാണെന്ന് ഇതിനാൽ അറിയിച്ചുകൊള്ളുന്നു.

പട്ടിക

<p>താലൂക്ക് : കണയന്നൂർ, ജില്ല : എറണാകുളം, വില്ലേജ് : നടമ (ഏകദേശ വിസ്തീർണ്ണം തന്നിരിക്കുന്നു)</p> <p>വില്ലേജ് നടമ</p> <p>കാക്കനാട്</p>	<p>സർവ്വേ നമ്പർ</p> <p>17 pt, 73</p> <p>540/4.2pt, 541/1 pt, 541/2 pt</p> <p>540/50.1525</p>	<p>വിസ്തീർണ്ണം</p> <p>0.0823</p> <p>0.2346 ഹെക്ടർ</p> <p>(ഒറ്റ) ചെമ്പർപേഴ്സൺ</p> <p>സാമൂഹ്യ പ്രത്യാഘാത യൂണിറ്റ്</p>
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കോതമംഗലം
26/11/2019

यूत्त सोष्यल सरवीस ओरगनैसेषन

सोष्यल सरवीस सेन्टर

कालेज पी.ओ., कोथमंगलम - 686 666, कोच्ची, केरला, इन्डिया

Ph: 9446510628 | 0485 2971222 | 9645391800



Youth Social Service Organization

Social Service Center

College P.O., Kothamangalam - 686 666, Cochin, Kerala

9446510628 | 0485 2971222 | 9645391800

www.yssso.net | yssso95@gmail.com

Executive Director
Fr. Jose Paruthuvayalil

ഫോറം നം. 5. ചട്ടം 14 (1) കാണുക

നോട്ടീസ്

No. 16/SIA KWMP /2019

ഇതോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിട്ടുള്ളതുമായ ഭൂമി ഒരു പൊതു ആവശ്യത്തിന് അതായത് കൊച്ചി വാട്ടർ മെട്രോ പ്രോജക്ടിന്റെ 15 ബോട്ട് ഷെട്ടികളുടെ നിർമ്മാണത്തിനുവേണ്ടി ഏറ്റെടുക്കുന്നത്. ഇതിൽ എരുമൂർ, ബോട്ട് ഷെട്ടികളുടെ നിർമ്മാണത്തിനു വേണ്ടി ഭൂമി ആവശ്യമുണ്ടെന്നോ ആവശ്യമുണ്ടായേക്കാമെന്നോ ജില്ലാ കളക്ടർക്ക് ബോധ്യമാകുന്നതിനാൽ താഴെ പട്ടികയിൽ പറയുന്ന സ്ഥലത്ത് സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ നടത്തുന്നതിന്, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും പുന:സ്ഥാപനത്തിനുമുള്ള അവകാശ നിയമം (2013ലെ കേന്ദ്ര ആക്ട്, 30) 4-ാം വകുപ്പ് 1-ാം ഉപവകുപ്പ് പ്രകാരമുള്ള കേരളാ ഗസ്റ്റ് നമ്പർ G.O(P)No.74/2019/RD തീയതി 4.11.2019-ാം തീയതി പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതാണ്. സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ റിപ്പോർട്ട് തയ്യാറാക്കുന്നതുമായി ബന്ധപ്പെട്ട് താഴെ പ്രസ്താവിക്കുന്ന ഭൂമിയിൽ താൽപര്യമുള്ള നടമ വില്ലേജിൽ ഉൾപ്പെടുന്നവർക്ക് 2019 ഡിസംബർ 12-ാം തീയതി ഉച്ചക്ക് 2 മണിക്ക് തൃപ്പൂണിത്തുറ നഗരസഭയുടെ ഹാളിൽ വെച്ച് നടത്തപ്പെടുന്ന പബ്ലിക് ഹിയറിങ്ങിന് ഹാജരാകേണ്ടതാണെന്ന് ഇതിനാൽ അറിയിച്ചുകൊള്ളുന്നു.

പട്ടിക

താലൂക്ക്: കണയന്നൂർ, ജില്ല: എറണാകുളം, വില്ലേജ്: നടമ (ഏകദേശ വിസ്തീർണം തന്നിരിക്കുന്നു)

വില്ലേജ് നടമ	സർവ്വേ നമ്പർ 47pt,73	വിസ്തീർണം 0.0823 ഹെക്ടർ
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കോതമംഗലം 28 /11/2019

(ഒപ്പ്)ചെയർപേഴ്സൺ
സാമൂഹ്യ പ്രത്യാഘാത നിർണയ യൂണിറ്റ്



Annexure 5 List Of Participants-Officials And Affected Families

KWMP

LIST OF PARTICIPANTS IN THE PUBLIC HEARING

Notification number G.O(P)No.74/2019/RD, 4.11.2019

Social Impact Assessment Study For Eroor Boat Jetty at Kanayannur Taluk,
Nadama, Village

Survey NO. 47pt, 73

Date : 12/12/2019

TIME: 2.00pm

Venue : Thripoonithura municipality.

SL NO.	NAME	SURVEY NO.	CONTACT NO.	SIGNATURE
1	ABRAHAM RIZGERAD MICHAEL	Dy Collector (UT)	9447792070	
2	Chandriladevi Chair person		9846855272	
3	o.v.wefa	o.n: o.w.a.r.e.n.i.d	9446362917	
4	P.J. Shaji	Gm (WT) - KMRL	9895338588	
5	NIKAS.P.R	EXEC. CIVIL - KMRL	9895084552	
6	Felix Melvin	consultant (IA) KMRL	9447414260	
7	K. Sudhakaran	- do -	9446463258	
8	K. Gampatharan	Adviser (IA) KMRL	9496776524	
9	K.P. Mohandas Nk	CRo KMRL	944650808	
10	Dr. K. S. Selvaraj	Land owner	9847412616	
11	K. Neena	Landowner	9947465350	
12	Abbas V F	Spl. Topside	9447918124	
13	V.P. Bign	Valuator. Asst	8330044105	

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