

# SOCIAL IMPACT ASSESSMENT STUDY

## FINAL REPORT

### MULANTHURUTHY-KURUPPUMTHARA RAILWAY TRACK DOUBLING PROJECT

**District:** Ernakulam

**Taluk:** Kanayannoor

**Village:** Mulanthuruthy

**Submitted to:**

The District Collector, Ernakulam

**Submitted by:**

Youth Social Service Organization (YSSO), Kothamangalam  
(SIA Unit – District Level)

**Date:** 06<sup>TH</sup> February 2026

SIA Unit



**YOUTH SOCIAL SERVICE ORGANIZATION**

**SOCIAL SERVICE CENTER**

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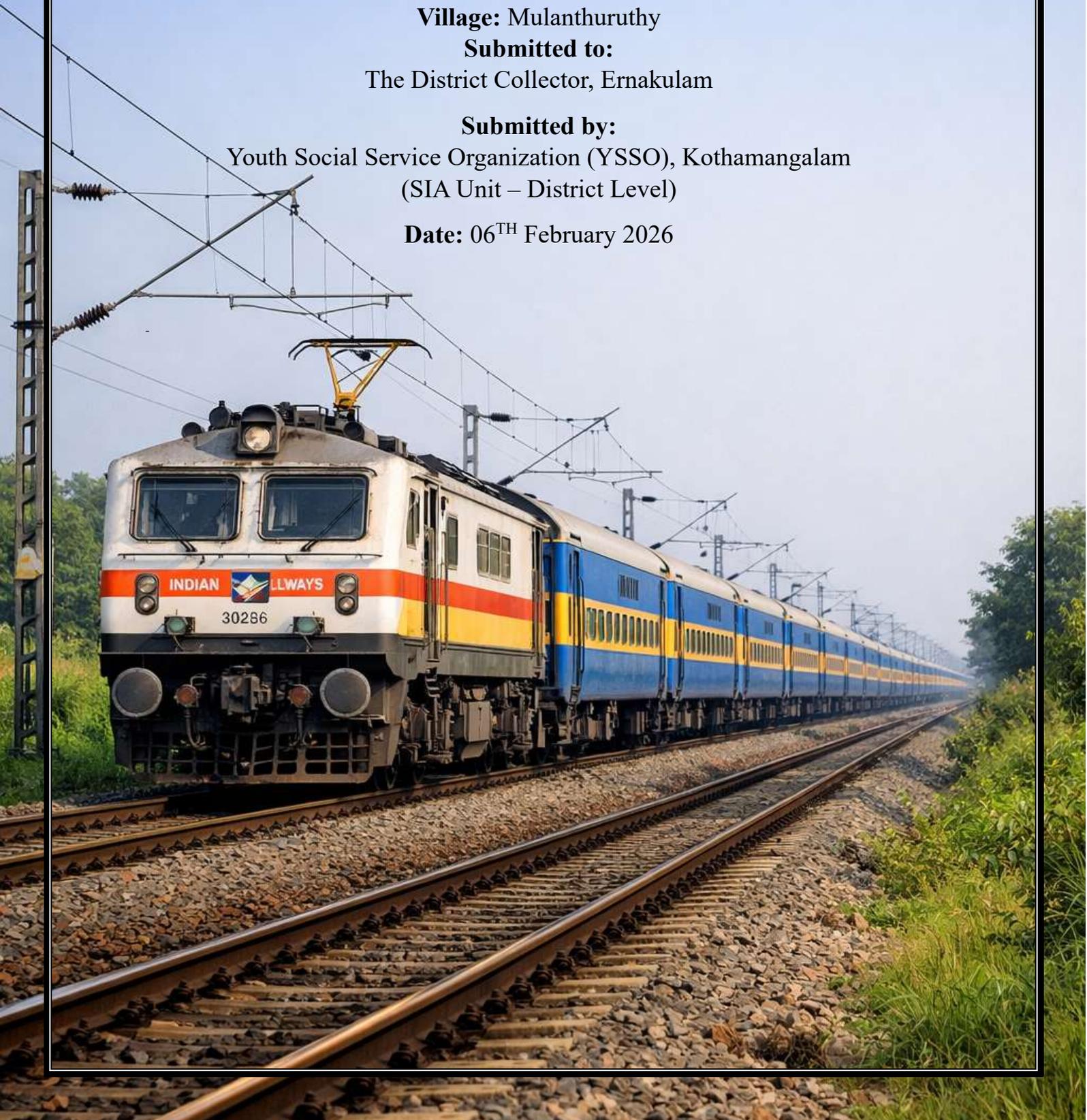
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**YOUTH SOCIAL SERVICE ORGANISATION**

Social Service Center

**SOCIAL IMPACT ASSESSMENT UNIT, YSSO: GOVT. OF KERALA, REVENUE DEPT (B).**

## DECLARATION

As per the notification issued by the Special Tahsildar (Land Acquisition), Railway, Muvattupuzha, the **Youth Social Service Organization (YSSO), Kothamangalam** has been entrusted with the responsibility of conducting the **Social Impact Assessment (SIA)** for the land acquisition proposed under the **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project**.

The SIA study has been conducted in accordance with the provisions of the **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013**. The study is based on primary data collected from the project-affected families and stakeholders, supported by secondary data obtained from the Revenue Department and Railway authorities.

The findings presented in this report reflect the social, economic, and livelihood impacts anticipated due to the proposed project. Supporting documents and field-level information are subject to verification by the competent authorities.

**Chairperson**

Social Impact Assessment Unit  
Youth Social Service Organization  
Kothamangalam



**FORM No. 6**  
*(See Rule 15(5))*

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SOCIAL IMPACT MANAGEMENT PLAN**

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## EXECUTIVE SUMMARY

The Social Impact Assessment (SIA) has been carried out for the **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project** in Ernakulam District, Kerala, in accordance with the provisions of the **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013**.

The project aims to double the existing railway track between Mulanthuruthy and Kuruppumthara in order to enhance rail capacity, improve operational safety, and increase overall efficiency. The project serves an established public purpose by addressing growing transportation demands, easing rail congestion, facilitating smoother passenger and freight movement, and strengthening regional connectivity.

The project area is located within **Block No. 23 of Mulanthuruthy Village**, under **Kanayannoor Taluk**, Ernakulam District. Land required for the project has already been taken over as part of the approved railway expansion process.

In this context, the present Social Impact Assessment is intended primarily to ensure that all affected persons whose land or assets have been acquired receive **just, fair, and legally entitled compensation**, along with applicable rehabilitation and resettlement benefits, in line with statutory provisions.

As the project follows an existing railway corridor, alternative alignments were reviewed earlier and found to be technically and socially unviable due to the likelihood of increased impacts. The adopted alignment represents the most feasible and least disruptive option.

The assessment focuses on identifying residual social impacts related to land acquisition and on recommending appropriate mitigation measures. These include timely disbursement of compensation, provision of assistance as per entitlement frameworks, and access to a transparent grievance redressal mechanism to safeguard the rights and interests of all affected persons.

# CHAPTER 1

## 1.1 Project and Public Purpose

The **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project** is a significant infrastructure development initiative proposed by **Southern Railway (Construction) II** with the objective of strengthening the rail transport network in the **Ernakulam District of Kerala**. The project forms part of the broader strategy to improve railway efficiency, safety, and capacity in response to the increasing demand for passenger and freight transportation in the region.

The project involves the **doubling of the existing railway track** along the Mulanthuruthy–Kuruppumthara section, which currently operates as a single-line corridor. Due to technical requirements related to track spacing, safety clearances, drainage systems, and operational infrastructure, the project necessitates the **acquisition of certain privately owned land parcels** located along the existing railway alignment, particularly in the vicinity of **Mulanthuruthy Railway Station**.

The land proposed for acquisition includes residential properties, agricultural holdings, and mixed-use plots. The implementation of the project is expected to yield multiple long-term benefits, including:

- Reduction in train congestion and delays
- Improved movement of passenger and freight trains
- Enhanced operational safety and reduction of accident risks
- Strengthening of regional and local economic development
- Improved connectivity for commuters, traders, and industries

Considering the substantial public benefits and strategic importance of the project, it is categorized as a “**public purpose project**” in accordance with the provisions of the **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013**.

## 1.2 The Project Site

The project area is located within **Block No. 23 of Mulanthuruthy Village**, under **Kanayannoor Taluk**, in **Ernakulam District**. The affected stretch runs parallel to the existing railway corridor connecting **Mulanthuruthy and Kuruppumthara**, an area that has witnessed steady residential and agricultural development over several decades.

The land use pattern in and around the project area is predominantly rural–semi-urban in character and consists of:

- Residential houses with long-term occupancy
- Paddy cultivation fields and small agricultural plots

- Mixed agricultural land used for subsistence and supplementary income
- Heritage properties with extended periods of ownership and strong socio-cultural attachment

The area reflects a stable settlement pattern, with families residing on the land for several decades, thereby indicating a high level of emotional, social, and economic dependence on the affected properties.

### 1.3 Size of the Acquired Land

The proposed railway track doubling project requires the **partial acquisition of land from multiple privately owned plots** situated along the existing railway alignment. In the majority of cases, the acquisition affects only a **portion of the total landholding**, though the extent of impact varies depending on the location and proximity of the property to the railway track.

The land proposed for acquisition includes:

- Narrow strips of residential plots adjacent to the railway boundary
- Portions of agricultural land, including paddy fields and cultivation areas
- Land containing productive and supportive assets such as wells, fruit-bearing trees, boundary walls, and other ancillary structures

The acquisition is primarily technical in nature, aimed at meeting railway safety and operational requirements. The **exact extent and measurements of land acquisition** will be finalized following the **detailed field survey and joint inspection**, scheduled to be conducted on **8 January 2026 at Mulanthuruthy Railway Station**, in the presence of Railway and Revenue Department officials as well as affected landowners.

### 1.4 Search for Alternative Alignments

As part of the Social Impact Assessment process, the feasibility of alternative alignments and design options was examined through consultations with officials from the **Railway and Revenue Departments**. Since the project involves **doubling of tracks along an existing railway corridor**, the scope for alternative routing is extremely limited.

Any deviation from the existing alignment would result in:

- Substantially higher land acquisition
- Increased displacement of residential properties
- Greater environmental and social impacts

Therefore, the current alignment has been determined to be **technically feasible, economically viable, and socially least disruptive**. The proposed alignment minimizes displacement while ensuring compliance with railway safety and engineering standards.

## 1.5 Social Impacts and Mitigation Measures

The implementation of the Mulanthuruthy–Kuruppumthara Railway Track Doubling Project is expected to result in certain **unavoidable social impacts**, primarily due to land acquisition. The major anticipated impacts include:

- Loss of private land holdings
- Partial or complete damage to residential structures and wells
- Loss of agricultural trees, crops, and cultivation areas
- Partial or full disruption of livelihood activities for certain families

In order to address and mitigate these impacts, the following measures are proposed:

- Payment of fair and transparent compensation in accordance with the RFCTLARR Act, 2013
- Provision of rehabilitation and resettlement support in cases involving displacement
- Livelihood assistance and support for families dependent on agriculture or land-based income
- Ensuring transparency through public consultations, information dissemination, and public hearings

The mitigation framework aims to minimize adverse impacts while safeguarding the rights, livelihoods, and dignity of the affected families.

## CHAPTER 2

### DETAILED PROJECT DESCRIPTION

#### 2.1 Background and Rationale of the Project

Railway transportation along the **Ernakulam corridor** has witnessed a significant increase in traffic over the past several years due to rapid urbanisation, population growth, and rising dependence on rail-based passenger and freight movement. The existing railway line between **Mulanthuruthy and Kuruppumthara** currently operates as a **single-track section**, which has emerged as a critical operational bottleneck affecting train punctuality, frequency, and overall safety.

The limitations of a single-track system restrict the smooth movement of trains in both directions, often leading to delays, congestion, and operational inefficiencies. These challenges are further intensified during peak travel hours and festive seasons when passenger demand is high.

In order to address these operational constraints and to meet the **future transportation requirements** of the region, **Southern Railway** has proposed the **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project**. The project aims to enhance line capacity, improve scheduling flexibility, and ensure safer and more reliable rail services.

The implementation of the doubling project requires **limited and technically essential land acquisition** along the existing railway alignment. This acquisition is necessitated by engineering requirements such as:

- Adequate track spacing between parallel lines
- Provision of safety buffers and maintenance access
- Construction and strengthening of drainage systems
- Upgradation of supporting railway infrastructure

The project has been conceptualized to achieve maximum operational benefit while **minimising social and environmental impacts**.

#### 2.2 Project Size, Location, Targets and Cost

The project is located along the existing railway corridor connecting **Mulanthuruthy and Kuruppumthara** in **Ernakulam District**, Kerala. The scope of the project includes the following major components:

- Doubling of the existing railway track to facilitate two-way train movement
- Upgradation of signalling, interlocking, and safety systems in compliance with current railway standards

- Strengthening of embankments, culverts, and drainage structures to ensure long-term structural stability and safety

The land acquisition associated with the project directly affects **three families**, with a limited number of persons experiencing indirect impacts due to partial land loss or livelihood disruption. The overall scale of land acquisition is modest and confined to the minimum extent required for project execution.

All costs related to land acquisition, compensation, rehabilitation, and resettlement shall be borne by the **Requiring Body, Southern Railway**, in accordance with statutory provisions. The project targets timely completion while ensuring adherence to legal, technical, and social safeguards.

### 2.3 Examination of Alternatives

As part of the project planning process, the feasibility of alternative layouts and alignments was examined. However, since the project involves **doubling along an existing railway line**, the scope for alternative alignment options is extremely limited.

Any deviation from the current alignment would result in:

- Extensive additional land acquisition
- Large-scale demolition of residential and commercial structures
- Increased displacement of families
- Higher environmental and social costs

In view of these considerations, the existing alignment has been identified as the **most viable and least disruptive option**. Therefore, no alternative alignment has been proposed for this project.

### 2.4 Status of Project Preparation and Construction

At present, the project is in the **pre-acquisition and planning stage**. Preliminary technical studies, alignment assessments, and internal approvals have been initiated by the Railway authorities.

As part of the Social Impact Assessment process, **joint inspections, field verification, and consultations** with affected landowners and stakeholders are scheduled to be conducted. These activities will enable accurate identification of affected properties and ensure transparency prior to commencement of land acquisition proceedings.

### 2.5 Environmental Impact Assessment

The Mulanthuruthy–Kuruppumthara Railway Track Doubling Project involves development along an **existing railway corridor** and does not entail construction in environmentally

sensitive or ecologically fragile areas. Therefore, a separate **Environmental Impact Assessment (EIA)** is not mandated for this project under prevailing regulations.

Environmental considerations are addressed through:

- Standard railway safety and environmental protection norms
- Proper drainage and water management systems
- Controlled construction practices to minimise dust, noise, and waste

## **2.6 Workforce Requirement**

The project will require engagement of **skilled, semi-skilled, and unskilled labour** during the construction phase. Labour will be deployed for activities such as earthwork, track laying, structural strengthening, and installation of signalling systems.

Temporary employment opportunities are expected to arise, and preference may be given to **local workers**, subject to skill availability and project requirements.

## **2.7 Need for Ancillary Infrastructure**

No major ancillary infrastructure such as labour camps, storage yards, or permanent service facilities is proposed beyond standard railway construction requirements. Temporary facilities, if required, will be set up in compliance with safety and environmental guidelines.

## **2.8 Applicable Acts, Rules and Policies**

The project and associated land acquisition processes are governed by the following statutory and policy frameworks:

- **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act)**
- **Kerala State Policy on Compensation and Transparency in Land Acquisition**
- **Right to Information Act, 2005**

All project activities shall strictly adhere to the above legal provisions to ensure transparency, fairness, and protection of the rights of affected persons.

# CHAPTER 3

## TEAM COMPOSITION, STUDY APPROACH AND METHODOLOGY

### 3.1 Background

In accordance with the directions issued by the **Special Tahsildar (Land Acquisition), Railway, Muvattupuzha**, the **Youth Social Service Organization (YSSO), Kothamangalam** was designated as the **District Level Social Impact Assessment (SIA) Unit** to conduct the Social Impact Assessment for the proposed **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project**.

The Social Impact Assessment has been undertaken in strict compliance with **Section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013**, which mandates the conduct of an SIA prior to the acquisition of land for any public purpose project. The study seeks to ensure that potential social impacts are identified at an early stage and that appropriate mitigation measures are planned before the initiation of land acquisition proceedings.

The primary objectives of the Social Impact Assessment are to:

- Identify individuals, families, and communities affected by the proposed land acquisition
- Assess the nature and magnitude of social, economic, and livelihood-related impacts
- Recommend suitable mitigation and management measures to minimise adverse effects
- Prepare a comprehensive **Social Impact Management Plan (SIMP)** in line with statutory requirements

### 3.2 Information about the Study Group

S l N o.	Name	Qualification & Designation	Experience
1	Shaiby Jose	MBA -MHRM Team Leader- Sia Unit	10 Years Experience In Development Sector With Ysso

2	Kuriakose George	LLB Project Co- Ordinator- Sia Unit	15 Years Experience In Development Sector
3	Baiju P.T	MSW, Research Associate-Sia Unit	10 Years Experience In Development Sector
4	Gerald Martin	MSW, Research Associate-Sia Unit	4 Years Experience In Development Sector
5	Christeena Binu	BSW, Research Associate-Sia Unit	Internship Trainee
6	Lopz Ben	BSW, Research Associate-Sia Unit	Internship Trainee
7	Sneha Sunny	BSW, Research Associate-Sia Unit	Internship Trainee

The Social Impact Assessment was carried out by a **multidisciplinary team** constituted by the Youth Social Service Organization. The team comprised professionals with expertise in social research, development studies, socio-economic surveys, and land acquisition processes.

The study team worked in close coordination with various stakeholders, including:

- Officials from the Revenue Department
- Representatives of Southern Railway
- Village-level administrative functionaries
- Project-affected families and landowners

The active involvement of Revenue Department officials during field visits and property verification ensured **accurate identification of affected land parcels, ownership details, and boundary demarcations**, thereby strengthening the credibility and reliability of the assessment.

### 3.3 SIA and SIMP Preparation Process

The Social Impact Assessment and preparation of the Social Impact Management Plan were carried out through a systematic and sequential process, as outlined below:

#### Receipt of Project Details:

Detailed information related to the project, including alignment sketches, survey numbers, and preliminary land requirement data, was obtained from the Land Acquisition Office and the Railway authorities.

#### Preliminary Field Visits:

Initial site visits were undertaken to understand the physical characteristics of the project area, verify the alignment, and identify properties likely to be affected by the project.

**Household-Level Survey:**

Structured and pre-tested questionnaires were administered to all directly affected families. The survey collected detailed information on:

- Ownership and landholding details
- Socio-economic characteristics of households
- Livelihood dependency on land and assets
- Perceived impacts, concerns, and expectations of affected persons

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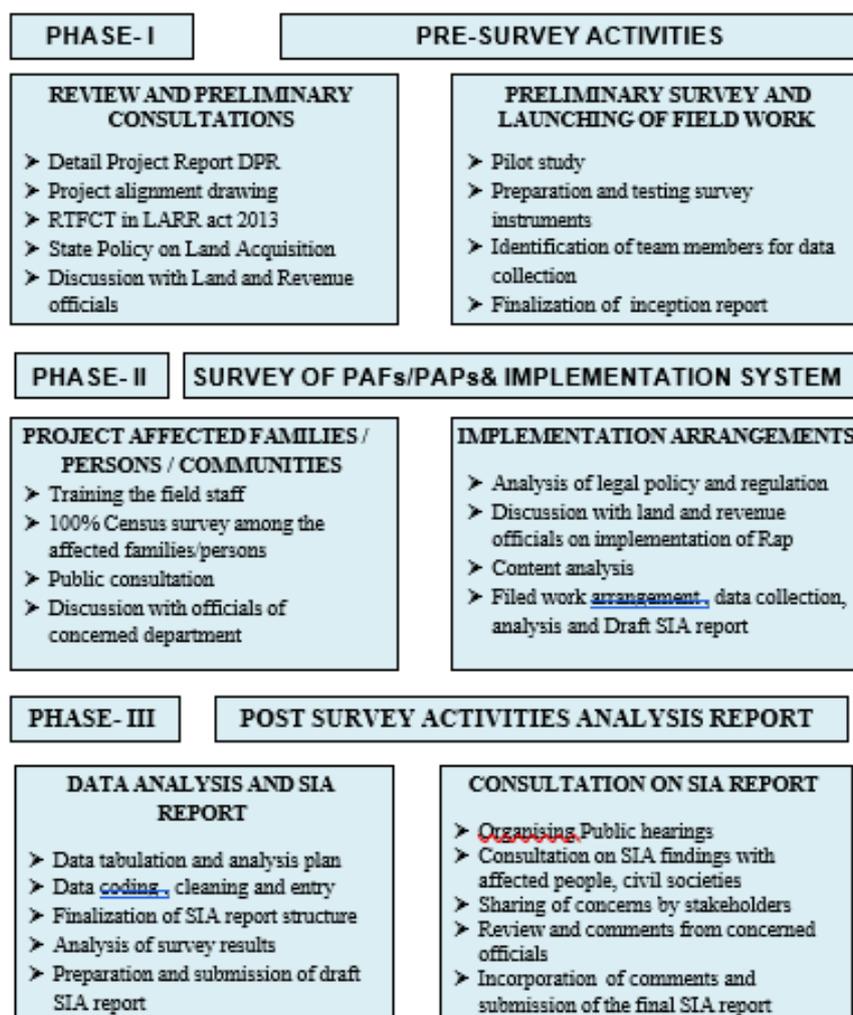
Wherever available, ownership and identity documents such as Aadhaar Cards, Ration Cards, Election Identity Cards, Thandaper details, and land records were verified to authenticate survey information.

**Data Compilation and Analysis:**

Survey data were systematically compiled, tabulated, and analysed to assess the extent and intensity of social impacts arising from the project.

**Preparation of Draft SIA and SIMP:**

Based on the findings of the analysis, appropriate mitigation strategies, compensation measures, and management interventions were formulated and incorporated into the draft SIA and Social Impact Management Plan.



### 3.4 Sampling Methodology Used

Given the **limited number of directly affected families**, the study adopted a **100 percent census method** rather than a sampling approach. All households whose land parcels fall within the proposed acquisition corridor were surveyed comprehensively.

This methodology ensured:

- Complete coverage of all affected families
- Accurate assessment of impacts without sampling bias
- Identification of vulnerable households and special cases
- Detailed documentation of losses related to land, structures, and livelihoods

### 3.5 Site Visits and Information Dissemination

The SIA team conducted multiple site visits along the **Mulanthuruthy–Kuruppumthara railway stretch** to physically verify affected properties and engage with landowners. During these visits:

- Affected land parcels were inspected on-site
- Property boundaries were identified and cross-verified
- Residential structures, agricultural assets, wells, and trees were documented
- Information regarding the purpose, scope, and process of the SIA was shared with affected persons

A **joint inspection** involving Railway and Revenue Department officials, along with affected landowners, is conducted on **8 January 2026 at 11:00 AM at Mulanthuruthy Railway Station**. This inspection validated the field findings and ensure transparency in the assessment process.

Sl. No.	Name & Address Of Person/Family	Survey No.	Situation Describes	Problems Highlighted Or Proposed Demands
1.	Thankappan K.K Korkuzhi (H) Sranguzhi P.O Kaipattur	176/7-12 Pt	Loss On Small Area Of Plot.	Compensation For The Land Acquisition.
2.	Sarath Mohanan Kattapillimalayil(H) Perumbali P.O Mulanthuruthy	401/15	Loss On Small Area of Plot.	Compensation For The Land Acquisition.
3.	Paulose P.J Palakatt K (H) Perumbali P.O Mulanthuruthy	240/1	Loss On Small Area Of Plot - agriculture	Compensation For The Land Acquisition.
4.	Omana C.A Erumeli (H) Perumbali P.O Mulanthuruthy	241/18	Well And A Rice Farm Land	Compensation For The Land Acquisition.

### 3.6 Overall Impact Due to the Project

The social impacts identified through the assessment are **primarily partial in nature**. These include:

- Damage to wells and agricultural land
- Removal of fruit-bearing and productive trees
- Partial disruption of livelihood activities, particularly among farming households

### 3.7 SIA Study Schedule

#### Schedule of the Social Impact Assessment

<i>Sl. No.</i>	<i>Activity</i>	<i>Timeline</i>
1	Receipt of project notification and appointment of SIA Unit	January 2026
2	Preliminary consultations and desk review	January 2026
3	Field visits and property verification	January 2026
4	Household socio-economic surveys	January 2026
5	Joint inspection with Revenue & Railway officials	January 2026
6	Data analysis and draft SIA preparation	January 2026
7	Finalisation and submission of SIA report	February 2026

### 3.8 Summary of Public Consultation

As part of the Social Impact Assessment (SIA) process, a Public Hearing was conducted on 4 February 2026 at the Mulanthuruthy Grama Panchayat Conference Hall, in accordance with the provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. The objective of the public hearing was to ensure transparency, facilitate stakeholder participation, and provide a formal platform for project-affected persons and local stakeholders to express their views, concerns, and suggestions regarding the proposed project and its social implications.

#### Participants

The public hearing was attended by representatives of the Revenue Administration, the Social Impact Assessment Unit, and project-affected families.

#### Officials and SIA Representatives

- Chief Guest: Shri Bilal, Tahsildar
- Chairman, Social Impact Assessment Unit: Rev. Fr. Jose Parathuvayalil

#### Members of the Social Impact Assessment Unit

- Christeena Binu – BSW, Research Associate, SIA Unit (Internship Trainee)
- Lopz Ben – BSW, Research Associate, SIA Unit (Internship Trainee)
- Sneha Sunny – BSW, Research Associate, SIA Unit (Internship Trainee)

#### Project-Affected Persons Who Participated

- Thankappan K.K, Korkuzhi (H), Sranguzhi P.O, Kaipattur
- R. Mohanan, Kattapillimalayil (H), Perumbali P.O, Mulanthuruthy
- Paulose P.J, Palakatt K (H), Perumbali P.O, Mulanthuruthy
- Omana C.A, Erumeli (H), Perumbali P.O, Mulanthuruthy

### **Key Issues Raised during the Public Hearing**

During the course of the public hearing, the project-affected persons raised several concerns and suggestions, primarily related to land acquisition and its associated social and economic impacts. The key issues highlighted include:

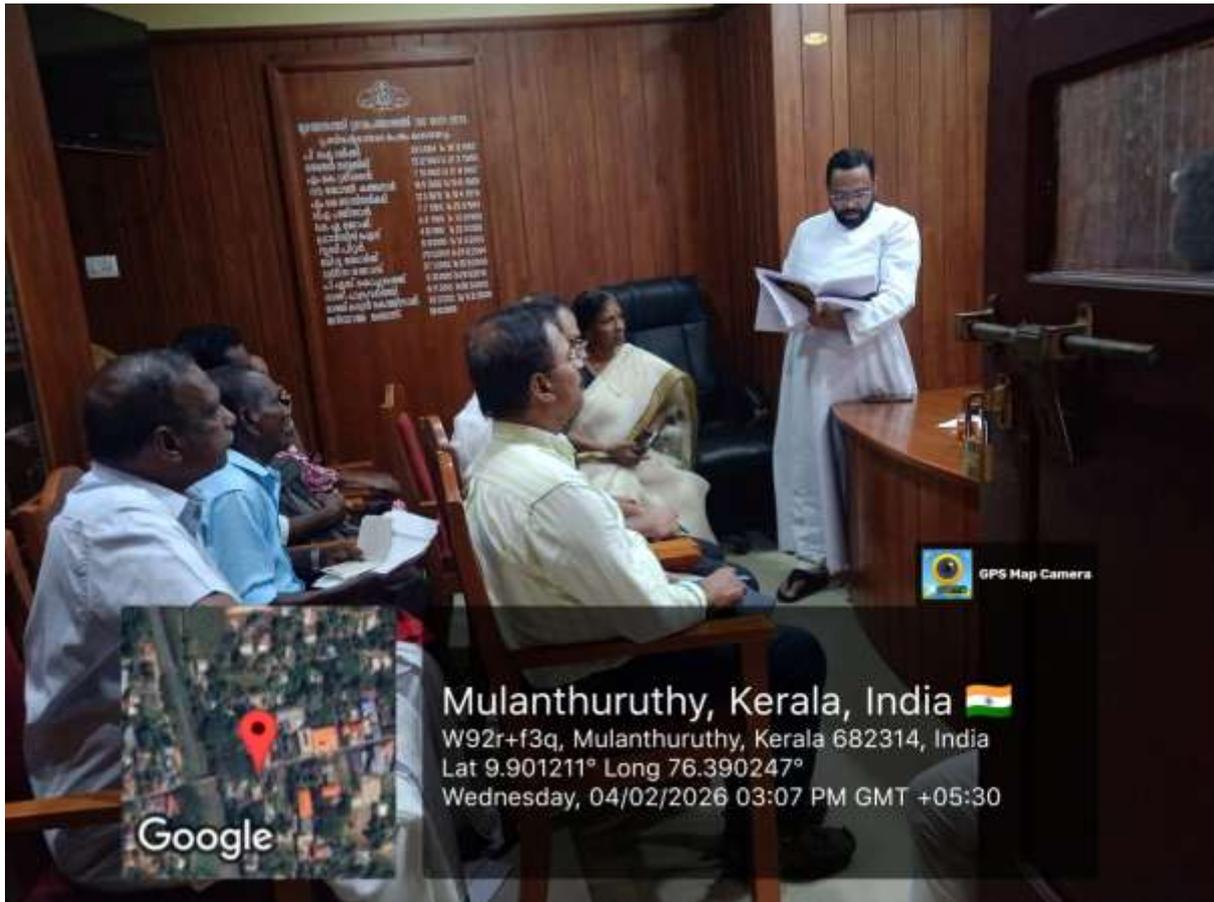
- The need for timely, fair, and transparent compensation for land and assets proposed for acquisition
- Compensation for trees, wells, residential structures, and other ancillary assets affected by the project
- Livelihood protection measures for families dependent on agriculture and land-based income
- Transparency in land valuation, compensation calculation, and payment procedures

### **Response and Outcome**

The concerns and suggestions expressed by the participants were acknowledged by the officials and the Social Impact Assessment Unit. It was clarified that compensation, rehabilitation, and resettlement measures would be implemented strictly in accordance with the provisions of the RFCTLARR Act, 2013 and applicable State policies. The affected persons were informed about the statutory safeguards available to them, including grievance redressal mechanisms.

The project-affected families expressed their willingness to cooperate with the implementation of the project, subject to the assurance that compensation, rehabilitation, and livelihood restoration measures are carried out in a timely, transparent, and equitable manner.

The observations and inputs received during the public hearing have been systematically documented and duly incorporated into the Social Impact Assessment Report and the Social Impact Management Plan.



# CHAPTER 4

## VALUATION OF LAND

### 4.1 Background

The valuation of land and associated assets for the **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project** has been undertaken based on detailed information collected through **socio-economic surveys, field inspections, and stakeholder consultations** conducted among the project-affected families. The valuation exercise forms a critical component of the Social Impact Assessment process, as it provides the basis for determining fair compensation and rehabilitation measures.

The valuation process aims to comprehensively assess:

- The **nature and extent of land loss**, including partial and full impacts
- The **type of ownership**, whether individual or joint
- The impact of land acquisition on **residential structures, agricultural land, productive assets, and livelihood sources**

The assessment has been carried out in accordance with the principles of fairness, transparency, and equity, as mandated under the **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013**.

### 4.2 Entire Area of Impact under the Influence of the Project

The area influenced by the proposed land acquisition lies within **Block No. 23 of Mulanthuruthy Village**, Kanayannoor Taluk, Ernakulam District. The affected area is situated along the existing railway alignment proposed for track doubling.

The land proposed for acquisition consists exclusively of **privately owned residential and agricultural land parcels**. A total of **four land parcels**, owned by individual households, are directly affected by the project. No land belonging to:

- Public institutions
- Local self-government bodies
- Private companies or corporate entities

is involved in the proposed acquisition. The impact is therefore confined to a limited number of private landowners.

### 4.3 Land Inventories (Site Description)

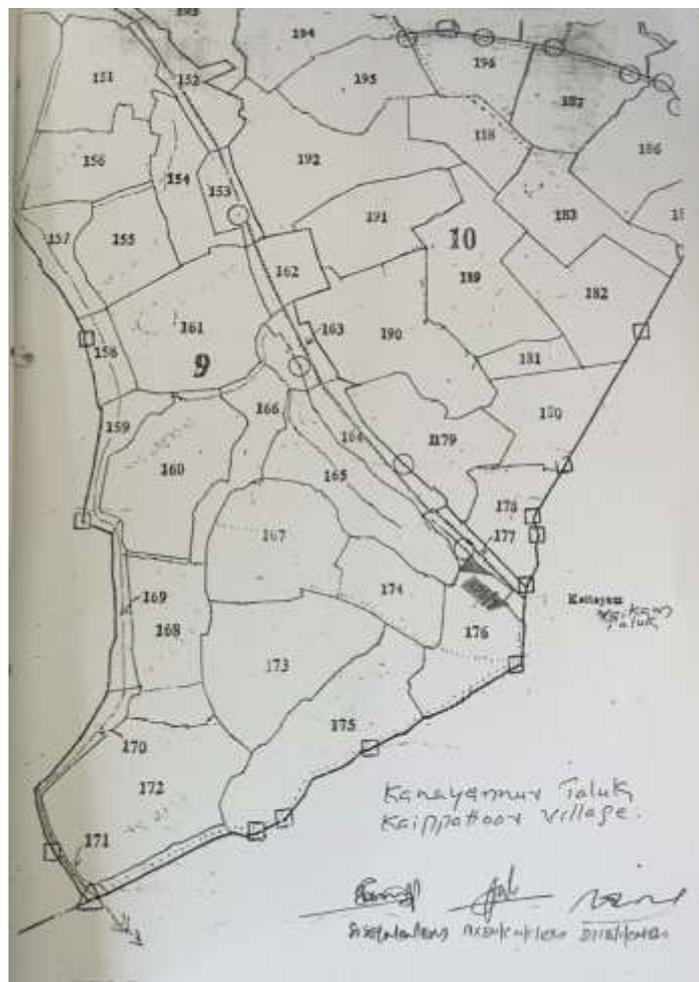
A detailed land inventory was prepared as part of the SIA process through physical verification of the project-affected area. The inventory captures the existing land use, nature of assets, and type of structures present on each affected parcel.

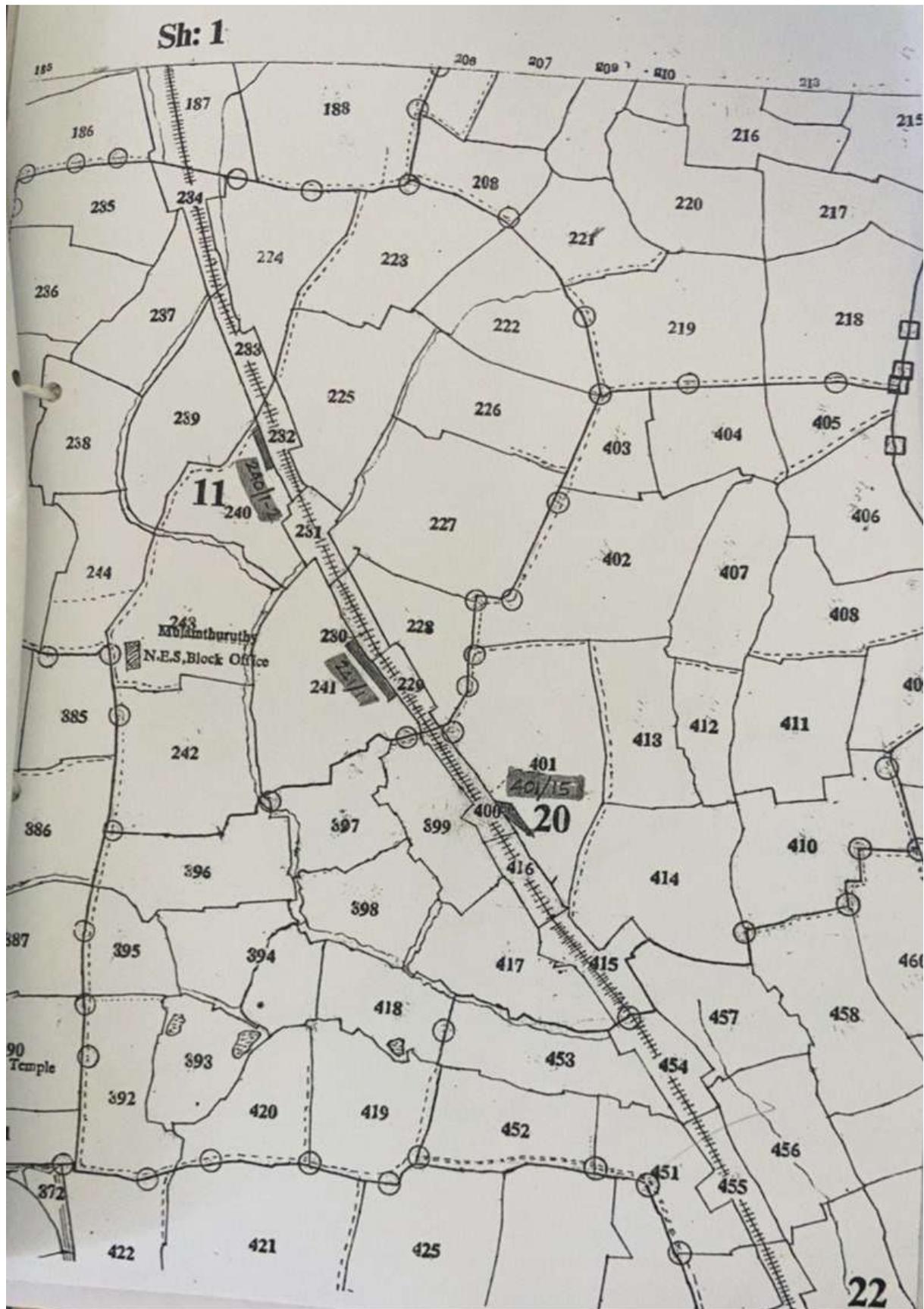
The affected properties include:

- **Paddy cultivation land** used for subsistence and supplementary income
- **Land containing fruit-bearing and productive trees**, such as coconut and tapioca, contributing to household livelihood
- **Wells, compound walls, and other boundary or ancillary structures** that support domestic and agricultural activities

Each affected land parcel has been systematically documented with:

- Survey number and block details
- Ownership particulars
- Existing land use
- Nature and extent of impact due to the proposed acquisition





#### 4.4 Land Requirement for the Project

The project requires the acquisition of **small portions of land from each affected survey number**, primarily to meet technical and safety requirements associated with railway track doubling. The land is required for purposes such as:

- Adequate spacing between parallel railway tracks
- Safety clearance zones
- Construction and strengthening of drainage and embankment structures

In most cases, the acquisition is **partial in nature**, allowing landowners to retain the remaining portions of their property. However, in **one case**, the acquisition significantly affects a residential structure, resulting in a higher level of social and livelihood impact.

#### 4.5 Use of Public Land

No public land is proposed to be acquired for the implementation of the Mulanthuruthy–Kuruppumthara Railway Track Doubling Project. All land identified for acquisition belongs to **private individuals**, and no government or local body land is involved.

#### 4.6 Land Already Purchased

There has been **no advance purchase or negotiated purchase of land** prior to the commencement of the Social Impact Assessment study. All land acquisition proceedings will be initiated only after completion of the SIA process and statutory approvals, in compliance with the RFCTLARR Act, 2013.

#### 4.7 Previous Transactions in the Area

Based on information provided by the affected landowners during the socio-economic survey, **no significant land transactions** have taken place in the project-affected area during the **preceding three years**. This indicates stability in land ownership and reinforces the need for careful valuation that accounts for long-term residence and livelihood dependence.

#### 4.8 Land Prices and Recent Ownership Changes

Based on information collected from affected landowners and local revenue records, no significant land transactions, ownership transfers, or changes in land use were reported in the project-affected area during the preceding three years. Land ownership has remained largely stable, with most families holding land for several decades.

The absence of speculative land transactions indicates long-term residential and livelihood dependence on the affected properties, necessitating careful valuation and fair compensation.

# CHAPTER 5

## ASSESSMENT AND CALCULATIONS

### 5.1 Preface

This chapter presents a comprehensive assessment of the **direct and indirect social impacts** arising from the land acquisition proposed under the **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project**. The assessment is based on findings from **household-level socio-economic surveys**, systematic **field observations**, and detailed **interactions with project-affected landowners**.

The analysis seeks to understand not only the physical loss of land but also the broader social and economic implications of the acquisition. Particular attention has been given to identifying vulnerable households, livelihood dependency, and long-standing social attachment to land and assets.

The assessment focuses on the following key aspects:

- Nature and extent of land loss (partial or significant)
- Impact on residential structures and agricultural land
- Degree of livelihood dependency among affected families
- Vulnerability arising from age, income level, and occupation

### 5.2 Direct Impact of the Project

The direct impacts of the project arise primarily from the **partial acquisition of privately owned land parcels** belonging to families residing in **Block No. 23, Mulanthuruthy Village, Kanayannoor Taluk, Ernakulam District**.

The land acquisition affects residential plots and agricultural holdings located adjacent to the existing railway alignment. In most cases, the impact involves the loss of a **small portion of the total landholding**, while in one case the impact extends to residential structures and agricultural livelihood assets.

The socio-economic impact on the parties proposed to be compensated is summarized below.

**Table 5.1: Socio-Economic Impact on Parties to be Compensated**

<i>Sl. No.</i>	<i>Name &amp; Address of Person / Family</i>	<i>Survey No.</i>	<i>Situation Described</i>	<i>Problems Highlighted / Proposed Demands</i>
1	Thankappan K.K, Korkuzhi (H), Sranguzhi P.O, Kaipattur	176/7–12 PT	Loss of small portion of residential plot	Compensation for land acquisition

2	R. Mohanan, 241/15 Kattapillimalayil (H), Perumbali P.O, Mulanthuruthy	Loss of small portion of plot	Compensation for land acquisition
3	Paulose P.J, Palakatt K (H), 240/1 Perumbali P.O, Mulanthuruthy	Loss of portion of plot with tapioca cultivation	Compensation for land acquisition
4	Omana C.A, Erumeli (H), 241/18 Perumbali P.O, Mulanthuruthy	Loss of house, well, and paddy cultivation land	Compensation for land, house, well, and livelihood

The table indicates that while the majority of impacts are **partial in nature**, **one household faces a significant level of impact** involving loss of a residential structure, well, and agricultural land, resulting in both social and livelihood disruption.

### 5.3 Indirect Impact of the Project

Indirect impacts refer to the **secondary social, economic, and livelihood effects** that may arise beyond the immediate physical loss of land.

#### 5.3.1 Families of Scheduled Tribes and Other Traditional Forest Dwellers

The socio-economic survey confirmed that **no families belonging to Scheduled Tribes or traditional forest-dweller categories** are affected by the project.

**Status:** Nil

#### 5.3.2 Families Dependent on Common Property Resources

The affected families primarily depend on **privately owned resources**, such as individual wells, homestead land, and privately cultivated agricultural plots. No reliance on common property resources such as public ponds, grazing land, or community forests was reported.

**Status:** Nil

#### 5.3.3 Families Assigned Land under Government Schemes

None of the project-affected families have been assigned land by the State or Central Government under any welfare, housing, or land distribution schemes. All affected land parcels are privately owned.

**Status:** Nil

#### 5.3.4 Families Residing for More than Three Years Prior to Acquisition

All affected families have been residing on their respective properties for a period exceeding **three years prior to the proposed acquisition**, with ownership durations ranging from **approximately 20 years to nearly 70 years**.

In particular, only **one family resides on land containing a residential structure** that is directly affected by the project, increasing the severity of impact for that household.

#### 5.3.5 Families Dependent on Acquired Land as Primary Livelihood Source

Among the affected households:

- **Four families** depend either fully or partially on the land being acquired for their livelihood
- Paddy cultivation and small-scale farming constitute the primary sources of income and subsistence

Loss or reduction of cultivable land is therefore expected to affect household income and food security, particularly among elderly and retired persons.

### 5.4 Period of Ownership of Land

The period of ownership reflects long-standing residence and social attachment to land, as shown below.

**Table 5.2: Period of Ownership of Land**

<i>Sl. No.</i>	<i>Survey No.</i>	<i>Approximate Period of Ownership</i>
1	176/7–12 PT	Approximately 70 years
2	241/15	Approximately 45 years
3	240/1	Since 2013
4	241/18	Since 2003

The data clearly highlights **inter-generational ownership**, indicating deep emotional, cultural, and economic ties to the land among the affected families.

### 5.5 Inventory of Productive Assets

The project-affected area contains several **productive and livelihood-supporting assets**, including:

- Paddy fields used for subsistence and income generation
- Tapioca (kappa) cultivation providing supplementary income
- Fruit-bearing trees contributing to household consumption

- Wells used for domestic and agricultural water requirements

The loss or damage to these assets has direct implications for **household food security, livelihood sustainability, and overall economic stability**, particularly for elderly households and those dependent on agriculture as a primary or secondary source of income.

# CHAPTER 6

## SOCIO–ECONOMIC DESIGN

### 6.1 Preface

This chapter analyses the **social, economic, and demographic characteristics** of families affected by the project. The assessment is based on detailed household-level surveys conducted among **four respondents representing three families**, comprising a total population of **nine individuals**.

The chapter focuses on income levels, age composition, educational attainment, employment patterns, and livelihood dependence, with special attention to vulnerable groups such as elderly persons and households with limited income sources.

### 6.2 Family Income

**Table 6.1: Monthly Family Income**

<i>Monthly Income (₹)</i>	<i>Number of Families</i>	<i>Percentage</i>
<i>Up to 5,000</i>	1	33.3%
<i>20,001 – 25,000</i>	1	33.3%
<i>Not Available</i>	1	33.3%
<b>Total</b>	<b>3</b>	<b>100%</b>

The income distribution indicates **economic vulnerability**, particularly among households with low, irregular, or undocumented income sources.

### 6.3 Data by Age

**Table 6.2: Age Distribution of Project-Affected Persons**

<i>Age Group (Years)</i>	<i>Number</i>	<i>Percentage</i>
<i>31 – 40</i>	2	22.2%
<i>61 – 70</i>	3	33.3%
<i>71 – 80</i>	1	11.1%
<i>Not Available</i>	3	33.4%
<b>Total</b>	<b>9</b>	<b>100%</b>

A substantial proportion of affected persons fall within the **senior citizen age group**, increasing social and livelihood vulnerability.

## 6.4 Marital Status

**Table 6.3: Marital Status of Affected Adults**

<i>Marital Status</i>	<i>Number</i>	<i>Percentage</i>
<i>Married</i>	3	75%
<i>Widow</i>	1	25%
<b><i>Total</i></b>	<b>4</b>	<b>100%</b>

## 6.5 Educational Status

**Table 6.4: Educational Status of Project-Affected Persons**

<i>Educational Status</i>	<i>Number</i>	<i>Percentage</i>
<i>S.S.L.C</i>	3	75%
<i>Degree</i>	1	25%
<b><i>Total</i></b>	<b>4</b>	<b>100%</b>

## 6.6 Employment-Related Data

**Table 6.5: Employment Profile**

<i>Employment Category</i>	<i>Number</i>
<i>Business / Private</i>	1
<i>Dependents (Housewives)</i>	3
<b><i>Total</i></b>	<b>4</b>

The employment profile indicates a **high dependency ratio**, with limited formal employment and reliance on non-regular income sources.

## 6.7 Utilisation of Land and Livelihood

The assessment indicates that **one family is likely to be displaced** due to the loss of a residential structure. Additionally, **one individual faces livelihood loss** due to the impact on agricultural land. The remaining affected land parcels continue to be under cultivation and provide **supplementary household income**, though at a reduced scale following acquisition.

## 6.8 Social, Cultural and Institutional Characteristics

### **Kinship Patterns and Social Organisation**

The affected families exhibit strong kinship ties, with extended family networks residing in close proximity. Land ownership and residence are often inter-generational, reinforcing social cohesion and emotional attachment to property.

### **Political and Administrative Organisation**

The project area falls under the jurisdiction of local self-government institutions, including the Village Panchayat and Revenue administration. Residents actively participate in local governance processes.

### **Community-Based and Civil Society Organisations**

No formal community-based or civil society organisations were found to be directly dependent on the affected land parcels. However, informal community support systems exist among residents.

### **Regional Dynamics and Historical Changes**

The area has gradually transitioned from predominantly agrarian land use to semi-urban residential development, while retaining agricultural activity for subsistence and supplementary income.

### **Quality of Living Environment**

The living environment is characterised by stable housing conditions, access to basic amenities, and reliance on wells and agricultural land for water and food security.

# CHAPTER 7

## PLANNING OF COUNTER-IMPACT IMPLEMENTATION

### 7.1 Approach to Impact Mitigation

The findings of the Social Impact Assessment indicate that the impacts arising from the **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project** are primarily associated with the **loss of private land, residential structures, agricultural assets, and partial disruption of livelihood activities**. Although the scale of land acquisition is limited, the social and economic implications for affected households require careful planning and timely intervention.

The overall approach to impact mitigation has been formulated with the objective of **minimising adverse social consequences** and ensuring that affected families are adequately supported during and after the land acquisition process. The mitigation strategy is guided by the following core principles:

- Provision of **fair and just compensation** in accordance with statutory provisions
- Ensuring **transparency and accountability** in land valuation and compensation disbursement
- Offering **rehabilitation and resettlement support** in cases where displacement occurs
- Safeguarding **livelihood security**, particularly for families dependent on agriculture and land-based income

The mitigation framework has been developed strictly in line with the provisions of the **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013**, with an emphasis on protecting the rights and dignity of project-affected families.

### 7.2 Methods for Avoidance, Mitigation and Compensation

In order to address the identified impacts effectively, the following methods for avoidance, mitigation, and compensation are proposed:

- Payment of compensation for **land, residential houses, wells, fruit-bearing trees, crops, and other productive assets** based on prevailing market value and statutory multipliers prescribed under the RFCTLARR Act, 2013
- Ensuring that **compensation is paid prior to taking possession of land**, thereby reducing uncertainty and financial distress among affected families

- Provision of **assistance for shifting, reconstruction, or relocation** in cases involving loss of residential structures
- Livelihood assistance and support for families whose income sources are adversely affected due to loss of agricultural land
- Establishment of a **grievance redressal mechanism** through the Land Acquisition Office to address complaints related to valuation, compensation, and rehabilitation

These measures are intended to ensure a fair, timely, and transparent land acquisition process.

### 7.3 Measures Included under Rehabilitation and Resettlement

Rehabilitation and resettlement measures proposed under the project are designed to restore living conditions and livelihood security of affected households. These measures shall include:

- Compensation for **residential structures and associated amenities**
- Assistance for **alternative housing or relocation**, where displacement becomes unavoidable
- Compensation for **loss of livelihood and agricultural income**, including crops and productive assets
- Eligibility for all rehabilitation and resettlement benefits as prescribed under the **RFCTLARR Act, 2013**, and relevant State policies

Special attention shall be given to vulnerable households, including elderly persons and families with limited income sources.

### 7.4 Measures Proposed by the Requiring Body

The **Requiring Body, Southern Railway (Construction) II**, has expressed its commitment to ensuring smooth and socially responsible implementation of the project. The measures proposed by the requiring body include:

- Allocation of **adequate financial resources** to meet all compensation, rehabilitation, and resettlement obligations
- Close coordination with the **Revenue Department and Land Acquisition authorities** to ensure timely processing and disbursement of compensation
- Active participation in **joint inspections, public consultations, and stakeholder meetings** as part of the SIA and land acquisition process

These commitments aim to ensure compliance with statutory requirements and address concerns raised by affected families.

## 7.5 Alterations to Project Design to Reduce Social Impact

No major alterations to the project design are proposed at this stage. The alignment follows the **existing railway corridor**, which has been identified as the **technically most feasible and socially least disruptive option**. Any deviation from the existing alignment would result in increased land acquisition and displacement; hence, the current design is retained.

## 7.6 Impact Mitigation and Management Plan

The Impact Mitigation and Management Plan outlines the key concerns identified during the SIA and the corresponding mitigation measures, monitoring indicators, and responsible agencies.

<i>Identified Concern</i>	<i>Mitigation Measure</i>	<i>Monitoring Indicator</i>	<i>Responsible Agency</i>
<i>Inadequate compensation</i>	Transparent valuation and negotiation process	Number of grievances received	Revenue Department
<i>Delay in compensation payment</i>	Timely disbursement before taking possession	Time taken for payment	Land Acquisition Office
<i>Livelihood loss</i>	Compensation and livelihood assistance	Restoration of income sources	Requiring Body
<i>Anxiety due to displacement</i>	Rehabilitation and relocation support	Completion of relocation	District Administration

The implementation of this plan will be closely monitored by the concerned authorities to ensure that mitigation measures are effectively carried out and that the rights of project-affected families are protected.

## CHAPTER 8

### SOCIAL IMPACT ACTION PLAN

#### 8.1 Directorate and Responsible Officials

In accordance with the provisions of the **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013**, the **Administrator for Rehabilitation and Resettlement**, appointed by the Government, shall be the nodal authority responsible for planning, implementation, and supervision of all rehabilitation and resettlement activities arising from the project.

The key responsibilities of the Administrator for Rehabilitation and Resettlement include:

- Preparation of appropriate **rehabilitation and resettlement schemes** for project-affected families
- Supervision and coordination of **compensation disbursement**, resettlement, and livelihood restoration measures
- Ensuring effective coordination between the **Land Acquisition Authority, the Requiring Body, and other concerned departments**
- Monitoring compliance with statutory provisions and timelines

At the district level, the implementation of rehabilitation and resettlement measures shall be overseen by the **District Level Fair Compensation, Rehabilitation and Resettlement Committee**, constituted as per Government norms. The Committee shall comprise the following members:

- **District Collector** – Chairperson
- **Land Acquisition Officer**
- **Administrator for Rehabilitation and Resettlement**
- **Finance Officer**
- **Representative of the Requiring Body (Southern Railway)**
- **Representative of the Local Self-Government Institution**

The Committee shall be responsible for reviewing compensation proposals, addressing grievances, and ensuring transparency and fairness in the land acquisition and rehabilitation process.

#### 8.2 Capacity Building and Timelines

<i>Activity</i>	<i>Responsible Authority</i>	<i>Timeline</i>
<i>Compensation processing</i>	Land Acquisition Office	As per statute

<i>Rehabilitation planning</i>	Administrator (R&R)	Concurrent
<i>Grievance redressal</i>	District Committee	Ongoing
<i>Monitoring &amp; reporting</i>	District Administration	Periodic

### **8.3 Role of Non-Governmental Organisations**

No Non-Governmental Organisation has been specifically engaged for implementation of rehabilitation and resettlement activities.

# CHAPTER 9

## SOCIAL IMPACT MANAGEMENT – BUDGET AND FINANCING

### 9.1 Cost of Resettlement and Rehabilitation

The cost of resettlement and rehabilitation for the **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project** shall be determined by the **Land Acquisition Authority** based on detailed valuation reports, socio-economic survey findings, and statutory entitlements prescribed under the RFCTLARR Act, 2013.

The final compensation and rehabilitation cost shall account for:

- Value of land and structures
- Compensation for crops, trees, and productive assets
- Livelihood restoration assistance
- Resettlement and relocation support, where applicable

### 9.2 Annual Budget and Plan of Action

As the land acquisition, compensation, and rehabilitation measures associated with this project are **one-time statutory processes**, preparation of an annual recurring budget or long-term action plan is not applicable.

However, all activities shall be implemented within the timelines prescribed under the relevant statutes and administrative guidelines.

### 9.3 Funding Sources

All financial liabilities related to:

- Land acquisition
- Compensation payment
- Rehabilitation and resettlement
- Livelihood assistance

shall be fully borne by the **Requiring Body, Southern Railway**, in accordance with statutory requirements and Government directions.

## 9.4 Indicative Budget Framework

<i>Cost Component</i>	<i>Description</i>
<i>Land compensation</i>	As per market value and statutory multipliers
<i>Structures &amp; assets</i>	Houses, wells, trees, crops
<i>Livelihood assistance</i>	Agricultural and income support
<i>R&amp;R assistance</i>	Shifting, relocation (if applicable)

All costs shall be borne by the Requiring Body, Southern Railway.

## CHAPTER 10

# MONITORING AND EVALUATION

### 10.1 Key Monitoring and Evaluation Indicators

Monitoring and evaluation of the Social Impact Management Plan shall be carried out to ensure effective implementation and timely delivery of entitlements. The key indicators for monitoring include:

- **Timeliness of compensation disbursement** to affected families
- **Number of grievances received, addressed, and resolved** through the grievance redressal mechanism
- **Progress and completion status of rehabilitation and resettlement** for displaced households

These indicators will help assess compliance with statutory provisions and identify areas requiring corrective action.

### 10.2 Reporting Mechanism

Regular progress reports on land acquisition, compensation payment, and rehabilitation measures shall be prepared and submitted to the following authorities:

- **District Collector, Ernakulam**
- **Land Acquisition Authority**
- **Requiring Body – Southern Railway**

The reporting mechanism shall ensure transparency, accountability, and effective coordination among all stakeholders involved in project implementation.

### 10.3 Independent Evaluation

If deemed necessary, the **District Administration** may initiate an **independent evaluation** of the Social Impact Management Plan implementation. Such an evaluation may be carried out by an external agency or competent authority to assess the effectiveness of mitigation measures and adherence to statutory guidelines.

### 10.4 Monitoring Responsibility and Frequency

Monitoring shall be undertaken by the **District Administration** and **Land Acquisition Authority** on a **monthly basis** until completion of compensation and rehabilitation activities.

# CHAPTER 11

## ANALYSIS OF COSTS AND BENEFITS & RECOMMENDATIONS

### 11.1 Final Conclusion and Assessment of Project Aims

The **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project** has been conceived as a critical infrastructure intervention aimed at enhancing railway capacity, operational efficiency, safety, and regional connectivity within **Ernakulam District** and the surrounding areas. The project addresses existing constraints associated with single-track operations, including congestion, delays, and safety limitations, and is aligned with the long-term transportation and development objectives of the region.

The Social Impact Assessment has identified that the project necessitates **limited and technically essential land acquisition**, primarily affecting a small number of private landowners. While certain social impacts such as land loss, impact on residential structures, and livelihood disruption have been identified, the assessment concludes that these impacts are **manageable and capable of effective mitigation** through the implementation of fair compensation, rehabilitation, and resettlement measures as mandated under statutory provisions.

The benefits of the project—such as improved railway service reliability, enhanced passenger and freight movement, increased safety, and broader economic development—significantly outweigh the adverse social impacts. Provided that mitigation measures are implemented in a timely, transparent, and equitable manner, the affected families can be adequately supported and restored to a level of social and economic well-being.

### 11.2 Character and Nature of Social Impacts

The nature of social impacts arising from the project has been carefully assessed and can be summarised as follows:

- **One family is likely to face residential displacement** due to the impact on a residential structure
- **Four families experience partial livelihood impact**, primarily related to agriculture and land-based income
- The **majority of impacts involve partial loss of land**, allowing affected households to retain the remaining portions of their properties

The impacts are limited in scale and scope and are not expected to result in widespread displacement or severe social disruption. With the statutory safeguards and rehabilitation

mechanisms provided under the **RFCTLARR Act, 2013**, the social impacts can be effectively addressed.

In view of the above, and considering the overarching public benefits, the project is **recommended for implementation**, subject to strict adherence to compensation, rehabilitation, and resettlement provisions.

### **11.3 Equity Principle in Project Recommendation**

The assessment applies the equity principle by ensuring that while public benefits are maximised, affected families are adequately compensated and restored to a standard of living equal to or better than pre-acquisition conditions. The limited land acquisition, coupled with statutory safeguards, ensures that social costs do not disproportionately burden vulnerable households.

## SUMMARY

The Social Impact Assessment for the **Mulanthuruthy–Kuruppumthara Railway Track Doubling Project** has been conducted in full compliance with the provisions of the **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013**. The study systematically identified project-affected families, assessed the social and economic impacts of the proposed land acquisition, and formulated appropriate mitigation and management measures.

The assessment concludes that the project is **justified in the larger public interest** and is essential for strengthening railway infrastructure and connectivity in the region. The identified social impacts are limited and manageable, provided that compensation, rehabilitation, and resettlement measures are implemented in a transparent, timely, and participatory manner.

## **ACKNOWLEDGEMENT**

The Social Impact Assessment Unit places on record its sincere gratitude and appreciation to all individuals and institutions whose cooperation and support made this assessment possible. In particular, the SIA Unit acknowledges the valuable guidance and assistance extended by:

- **District Administration, Ernakulam**
- **Special Tahsildar (Land Acquisition), Railway, Muvattupuzha**
- **Officials of Southern Railway**
- **Village and Panchayat-level Authorities**
- **Project-Affected Families and Respondents**

The cooperation extended by all stakeholders greatly contributed to the successful completion of this Social Impact Assessment

# **REFERENCES & ANNEXURES**

## **References and Annexures**

### **References**

- RFCTLARR Act, 2013
- Kerala State Land Acquisition Policy
- Revenue Department Records

### **Annexures**

- Annexure I: Household Survey Questionnaire
- Annexure II: List of Project-Affected Families
- Annexure III: Land Maps and Alignment Drawings
- Annexure IV: Photographic Documentation

എറണാകുളം ജില്ലയിലെ കണയന്നൂർ താലൂക്ക്, മുളന്തുരുത്തി കൈപ്പട്ടൂർ വില്ലേജുകളിലെ മുളന്തുരുത്തി - കുറുപ്പാതറ റെയിൽവേ പാത ഇരട്ടിപ്പിക്കൽ പദ്ധതിയുടെ ഭാഗമായി DCEKM/ 7808/2023C2 dtd 31-12-2025 പ്രകാരം ഭൂമി ഏറ്റെടുക്കുന്നതിനുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് രേഖ ...23-01-2026 ന് ഈ ഓഫീസിന്റെ നോട്ടീസ് ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുതായി സാക്ഷ്യപ്പെടുത്തുന്നു.

For   
DEPUTY COLLECTOR (L A)  
COLLECTORATE, ERNAKULAM.  
DEPUTY COLLECTOR (L A)  
COLLECTORATE, ERNAKULAM.

എറണാകുളം ജില്ലയിലെ കണയന്നൂർ താലൂക്ക്, മുളന്തുരുത്തി ക്രൈസ്തവർ  
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Received  
P. D. Math PO  
22/01/2026  
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ERNAKULAM

എറണാകുളം ജില്ലയിലെ കണയന്നൂർ താലൂക്ക്, മുളന്തുരുത്തി കൈപ്പട്ടൂർ വില്ലേജുകളിലെ മുളന്തുരുത്തി - കുറുപ്പന്തറ റെയിൽവേ പാത ഇരട്ടിപ്പിക്കൽ പദ്ധതിയുടെ ഭാഗമായി DCEKM/ 7808/2023C2 dtd 31-12-2025 പ്രകാരം ഭൂമി ഏറ്റെടുക്കുന്നതിനുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് രേഖ 22-01-2026 ന് ഈ ഓഫീസിന്റെ നോട്ടീസ് ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



  
SECRETARY  
Edakkattiyaval Grama Panchayat

എറണാകുളം ജില്ലയിലെ കണയന്നൂർ താലൂക്ക്, മുളന്തുരുത്തി കൈപ്പട്ടൂർ വില്ലേജുകളിലെ മുളന്തുരുത്തി - കുറുപ്പംതറ റെയിൽവേ പാത ഇരട്ടിപ്പി കൽ പദ്ധതിയുടെ ഭാഗമായി DCEKM/ 7808/2023C2 dtd 31-12-2025 പ്രകാരം ഭൂമി ഏറ്റെടുക്കുന്നതിനുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് രേഖ ...22-01-2026 ന് ഈ ഓഫീസിന്റെ നോട്ടീസ് ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



*Handwritten signature*  
22/1/26

VILLAGE OFFICER  
KAIPPATTOOR

എറണാകുളം ജില്ലയിലെ കണയന്നൂർ താലൂക്ക്, മുളന്തുരുത്തി കൈപ്പട്ടൂർ വില്ലേജുകളിലെ മുളന്തുരുത്തി - കുറുപ്പന്തറ റെയിൻവേ പാത ഇരട്ടിപ്പിക്കൽ പദ്ധതിയുടെ ഭാഗമായി DCEKM/ 7808/2023C2 dtd 31-12-2025 പ്രകാരം ഭൂമി ഏറ്റെടുക്കുന്നതിനുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് രേഖ ...22-01-2026 ന് ഈ ഓഫീസിന്റെ നോട്ടീസ് ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



  
SECRETARY  
Mulanthuruthy Grama Panchayat.

എറണാകുളം ജില്ലയിലെ കണയന്നൂർ താലൂക്ക്, മുളന്തുരുത്തി കൈപ്പട്ടൂർ വില്ലേജുകളിലെ മുളന്തുരുത്തി - കുറുപ്പന്തറ റെയിൽവേ പാത ഇരട്ടിപ്പി കൽ പദ്ധതിയുടെ ഭാഗമായി DCEKM/ 7808/2023C2 dtd 31-12-2025 പ്രകാരം ഭൂമി എടുക്കുന്നതിനുള്ള സാമൂഹ്യ പ്രത്യേക പാഠത്തിന്റെ കൽ രേഖ ..22..01..2026 ന് ഈ ഓഫീസിന്റെ നോട്ടീസ് ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുതായി സമക്ഷ്യപ്പെടുത്തുന്നു.



*[Handwritten Signature]*  
22/1/26  
VILLAGE OFFICER  
MULANTHURUTHY

എറണാകുളം ജില്ലയിലെ കണയന്നൂർ താലൂക്ക്, മുളന്തുരുത്തി കൈപ്പട്ടൂർ വില്ലേജുകളിലെ മുളന്തുരുത്തി - കുറുപ്പംതറ റെയിൽവേ പാത ഇരട്ടിപ്പിക്കൽ പദ്ധതിയുടെ ഭാഗമായി DCEKM/ 7808/2023C2 dtd 31-12-2025 പ്രകാരം ഭൂമി ഏറ്റെടുക്കുന്നതിനുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനത്തിന്റെ കരട് രേഖ 28-01-2026 ന് ഈ ഓഫീസിന്റെ നോട്ടീസ് ബോർഡിൽ പ്രസിദ്ധീകരിച്ചിട്ടുതായി സാക്ഷ്യപ്പെടുത്തുന്നു.



# മംഗളം

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ഇനങ്ങളിലായാണ്...  
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 ഓഫ് ചെയ്യും.

ഫോറം നമ്പർ 4 പട്ടം 11 (8)  
 നോട്ടീസ്

നമ്പർ 1/SIA YSSO/2026

കേരള സർക്കാർ 31-12-2025 ലെ (സാധാരണം) നമ്പർ DCE KM/7808/2023-C2  
 dttd 31-12-2025ലെ വിജ്ഞാപന പ്രകാരം 2013ലെ ദുരി ഏറ്റെടുക്കലിൽ ന്യായമായ  
 നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും പുനഃസ്മാപനത്തിനുമുള്ള  
 അവകാശങ്ങൾക്ക് 2013 കേന്ദ്ര ആക്ട് 30, 2013 പ്രകാരമുള്ള കളക്ടറുടെ ചുമതല നിർവഹി  
 ക്കുവാൻ സ്പെഷ്യൽ തഹസീൽദാർ (എൽ.എ.) നെയിൽവേ, മുവാറ്റുപുഴ, യെ നിയമിച്ചി  
 രിയിട്ടുള്ളതും ഇതോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിട്ടുള്ള ദുരി ഒരു പൊതുആവ  
 ര്യത്തിന് അതായത് കുറുപ്പംതറ-മുളന്തൂരുത്തി നെയിൽ പാത ഇരട്ടിപ്പിക്കൽ പദ്ധതിക്ക്  
 വേണ്ടി ആവശ്യമുണ്ടെന്നോ ആവശ്യമുണ്ടായേക്കാമെന്നോ ജില്ലാകളക്ടർക്കു ബോധ്യമായതി  
 നാലും 2013ലെ ദുരി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും  
 പുനരധിവാസത്തിനുമുള്ള അവകാശങ്ങൾക്ക് 2013 കേന്ദ്ര ആക്ട് 30, 2013) 4-ാം വകുപ്പ്  
 1-ാം ഉപവകുപ്പ് പ്രകാരമുള്ള വിജ്ഞാപനം DCEK M/7808/2023-C2 നമ്പർ ആയി  
 31-12-2025ൽ പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതാണ്. സാമൂഹ്യപ്രത്യാഘാത വിലയിരുത്തൽ റിപ്പോ  
 റ്ട് തയ്യാറാക്കുന്നതുമായി ബന്ധപ്പെട്ട് താഴെ പ്രസ്താവിക്കുന്ന ദുരിയിൽ താൽപര്യമുള്ള  
 എല്ലാ വ്യക്തികളും 2026 ഫെബ്രുവരി 4-ാം തീയതി ബുധനാഴ്ച ഉച്ചകഴിഞ്ഞ് 3  
 മണിക്ക് മുളന്തൂരുത്തി ഗ്രാമപഞ്ചായത്ത് കോൺഫറൻസ് ഹാളിൽ വച്ച് നടത്തുന്ന  
 പബ്ലിക് ഹിയറിംഗിന് ഹാജരാകേണ്ടതാണെന്ന് ഇതിനാൽ അറിയിച്ചുകൊള്ളുന്നു.

ക്രമ നമ്പർ	ബ്ലോക്ക് നമ്പർ	റീസർവ്വേ നമ്പർ/ സബ് ഡിവിഷൻ നമ്പർ	വിവരണം	സ്ഥലം ഉടമയുടെ പേര്
1	12	176/7-12 PT	പുരയിടം	തങ്കപ്പൻ കെ.കെ., S/o കൊച്ചേൻ, കോർകുഴി, സ്രാങ്കുഴി, കൈപ്പട്ടൂർ
2	23	241/15	പുരയിടം	ആർ.മോഹനൻ, കട്ടപിള്ളിമലയിൽ പെരുമ്പള്ളി, മുളന്തൂരുത്തി പി.ഒ. - 682314
3	23	241/18	പുരയിടം	ഓമന സി.എം., എരുമേലി(H) പെരുമ്പള്ളി P.O., മുളന്തൂരുത്തി. - 682314
4	23	240/1	പുരയിടം	പതലോസ് പി.ജെ., പാലക്കാട്ട്(H) പെരുമ്പള്ളി പി.ഒ., മുളന്തൂരുത്തി - 682314

ആകെ വിസ്തീർണ്ണം : 0.0419 ഹെക്ടർ

(ഒപ്പ്) ചെയർമാൻ  
 സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ പഠന യൂണിറ്റ്



**ഫോറം നമ്പർ 4 ചട്ടം 11 (8)  
നോട്ടീസ്**

നമ്പർ 1/SIA YSSO/2026

കേരള സർക്കാർ 31-12-2025 ലെ (സാധാരണം) നമ്പർ DCE KM/7808/2023-C2 dtd 31-12-2025ലെ വിജ്ഞാപന പ്രകാരം 2013ലെ ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതക്കും പുനരധിവാസത്തിനും പുനഃസ്ഥാപനത്തിനുമുള്ള അവകാശങ്ങൾക്ക് 2013 കേന്ദ്രഭരണ ആക്ട് 30, 2013 പ്രകാരമുള്ള കളക്ടറുടെ ചുമതല നിർവഹിക്കുവാൻ സ്പെഷ്യൽ തഹസീൽദാർ (എൽ.എ.) റെയിൽവേ, മൂവാറ്റുപുഴ,യെ നിയമിച്ചിരിക്കുന്നതിനാലും ഇതോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിട്ടുള്ള ഭൂമി ഒരു പൊതുആവശ്യത്തിന് അതായത് കുറുപ്പംതറ-മുളന്തൂരുത്തി റെയിൽ പാത ഇരട്ടിപ്പിക്കൽ പദ്ധതിക്ക് വേണ്ടി ആവശ്യമുണ്ടെന്നോ ആവശ്യമുണ്ടായേക്കാമെന്നോ ജില്ലാകളക്ടർക്കു ബോധ്യമായതിനാലും 2013ലെ ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതക്കും പുനരധിവാസത്തിനുമുള്ള അവകാശ ആക്ട് 2013 (കേന്ദ്രഭരണ ആക്ട് 30, 2013)4-ാം വകുപ്പ് 1-ാം ഉപവകുപ്പ് പ്രകാരമുള്ള വിജ്ഞാപനം DCEK M/7808/2023-C2 നമ്പർ ആയി 31-12-2025ൽ പ്രസിദ്ധീകരിച്ചിട്ടുള്ളതാണ്. സാമൂഹ്യപ്രത്യാഘാത വിലയിരുത്തൽ റിപ്പോർട്ട് തയ്യാറാക്കുന്നതുമായി ബന്ധപ്പെട്ട് താഴെ പ്രസ്താവിക്കുന്ന ഭൂമിയിൽ താൽപര്യമുള്ള എല്ലാ വ്യക്തികളും 2026 ഫെബ്രുവരി 4-ാം തീയതി ബുധനാഴ്ച ഉച്ചകഴിഞ്ഞ് 3 മണിക്ക് മുളന്തൂരുത്തി ഗ്രാമപഞ്ചായത്ത് കോൺഫറൻസ് ഹാളിൽ വെച്ച് നടത്തുന്ന പബ്ലിക് ഹിയറിംഗിന് ഹാജരാകേണ്ടതാണെന്ന് ഇതിനാൽ അറിയിച്ചുകൊള്ളുന്നു.

ക്രമ നമ്പർ	ബ്ലോക്ക് നമ്പർ	റീസർവ്വേ നമ്പർ/ സബ് ഡിവിഷൻ നമ്പർ	വിവരണം	സ്ഥലം ഉടമയുടെ പേര്
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ആകെ വിസ്തീർണ്ണം : 0.0419 ഹെക്ടർ

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# കേരള ഗസറ്റ് KERALA GAZETTE

## അസാധാരണം EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്  
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Thursday

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01st January 2026  
1201 ധനു 17  
17th Dhanu 1201  
1947 പൗഷം 11  
11th Pousha 1947

നമ്പർ  
No. 13

ഫാറം നമ്പർ 4

(ചട്ടം 11(3) കാണുക)

വിജ്ഞാപനം

DCEKM/7808/2023-C2

2025 ഡിസംബർ 31

2013 ലെ ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും പുനഃസ്ഥാപനത്തിനുമുള്ള അവകാശ ആക്ട് (2013 ലെ കേന്ദ്ര ആക്ട്, 30) പ്രകാരം ഇതോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിരിക്കുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിന്, എറണാകുളം ജില്ല, കണയന്നൂർ താലൂക്ക്, മുളന്തുരുത്തി, കൈപ്പട്ടൂർ വില്ലേജുകളിൽ മുളന്തുരുത്തി കുറുപ്പുതറ റെയിൽവെ പാതയിരുട്ടിപ്പിക്കൽ പദ്ധതിക്കുവേണ്ടി ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടായേക്കാമെന്നോ ജില്ലാകളക്ടർക്ക് ബോധ്യമാകുന്നതിനാലും;



2013 ലെ ഭൂമി ഏറ്റെടുക്കലിൽ - ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയും പുനരധിവാസത്തിനും പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ ആക്ട് (കേന്ദ്ര ആക്ട് 30/13) വകുപ്പ് 4ലെ ഒന്നാം ഉപവകുപ്പിലെ വ്യവസ്ഥകൾക്ക് അനുസൃതമായി ജില്ലാകളക്ടർ താഴെ പട്ടികയിൽ പറയുന്ന സ്ഥലത്ത് ഒരു സാമൂഹിക പ്രത്യാഘാത വിലയിരുത്തൽ നടത്തുന്നതിന് തീരുമാനിച്ചിരിക്കുന്നതിനാലും;

ഇപ്പോൾ തന്മൂലം ജില്ലാ തല സാമൂഹിക പ്രത്യാഘാത വിലയിരുത്തൽ യൂണിറ്റായ യൂത്ത് സോഷ്യൽ സർവീസ് ഓർഗനൈസേഷൻ (YSSO), എം എ കോളേജ് പി ഓ ,മതിരപ്പള്ളി, കോതമംഗലം-നെ നിയമം അനുശാസിക്കുന്ന രീതിയിലുള്ള സാമൂഹിക പ്രത്യാഘാത പഠനം നടത്തുന്നതിനും, സാമൂഹിക പ്രത്യാഘാത നിർവ്വഹണ പദ്ധതി തയ്യാറാക്കുന്നതിനും ചുമതലപ്പെടുത്തിയിരിക്കുന്നു. ഈ പ്രക്രിയ 45 ദിവസത്തിനകം പൂർത്തീകരിക്കേണ്ടതാണ്. യാതൊരു കാരണവശാലും ആറ് മാസത്തിൽ അധികരിക്കുവാൻ പാടുള്ളതല്ല.

**പട്ടിക**

ജില്ല : എറണാകുളം

താലൂക്ക് : കണയന്നൂർ

(ഏകദേശ വിസ്തീർണ്ണമാണ് ചേർത്തിരിക്കുന്നത്)

ക്രമ നമ്പർ	വില്ലേജ്	സർവ്വേ നമ്പർ	വിവരണം
1	മുളന്തൂരുത്തി	240/1, 241/1	പുരയിടം
2	മുളന്തൂരുത്തി	401/15	പുരയിടം
3	കൈപ്പട്ടൂർ	176/7	പുരയിടം
ആകെ വിസ്തീർണം : 0.0419 ഹെക്ടർ			

(ഒപ്പ്)

ജില്ലാകളക്ടർ, എറണാകുളം

