

SOCIAL IMPACT ASSESSMENT STUDY REPORT

DRAFT REPORT

LAND ACQUISITION FOR MOOLAMPILLY-PIZHALA BRIDGE APPROACH ROAD

SIA Unit



Rajagiri College of Social Sciences
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CHAPTER 1

EXECUTIVE SUMMARY

1.1. Introduction - Project and Public Purpose

In the growing stage of villages it is indeed a need to spurn the isolation of islands by developing transportation facilities. The construction of roads and bridges will connect the islands to the towns and other places. The movement of the people in the islands will be easiest through the construction of bridges and it shall bring social and economical development to the islands.

The proposed Moolampilly-Pizhala Bridge, Approach Road Construction is the Phase 1 of Moolampilly Chathanad Road Project. Proposed Moolampilly - Chathanad Road would connect Ezhikkara and Kadamakkudy Panchayaths to the Vallarpadom NH Connectivity road at Moolampilly. The proposed road will have a width of 30 m and a length of 4.345 Km. When completed this road would connect the highly isolated small islands such as Moolampilly, Pizhala, Kadamakkudy and Chathanad in Ezhikkara and Kadamakkudy Panchayaths in the Vembanad backwater system with each other and with the main land. The people living in the islands depend on the main land for all the basic requirements like their Medical Needs, Educational facilities, etc. The road is expected to provide the required connectivity to the islands. The proposed connectivity of these Panchayaths to the National Highway is very important in view of their socio-economic development and management of any disaster. Once completed, the road will also enable to develop a direct link between NH 17 at North Paravur to ICTT link road which will reduce the travel time between North Paravur and Ernakulam to 30 minutes. It will be the shortest road connectivity from ICTT road to NH 17 at North Paravur. It also connects the islands such as Pizhala, Cheriyaadamakkudy, Valiyadamakkudy and Chathanad to the main land thereby fulfilling the purpose of formation of GIDA.

The “Construction of Moolampilly – Pizhala Bridge and its approaches” is taken as Phase -I of the project. The Phase I envisages the construction of Moolampilly – Pizhala Bridge to a length of 608 m avoiding reclamation of wet land. The project cost come to Rs. 81.75 crores. Government vide G.O. (Rt.) No. 2539/2014/LSGD dated 27/9/2014 have accorded Administrative and Expenditure sanction for the project.

1.2 Location

The affected area belongs to Kadamakudy Village, Kanayannor Taluk in Ernakulam District. The proposed bridge will connect Pizhala island to Moolampilly and to ICTT road.

1.3 Size and Attributes of Land Acquisition

The proposed project will involve acquisition of 0.6087 hectare of land. Out of the total land requirement 0.5344 hectors is jointly owned by Hexatech Developers (Pvt) Ltd and Nippon Realters (Pvt) Ltd, 3 families own properties which totaling to 0.0611 hectares of land and the rest of 0.0132 hectors of land is jointly owned by 3 families. Out of the 13 affected properties 10 are Wet land, 2 are Nilam Nikathu Purayidam (land converted by filling paddy field) and remaining 1 is Dry land.

1.4 Alternatives considered

90% of the construction of Moolampilly-Pizhala Bridge has completed. The proposed project envisages only the construction of approach road to the bridge. Hence the consideration of alternatives at this stage is not relevant here.

1.5 Social Impacts & Mitigation Measures

It appears from the analysis and overview of the act that the provisions of compensation for land acquisition under RTFCTLARR Act, 2013 will be sufficient to manage the social issues. Speedy disbursement of compensation is recommended.

Analysis of the various possible social impacts and their proposed mitigation measures

Sl. No	Type of Impact	Status	Proposed Mitigation Measure
1	Loss of Land	13 Land holdings would be affected - Direct Impact	Compensation as per RTFCTLARR Act, 2013
2	Loss of Built-up Property	Nil	
3	Loss of Productive Assets	8 coconut trees will be destroyed	Compensation as per RTFCTLARR Act, 2013
4	Loss of Livelihood	Nil	-
5	Loss of public utilities lines	Nil	-
6	Loss of common property	Nil	-
7	Loss of Access to civic Services and common property Resources	Nil	-
8	Loss of Cultural Properties	Nil	-
9	Displacement of Vulnerable Groups	Nil	-
10	Loss of Religious Structures	NIL	-

Note: The above data is arrived as per the information provided by the respondents during the Survey. Supporting documents need to be verified.

CHAPTER 2

DETAILED PROJECT DESCRIPTION

2.1. Background of the Project and Rationale for Project

Moolampilly - Chathanad road project is a major project approved by the General Council of Goshree Islands Development Authority (GIDA). **GIDA** was constituted for the integrated Development of the Islands of Kochi, as per GO (Ms) 114/94/LAD dt. 18.5.1994. The Authority was constituted as per the provisions of the Town Planning Act. The jurisdictional area of the Authority covers part of Kochi Corporation and 8 Grama Panchayats namely Elamkunnappuzha, Edavanakkad, Njarakkal, Nayarambalam, Kuzhuppilly, Pallippuram, Kadamakkudy and Mulavukad having a total area of 100 Km². As part of the development of Islands, GIDA constructed Goshree Bridges. Government vide GO(Ms) 234/2001 dt. 22.8.2001 has given permission to GIDA to sell 25 hectares of reclaimed land for mobilizing fund for the project.

Moolampilly - Chathanad road project proposal is to develop a major 4 lane road connecting Moolampilly and Chathanad near North Paravur. It would connect Ezhikkara - Kadamakkudy Panchayaths to the Vallarpadom NH Connectivity road at Moolampilly. The proposed road will have a width of 30 m and a length of 4.345 Km. When completed, this road would connect the highly isolated small islands such as Moolampilly, Pizhala, Kadamakkudy in Kadamakkudy Panchayaths and Chathanad in Ezhikkara Grama Panchayath in the Vembanad backwater system with each other and with the main land. The people living in the islands depend on the main land for all the basic requirements like their Medical Needs, Educational facilities etc. The road is expected to provide the required connectivity to the islands. The proposed connectivity of these Panchayaths to the National Highway is very important in view of their socio-economic development and management of any disaster. Once completed, the road will also enable to develop a direct link between

NH 17 at North Paravur to ICTT link road which will reduce the travel time between North Paravur and Ernakulam to 30 minutes. Thus the proposed project shall be considered as a public purpose as per section 2(1)b(i) of RTFCTLARR Act, 2013 (30 of 2013).

The “**Construction of Moolampilly – Pizhala Bridge and its approaches**” is taken as Phase -I of the project. The Phase I envisages the construction of Moolampilly – Pizhala Bridge to a length of 608 m avoiding reclamation of wet land. The project cost come to Rs. 81.75 crores and Government vide G.O. (Rt.) No. 2539/2014/LSGD dated 27/9/2014 have accorded Administrative and Expenditure sanction for the project.

2.2. Project size, location, production targets and costs

The proposed Moolampilly Chathanad Road would connect Ezhikkara – Kadamakkudy Panchayaths to the Vallarpadom NH Connectivity road at Moolampilly. The proposed road will have a width of 30 m and a length of 4.345 Km. When completed this road would connect the highly isolated small islands such as Moolampilly, Pizhala, Kadamakkudy and Chathanad in Ezhikkara and Kadamakkudy Panchayaths in the Vembanad backwater system with each other and with the main land.

The affected area belongs to Kadamakudy Village in Kanayannoor Taluk. The proposed bridge will connect Pizhala Island to Moolampilly which will connect to ICTT road.

The Phase I of the project envisages the construction of Moolampilly – Pizhala Bridge to a length of 608 m avoiding reclamation of wet land. The project cost come to Rs. 81.75 crores and Government vide G.O. (Rt.) No. 2539/2014/LSGD dated 27/9/2014 have accorded Administrative and Expenditure sanction for the project.

Goshree Island Development Authority (GIDA) has engaged KSCC Ltd. as the implementing agency for construction of Moolampilly Pizhala Bridge. KSCC Ltd. has awarded the work to the tenderor M/s. Cheriyan Varkey Construction

Company Pvt Ltd. The estimate PAC is Rs.70.64 crores. The KSCC Ltd. has awarded the work of Structural Design to M/s. Sri. Giri Consultants, Kochi. The work involves construction of bridge having 21 spans having a total length of 608 meters. The width of carriage way of this bridge is 7.5 meters and foot path of 0.75 m wide, which is duct footpath slab on either side with crash barriers and hand rails.

A Traffic Island is proposed at Ch. 600 m with a diameter of 32.00 m which will enable the forward connectivity.

Structural Components of the work

- RCC Cast In Situ Pile
- Pile Cap
- Pier Cap (Hammer Head)
- Pedestal Wall, Pedestal
- Post Tensioned Girders
- Deck Slab
- 6 spans of Solid slab without beam
- Wearing Coat
- Foot Path 75 cm Width on either sides with Duct
- Hand Rails on either sides
- 29.60 m wide Bell mouth approach @ ICTT road end
- 32.00 m dia. Traffic Island @ Pizhala end
- Total Width of Bridge 9.6m
- Carriage way width 7.5m

2.3. Examination of alternatives

90% of the construction of Moolampilly-Pizhala Bridge has completed. The proposed project envisages only construction of the approach road to the bridge. Hence the consideration of alternatives is not relevant here.

2.4. Phases of the Project Construction

Moolampilly - Chathanad road project is a major project of GIDA approved by the General Council of GIDA. The proposal is to develop a major 4 lane road connecting Moolampilly and Chathanad near North Paravur. The proposed Moolampilly-Chathanad Road would connect Ezhikkara - Kadamakkudy Panchayaths to the Vallarpadom NH Connectivity road at Moolampilly. When completed this road will have a width of 30 m and a length of 4.345 Km connecting the highly isolated small islands such as Moolampilly, Pizhala, Kadamakkudy and Chathanad in Ezhikkara and Kadamakkudy Panchayaths in the Vembanad backwater system with each other and with the main land.

The General Council of GIDA in its 28th meeting held on 12/02/2013 decided to undertake the above project as four independent projects and decided to entrust the work to KSCC. The "Construction of Moolampilly - Pizhala Bridge and its approaches" is taken as Phase -I of the project. The Phase I envisages the construction of Moolampilly - Pizhala Bridge to a length of 608 m avoiding reclamation of wet land.

2.5 Details of Environment Impact Assessment & Technical Feasibility Study Conducted

The construction being within the coastal zone, a detailed study of the coastal eco system and morphology was necessitated and GIDA entrusted the above task with Centre for Earth Science Studies (CESS), Thiruvananthapuram. Accordingly, CESS conducted a detailed study and prepared a CRZ (Coastal Regulation Zone) status report for the Moolampilly - Chathanad Road Project with their recommendations. Government vide GO (Rt.) No. 87/2014/ENVT dated 22/05/2014 have granted wet land clearance for the project. The General Council of GIDA in its 28th meeting held on 12/02/2013 decided to undertake the above project as four independent projects and decided to entrust the work to KSCC.

The 20th General council meeting of GIDA held on 26.12.05 entrusted the work of the feasibility study of the Moolampilly - Chathanad road project to Kerala State Housing Board. An MoU also was signed between GIDA and KSHB on 18.01.06. As per the MOU, KSHB has carried out:

- The Detailed Topographical survey of the alignment
- Preparation of the General Alignment Drawing
- Structural Design
- Design Calculation
- Estimate of the Project. Etc.

The Housing Board has examined the various alternatives and feasibility of the project. On the basis of the above mentioned studies the existing alignment of Moolampilly-Pizhala Bridge and approach road project was arrived.

2.6 Need for Ancillary Infrastructural facilities

Moolampilly - Chathanad project of GIDA is a new Road project connecting the ICTT Link road to Chathanad near North Paravur. Being an entirely new road formation through islands that are not connected by road to the mainland, there was no much requirement for any ancillary infrastructure facilities. The land require for the project was vacant land with no buildings thereby rehabilitation also was not required as part of the project.

2.7. Workforce requirements

The work force is equipped with modern machineries and planned man power in various range in terms of skilled, semi- skilled and un-skilled labours. The project cost come to Rs. 81.75 crores. Government vide G.O. (Rt.) No. 2539/2014/LSGD dated 27/9/2014 have accorded Administrative and Expenditure sanction for the project.

2.8. Applicable legislations and policies

The applicable laws on land acquisition, rehabilitation and resettlement for the proposed Moolampilly-Pizhala Bridge and approach road

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
- Government of Kerala - Revenue Department -State Policy for Compensation and Transparency in Land Acquisition
- Right to Information Act, 2005

CHAPTER 3

TEAM COMPOSITION, STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Kerala Gazette Notification No.33 dated 15.08.2017, Ernakulam District Administration has selected Rajagiri College of Social Sciences, Kalamassery as the SIA Unit to study the Social Impact Assessment of proposed Moolampilly-Pizhala bridge approach road project.

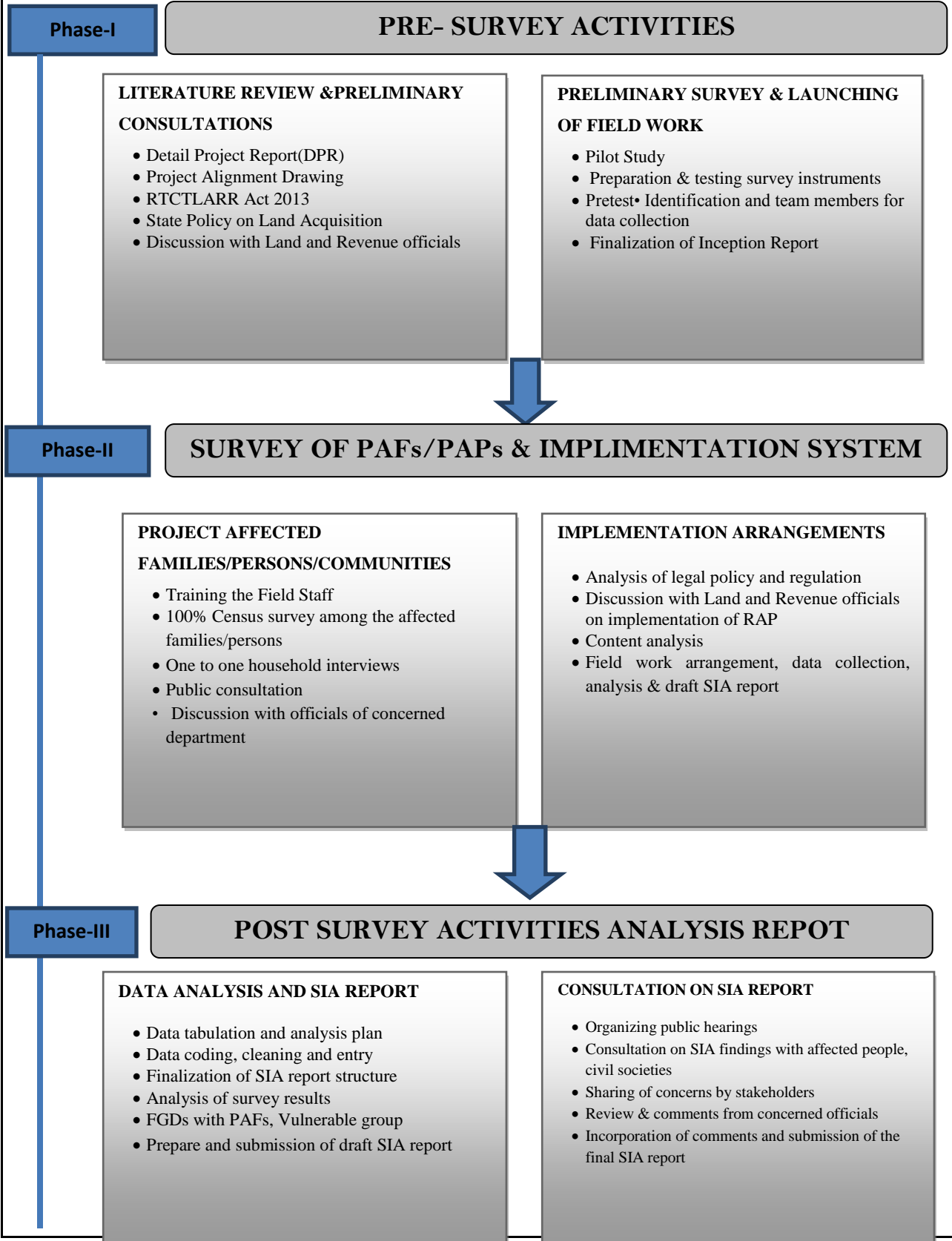
The objective of Social Impact Assessment (SIA) is to enumerate affected land and structures, affected families and persons, to identify social impacts, and to prepare Social Impact Management Plan (SIMP). In order to capture data for the present exercise, both primary as well as secondary sources were systematically tapped. As a part of SIA, census socio-economic survey has been conducted by experienced members of SIA Unit in the area of Moolampilly-Pizhala bridge and approach road to assess the adverse impacts of the project.

3.2 SIA and SIMP Preparation Process

Social Impact Assessment and Resettlement Action Plan are required when a project results in either physical or economic displacement of the people. Resettlement plan should ensure that the livelihoods of people affected by the project are restored to levels prevailing before inception of the project. While preparing draft SIA and SIMP, the study team followed some essential components and steps which are (i) identification of socio-economic impacts of the project (ii) legal framework for land acquisition and compensation (RTFCTLARR Act 2013). A public/community consultation (Public Hearing) is scheduled on 15th November 2017, the remarks and clarifications raised would be incorporated in the final report. **Figure 3.1** presents approach and methodology of SIA study in the form of flow chart. Also various steps involved in the study have been described in detail in the following paragraphs.

FIGURE 3.1

APPROACH AND METHODOLOGY FOR SIA



3.3 Desk Research

The study team reviewed the relevant documents and project alignment drawing.

3.4 Reconnaissance

The study team is headed by the Principal of Rajagiri College of Social Sciences who is the Chairman of SIA Unit. A team of 7 members having experience in conducting Social Impact Assessment Study and Socio Economic Surveys were assigned for field level data collection, monitoring of data collection and co-ordination of the study. Representatives from Revenue Department supported the investigators to identify the affected families.

SIA Team Members

Sl.No	Name	Qualification and Designation	Experience
1	Dr.Binoy Joseph Principal, Rajagiri College of Social Sciences	MA(HRM), LLB, Ph.D. Chairman - SIA Unit	
1.	Meena Kuruvilla Director, Rajagiri outreach	MSW, Consultant- SIA Unit	30 years in development sector
3	Princy Jacob	MSW, Project Coordinator - SIA Unit	21 years in development sector
4	Maria Tency.V.S	MA, DSS, Research Associate - SIA Unit	25 years in development sector
5	Ranjith K U	BA,DSS, Research Associate - SIA Unit	23 years in development sector

6	Arun Mathews George	MSW, Documentation Officer	1 year in development sector
7	Biju C.P	BA – Research Associate	23 years in development sector

3.5 Data from Secondary Sources

Secondary sources information were collected from various concerned departments, and a host of other literatures. Thus, the secondary sources information complemented the primary data elicited through field survey from the affected people and other stakeholders. Understanding was created about the physical, social, economic, and cultural set-up of the project area before undertaking detailed field investigations.

3.6 Site Visits and Information Dissemination

Before starting the detailed Social Impact Assessment study, the field visits and Pilot Study of the Socio Economic Survey was conducted where few respondents were administered the Interview Schedule and their feedbacks were collected. The team then inculcated the necessary addition and deletions in the interview schedule. During the Second week of September 2017, SIA team visited the sites to verify the alignment drawings on the ground and to identify the affected areas. After identifying the affected areas SIA unit consulted with different stakeholders at the project area and organized meetings with them to generate awareness about the study. The survey team collected the data in the months of September and October 2017.

3.7 Socio Economic Survey

Before the actual household Socio Economic Survey, all the properties that were likely to be affected by the project were identified with the support of Revenue

Department staff. The survey interview schedule was pre-tested. The survey was conducted through door-to-door personal interview. In this interview, size and nature of land were recorded. The details of affected families, possession of legal documents, data related to social profile, family details, occupation, source of income, family expenditure, self employment activities, employment pattern were collected. Most part of the interview schedule has been pre-coded except those reflecting the opinion and views of PAFs, which have been left open-ended. Before filling the questionnaires, the affected families were asked to have a copy of the necessary documents they need to produce as proof of their ownership on property.



Photograph of the affected area

3.8 Compilation and Verification of Data

Survey forms duly filled were consolidated and entered into a database. This information was updated on a regular basis as and when data for incomplete forms were filled in.

3.9 Data Analysis and Report Writing

Once the data were collected and finalized with all the necessary changes, analysis of collected data was done.

3.10 Community and Public Consultation

Discussions were conducted by SIA unit with various primary and secondary stakeholders in order to obtain their views and suggestions to minimize adverse social impacts. The methods which were adopted for conducting public consultation were (i) Informal personal consultation (ii) In-depth individual interviews.

Public Hearing

As per Form 5 Rule 14 (1) of the RTFCTLARR Act, 2013, a public/community consultation (Public Hearing) is scheduled on 15th November 2017, the Remarks and clarifications would be incorporated in the final report.

CHAPTER 4 LAND ASSESSMENT

Background

A socio-economic survey covering all affected families and individuals was carried out in the months of September and October 2017. A structured interview schedule was used to collect detailed information on affected property, impacts on private assets, income and livelihood for a full understanding of impacts. The objective of the survey was to assess social impacts on the people affected by the project, their socio-economic profile, type of property, ownership of property, type of impact its magnitude and details of affected property. The major findings and magnitude of impacts are discussed in the following sections.

4.1 Entire area of impact under the influence of the project

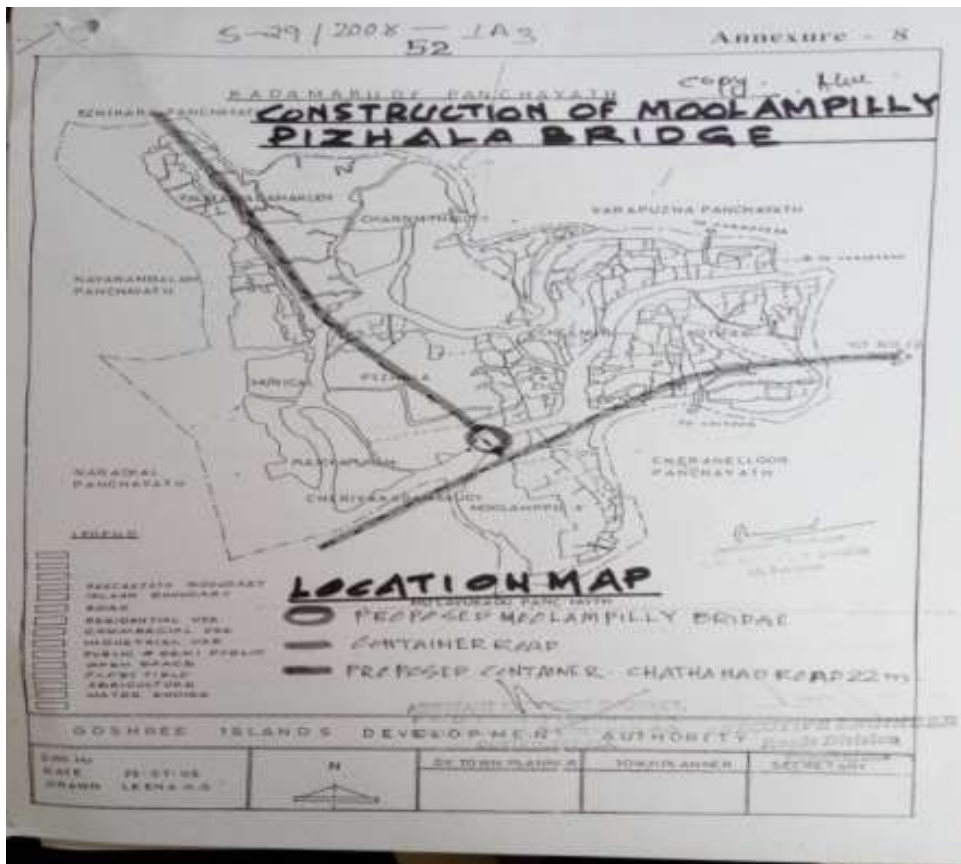
Table 4.1 indicates overall project impacts. Total 0.6087 hectares of land shall be acquired for the project. The whole area of land is under private ownership and is open land. Out of the total 13 affected properties 9 properties belong to 2 companies namely Hexatech Developers Private Ltd and Nippon Realtors Private Ltd as joint property, 3 are owned by individuals and 1 is jointly owned by 3 individuals. Based on the property identification, the number of PAFs has been determined. There are 6 affected families consisting of 24 persons and 2 affected companies by the proposed project.

Table 4.1 Area of Impact

Acquisition of Land (in Ha)	
Owned by Private Limited Companies	0.5344
Individual ownership (3 separate properties)	0.0611
Joint ownership (1 property)	0.0132
Total	0.6087

Impact on properties	
Properties affected (no)	13
Total PAFs (no)	6
Total Project Affected Companies	2
Total PAPs (no)	24
Total PDFs (no)	Nil
Titleholder (no)	8
Non Titleholder (no)	Nil
Loss of Residence (no)	Nil
Loss of Business (no)	Nil
Loss of Livelihood (No)	Nil

4.2 Land Inventories (Map of site of Proposed Moolampilly-Pizhala Bridge)



4.3 Land requirement for the project

The proposed project of construction of approach road to Moolampilly-Pizhala bridge shall require 0.6087 hectares of land for the implementation of the project. The affected area is under private possession and no Government properties are affected because of the project.

4.4 Use of Public Land

No public property is hindered due to the implementation of the project.

4.5 Land Already Purchased

The land has been taken over possession by disbursing 80% of land value as per the District Level Purchase Committee (DLPC) Rate.

4.6 Quantity of Land Proposed to be acquired

Table 4.2 Quantity of land acquisition

Loss of property (Area in Hectares)	No of title holders losing property
0.0104	1
0.0132	3 (joint ownership)
0.0250	1
0.0257	1
0.5344	2 (owned by 2 companies)
Total	8

In total 13 properties are affected by the project and Table 4.2 reveals that these properties are belonging to 8 title holders. 3 individuals forego 0.0104, 0.0250, 0.0257 hecters of land each. 0.0132 hecters of affected land is jointly owned by 3 individuals and 0.5344 hecters of affected land is jointly owned by 2 companies.

4.7 Previous transactions in the area

As per the information given by the respondents, no transactions had been taken place in the affected area for the last three years.

CHAPTER 5

ESTIMATION AND ENUMERATION

Introduction

This chapter comprises of estimation of livelihood affected families, scale of impact on families i.e., directly affected families and indirectly affected families. It also mentions about the loss of inventory in the affected.

5.1 Directly Affected

In total 6 families and 2 private limited companies shall affect by the project. None of these families will be directly affected on their livelihood measures. The area planned to be procured is not hampering the livelihood of the respondents. The whole proposed project area is open land where except farming of 8 coconut trees no other agricultural activities undertake. There are no economic activities being carried out in the area. Whereas the 2 private limited companies, ie., Hexatech Developers (Pvt) Ltd and Nippon Realtors (Pvt) Ltd owning 0.5344 hectares of land informed that they were proposing to form a Private Integrated IT and High Tech Park. The aforesaid project which was sanctioned by Department of Information Technology, Government of Kerala as per the order issued GO(MS)No.10/2013/ITD dated 03/09/2013. Due to the proposed Moolampilly-Pizhala Bridge and approach road project the project proposals (Private Integrated IT and High Tech Park) of the affected companies was withdrawn (as the property being divided into two parts for the construction of Moolampilly-Pizhala Bridge). The access to the property is hindered due to the elevation of the bridge and hence the implementation of IT and High Tech Park becomes unfeasible.

5.2 Indirectly Affected by the Project

Presently no families are residing in the project area so there is no direct impact on their housing or livelihood. Among the affected families 3 families had been engaged in farming coconut and prawn farming at project area which was their

main livelihood at that time. During the implementation of International Container Terminal Road project the said land was acquired and lost their livelihood. For the said acquisition they received only a nominal compensation as per the then existed Government Rules. As per the information revealed by the family there is a dispute existing on this issue in court. *(Source: affected families, sufficient documents need to be verified).*

Hexatech Developers (Pvt) Ltd and Nippon Realtors (Pvt) Ltd purchased the property in the affected area was aiming to start a project visualizing employment for 2,30,000 people (as per the copy of project report received from the respondents)

5.3 Affected Families

Table 5.3 Duration of possession/ownership on property

Sl.No.	Survey No. of land	Average Duration of ownership
1	514/3	10 years
2	515/8	10 years
3	516/3	10 years
4	516/4	10 years
5	516/7	10 years
6	516/10	10 years
7	516/11	10 years
8	516/12	10 years
9	516/14	10 years
10	531/1P	More than 25 years
11	531/1P	More than 10 years
12	531/2	More than 25 years
13	283/3	10 years

Among the total 13 respondents, who own the property in the project affected area, 10 title holders are owned the land for the last 10 years. 2 title holders are

owned it as hereditary for more than 25 years and 1 title holder received the property from her father 10 years before.

5.4 Inventory of Productive Assets

The respondents and local people shared there was plenty of coconut trees in the project affect area and most of them were destroyed during the land filling for the construction of Moolampilly-Pizhala Bridge and approach road. Presently there are only 8 coconut trees which shall also be affected.

CHAPTER 6
SOCIO-ECONOMIC AND CULTURAL PROFILE

Introduction

This chapter contains information about the socio economic and cultural aspects of the affected families. It includes the demographic details, economic status, vulnerability among the affected families, local economic activities in the area, enumeration of livelihood affected families, socialization pattern of the project affected persons and other related information.

6.1 Demographic Details

Table 6.1 Age Group and Gender

Age in years	Gender		Total
	Male	Female	
0-18	1	1	2
19-30	3	5	8
31-45	4	1	5
46-59	1	2	3
60 and above	4	2	6
Total	13	11	24

Table 6.1 reveals the age group distribution of the affected persons in the area. 6 respondents are above 60 years of age out of them 4 are male and 2 are females. 2 female members and 1 male member are in the age group of 46-59. 5 family members belong to the age group 31-45 years 4 males and 1 female contribute towards this number. 8 family members including 3 male and 5 female belong to 19-30 age group and 2 members ie 1 male and 1 female belong to the age group of 0-18 years.

Table 6.2 Religious Group

Description	No of families	Percent
Muslim	1	16.67
Christian	5	83.33
Total	6	100

Table 6.2 indicates the distribution of families on the basis of religious group. Out of the 6 affected families 5 (83.33%) belong to Christian religion and the 1 family (16.66%) belong to Muslim religion.

Social Group

All the 6 affected families are belonging to OBC group.

Table 6.4 Marital status of Project Affected Persons

Marital Status	Frequency	Percent
Married	8	33.33
Unmarried	16	66.67
Total	24	100

Table 6.4 depicts that among the total 24 members in the affected families 8 are married and 16 are unmarried. No widows/widowers and divorcees are included among the affected population.

Family Pattern

All the affected families are nuclear families.

Table 6.5 Educational Attainment of Project Affected Persons

Description	Frequency	Percent
Up to 5 th standard	1	4.16
Degree	20	83.33
PG	3	12.5
Total	24	100

Table 6.5 reveals about the information regarding the educational attainment of the project affected persons in the area, 20 members attained graduation, 3 members having post graduate education and 1 is studying in primary class.

6.2 Income and Poverty Level

All the 6 affected families belong to APL section based on the classification by *Public Distribution System*.

Table 6.6 Family Monthly Income

Description (Amount in Rs)	No of families
15001-30000	3
Information not revealed	3
Total	6

Out of the 6 affected families 3 families are earning monthly income in between 15001-30000. Rest of the 3 families has not revealed the information about their income.

Table 6.7 Occupational Pattern and Non-Working status of Project Affected Persons

Occupational Pattern	No of family members	Percent
Business/trade	3	12.5

Government Sector	1	4.2
Private sector	5	20.8
Self employment	1	4.2
Dependants	14	58.3
Total	24	100

Among the total of 24 affected persons 14 ie 58.3% of the members are dependants who are students and elderly. 3 members are engaged in business activities for their livelihood measures. 5 members are employed in private sector, 1 member is employed in government sector and 1 member is self employed.

6.3 Vulnerable Group

Among the total 24 affected persons in the area 11 are women, 2 children and 6 elderly who all are vulnerable population in the area.

6.4 Land Use and Livelihood

The affected properties are all open land and except few coconut trees no other agricultural activities are undertaking in the area. The land owned by Hexatech Developers (Pvt) Ltd and Nippon Realters (Pvt) Ltd was proposed for the purpose of starting Private Integrated IT and High Tech Park and the project was sanctioned by Department of Information Technology, Government of Kerala as per the order issued GO(MS)No.10/2013/ITD dated 03/09/2013. The project then withdrawn as the property was divided into two parts for the construction of Moolampilly-Pizhala Bridge. The access to the property is hindered due to the elevation of the bridge and hence the implementation of IT and High Tech Park becomes unfeasible.

Presently no families are residing in the project area so there is no direct impact on their housing or livelihood. Among the affected families 3 families shared that they had been engaged in coconut farming and prawn farming the project area

and that was their main livelihood at that time. During the implementation of International Container Terminal Road project the said land was acquired and lost their livelihood. The family shared that for that acquiring they received only a nominal compensation as per the then existed Government Rules. As far the information shared by the family there is a dispute existing on this issue in the court.

Hexatech Developers (Pvt) Ltd and Nippon Realtors (Pvt) Ltd purchased the property in the affected area was aiming to start a project visualizing employment for 2,30,000 people (as per the copy of project report received from the respondents)

CHAPTER 7
SOCIAL IMPACT MANAGEMENT PLAN

7.1 Approaches to Mitigation

Not Applicable

7.2 Measures to avoid mitigate and compensate impact

Not Applicable

7.3. Measures those are included in the terms of Rehabilitation and Resettlement

Compensation as outlined in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 shall be provided to the affected family.

7.4. Measures that the Requiring Body has stated it will introduce in the Project Proposal

Sufficient fund has been reserved as compensation to the affected title holders.

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

Not Applicable

7.6. Detailed Mitigation Plan

Not Applicable

CHAPTER 8

SOCIAL IMPACT MANAGEMENT PLAN INSTITUTIONAL FRAMEWORK

8.1 Institutional Structures and Key Persons

RTFCTLARR Act, 2013 defines the **Administrator** appointed by the State Government would be the person responsible for Preparation of Rehabilitation and Resettlement Scheme for affected families of Land Acquisition. Subject to the superintendence, directions and control of the appropriate Government and the Commissioner for Rehabilitation and Resettlement, the formulation, execution and monitoring of the Rehabilitation & Resettlement Scheme shall vest in the Administrator.

In the proposed Moolampilly-Pizhala Bridge and approach road Project, the major mitigation measures from the acquisition can be handled by providing the appropriate compensation under the RTFCTLARR Act, 2013.

As per G.O. (Ms) No.485/2015/RD, dated 23/09/2015, The Kerala State Policy for Compensation and Transparency in Land Acquisition,

The District Level Fair Compensation, Resettlement and Resettlement Committee comprising

- District Collector, Administrator for resettlement and rehabilitation,
- Land Acquisition officer,
- Finance Officer,
- Representatives of the requiring body to take financial decisions on its behalf,

Representatives of Local Self Government Institution will monitor the Rehabilitation Action Plan. (Since no one resides in the area no rehabilitation required here)

CHAPTER 9
SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF
MITIGATION PLAN

9.1. Costs of all resettlement and rehabilitation costs

Not Applicable

9.2. Annual budget and plan of action

Not Applicable

9.3. Funding sources with breakup

Not Applicable

CHAPTER 10

SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATION

10.1 Key Monitoring and Evaluative indicators

Not Applicable

10.2 Reporting mechanisms and monitoring roles

Not Applicable

10.3 Plan of independent evaluation

Not Applicable

CHAPTER 11
ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON
ACQUISITION

Since no persons are residing /operating in the project affected area, there shall not be any rehabilitation necessary for the project. When completed, this road would connect the highly isolated small islands such as Moolampilly, Pizhala, Kadamakkudy and Chathanad in Ezhikkara and Kadamakkudy Panchayaths in the Vembanad backwater system with each other and with the main land.

The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2(1)b(i). Considering the public advantage and interest and treating as an inevitable need, the project has to be implemented.

