

SOCIAL IMPACT ASSESSMENT STUDY

DRAFT

SABARI RAILWAY PROJECT

DATE: 10 MAY 2018

SUBMITTED TO
ANKAMALY SABARI RAILWAY PROJECT
VILLAGE : ANGAMALY
BLOCK No. 12
VILLAGE : MATTOOR
BLOCK No. 27

SIA Unit



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CHAPTER -1

A BRIEF OUTLINE OF THE STUDY

1.1 Preface: The Project and its public goals

The prime purpose of the Sabari Railway Project is to bring into being a railway traffic from Ankamali railway station, Ernakulam District till Erumeli, Pathanamthitta District. The direct beneficiaries of the Project are the Lord Ayyappa devotees who travel to Sabarimala during the 40-day-austerity period.

The project is a product of the joint venture undertaken by the State and Cultural Governments to facilitate transportation for the Pilgrims. At the same time, the Project helps improving the tourist centres in Kerala. The 115km – long railline from Ankamali till Erumeli provides many other direct benefits as well. It offers facilities to the very many rice-mills at Ankamali and Mattoor through which the railway runs. As it makes transportation cheaper, local employment chances will naturally increase.

The rail line will pass across many a road, which can cause hurdles in the road traffic. Foreseeing this adverse situation, 52 railway over-bridges have been planned to be built across. Over – bridges are preferred as a matter of the policy of the Ministry to avoid new level – crosses. Hence, the land acquisition and building activities for the over bridges together with the completion of the rail line construction.

Two over bridges are planned across the road from Ankamali railway station till Kalady railway station. This Report deals with the findings of the social impact study on these two over bridges.

The two bridges are over and across Mattoor – Nedumbaseery Road and Ankamali – Nayathodu Road. These two are the main road with heavy traffic of vehicles to and from the airport. These roads have already been blocked by long traffic jams and a level. Cross here would add fuel to the fire. In due consideration of the current over-traffic of vehicles and the increasing number in the immediate future, an over – bridge here is indeed a dire need of the hour.

PROPOSED AREA FOR PROJECT

The area proposed to be acquired is at Ankamaly and Mattoor Villages in Aluva Taluk in Ernakulam district.

SIZE AND FEATURES

The area suggested for acquisition is approximately.... areas. Residential areas or houses at Mattoor Village are not affected. Impacted areas are mostly farm land and open grounds at Mattoor, whereas those affected at Ankamaly Village are residential areas, buildings, houses, shops and open grounds.

Proposed alternative for Consideration

NOT APPLICABLE

SOCIAL IMPACT

Since the 2013 Act has been an integrated statutory guidelines with regard to all forms of losses connected with land take-over, its legal implementation is adequate to compensate for the social impact.

Whilst implementing the proposed project, 4 families are to be re-located and 14 families are to be adopted. The anticipated after effects of the project are as follows:-

- ❖ The evacuated families forfeit their ancestral land and house
- ❖ Losing local employment opportunities.
- ❖ Severance of social relations.
- ❖ Anxiety about deprivation of amenities such as hospitals, schools, worship centres etc.

Compensatory proposals

Major proposals to make up for the losses incurred due to land take over:-

- ❖ Finalise the highest possible reward for the acquiring land and properties and make the payment with the least delay.
- ❖ Set-up a system for redressed of complaints.
- ❖ Arrangement to assist with shifting household effects of present homes.

- ❖ Arranging interview living facilities for the evacuated till rehabilitation is ready.
- ❖ Reserve job vacancies for the members of the evacuated families as and when they arise.
- ❖ Provide skill – training in the relevant occupations to those who need it.
- ❖ Locate rehabilitation in nearby areas as much as possible
- ❖ Set-up availability of a reliable financial institution to alienate the mental and social impacts and anxieties of the rehabilitated.

CHAPTER – 2

DETAILS OF THE PROJECT

2.1 The background and rationale of the Project

This chapter includes details related to Erattupetta – M.E.S. Junction Bypass Road. It also deals with the populist goals and cost of the Project.

2.2 Details such as the area, its dimension, goals and cost of the Project.

Erattupetta – M.E.S. Junction Bypass Road is the project proposed to be implemented at the Erattupetta Municipality, in Kottayam District. The area to be undertaken is 2.309 hectares for the road with 12 meter breadth and 1.8km length, starting from Puthenpally near Erattupetta town and terminating at Veilukanampara, 4.5km away.

The Bypass passes through Poonjar and Thidanad Panchayats near Erattupetta Municipality. Of the two, the First Phase covers from Veilukanampara till Perumunilam and the second phase, from Perumunilam till Puthenpally.

The Land to be taken over for the First Phase is 1.102 hectre, which belongs to Ward IV of Thidanad Panchayat and Ward I of Poonjar Panchayat. The said area is mainly rubber and banana plantation. The 1.207 hectre area to be covered in the second phase belongs to the Erattupetta Municipality. Though adjacent to urban area, this is also farm land.

Land acquisition, project implementation etc. are being done by the offices of Kottayam Collector, Special Thasildar, M.L.A. Pala, Executive Engineer – PWD Road, Kottayam, PWD Road Sub division, Pala and PWD Road, Erattupetta. However, the project affected area belong to Poonjar and Erattupetta Village Offices.

The Project enjoins two major state highways – Erattupetta – Kuttykkanam (S 14) and Thodupuzha – Kanjirapally (S 44)

Initial works of the Project began in 2014 and Rs. 10 Crores have been budgeted for the Project.

Goals

The prime goal of the Project is to save the travelling time of long – distance passengers whist reducing the ever-increasing traffic blocks at Erattupetta Town. Currently,

the distance between Veilukanampara and Puthenpally is 4.3 kms; with the advent of the project, the said length will be reduced to 1.8 kms.

The proposed connectivity not only reduces distance, but duration as well. At present, travellers from Kanjirapally and surrounding areas bound for Poonjar/Vagamon waste considerable time as they have to pass through Erattupetta town. They travel an extra 2.5 kms for want of a bypass road. So is the fate of the travellers from Kanjirapally to Thodupuzha. Fuel saving by means of shorter distance and rid of traffic bottle neck has been an added advantage of the Project.

Presently, there exists a 70-year-old road in the area marked for the Project. With the availability of the additional bypass, this road would become less crowded for the busy travellers. The present alignment finalised after avoiding maximum residential area will affect the lives of the local people in the least manner.

2.3 Consideration of alternative alignments

The proposed alignment is the most suitable bypass route as it is non-residential without any local objections. Moreover, as the Project does not cause any serious harm to the environment, no alternative is in consideration at present.

2.4 Project implementation phases

The construction is phased on two stages. The First Phase starts from Veilukanampara and ends on Chennad Road at Perunilam and the Second Phase, from Chennad Road till Puthenpally at Erattupetta – Poonjar road.

2.5 Environment Impact Assessment/Feasibility Study Details

Based on the currently available data, the project area does not demand an environment impact study.

2.6 Applicable Rules and Statutes

- ❖ (Central Law) Right to fair compensation transparency, rehabilitation and re-establishment following land acquisition.

- ❖ The policy of the Revenue Dept. State of Kerala regarding compensation and transparency in connection with land acquisition.
- ❖ The Right to Information Act of 2005.

CHAPTER – 3

STUDY TEAM, STUDY FOCUS, PROJECT METHODOLOGY BACK GROUND

The Youth Social Service Organization was selected to undertake the social impact assessment study of the loss incurable due to the land acquisition for the Project as per the notification, C-2-66731/2016 dated 5.3.2018 of the District Collector of Ernakulam.

In accordance with the said, the exact number of the plots of land, families and buildings affected by the take-over, was finalised, a social impact plan was prepared, information was collected from primary and secondary sources for the purpose and a socio-economic survey was mounted by the experienced members of the team as part of the study.

The Process of impact assessment and project implementation preparations

If the evacuation has caused any physical or financial problems to the people, such are to be assessed and the necessary rehabilitation or compensation measures are to be taken. If the loss is related to livelihood, adequate compensation no less has to be included in the re-establishment plan. The Study Team should essentially consider the following while preparing the implementation plan: - (1) awareness of the socio-economic impact of the Project (2) awareness of the legal matters related to acquisition and compensation.

Details of the social Impact Assessment, the study Approach and the Project Science are given in Fig. 3.1 in a Flow-chart form.

Figure 3.1 SOCIAL IMPACT STUDY PATTERN AND METHODS

PHASE I STEPS PRIOR TO SURVEY

Literary Survey and Initial Meetings	Initial Survey and Start of Out-door works
❖ Detailed Project Survey	❖ Initial Study
❖ Preparation of Project Plan	❖ Preparation and checking Survey instruments
❖ RTFCT in LARR ACT 2013	❖ Finding out groups for data collection
❖ State Law related to land acquisition	❖ Submission of final form of Initial Report.

PHASE II Data collection method, implementation and Implementation Set-up

Project – impacted families/ People/ Community	Preparations for the implementation of the Project
❖ Training the field – staff	❖ Analysis of the legal and regulatory policies
❖ Data collection from affected Family members	❖ Discussions with the Revenue officials regarding rehabilitation Plan
❖ Discussions with the officials of the concerned departments	❖ Analysis of data
	❖ Data – collection, Analysis and Draft document on social impact.

PHASE III Post – Survey Works and Assessment of Plan

Converting data into schedules	Social Impact Assessment, Discussions on Reports
❖ Co-ordination, unification and documentation of data	❖ Organising Public hearing
❖ Social impact assessment, finalisation of report	❖ Discussing information collected as part of impact assessment with the affected people
❖ Analysis of data collected from Survey	❖ Sharing the anxieties of the concerned parties
❖ Draft-assessment of social impact,	❖ Assessment and views of the concerned officials
❖ Preparation and submission of draft report	❖ Co-ordination of views and submission of final social report.

3.3 Desk Research

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

3.4 Details of Study – Team

Data collection and co-ordination for the social Impact Assessment were conducted by an 8 member teams headed by the social Impact Assessment Unit of Youth Social Service Organization’s Chairman, who are all veteran hands with previous experience in several, similar studies of social and economic surveys and social impact assessment assignments. In addition, the services of experts in the fields of development and law have also been used in

the study. Moreover, the help of official representatives of the Revenue Dept. Was useful in identifying the impacted areas.

Sl. No.	Name	Designation	Qualification	Experience
1	SHIBY JOSE	Team Leader		10 years in development field
2	Kuriakose George	Project Co-ordinator		15 years in development field
3	Biaju P.T.	Research Associate		10 years in development field
4	P.C. Jose	Research Associate		10 years in development field
5	Sholy	Research Associate		5 years in development field
6	Nithin P.S.	Research Associate		

3.5 Data from Secondary Sources

Data from secondary sources were compiled with those collected from previous studies and the concerned departments. Through the survey conducted in the Project-area, information on the affected parties could be collected and the physical, social, economic and cultural status of the community could be learned.

3.6 Visit to the Project-area and the Project Propaganda

Prior to detailed study of social impact assessment, visit to the socio-economic Survey area and initial study were done. In addition, direct talks were made with the affected parties and their reactions were recorded. The team made necessary additions and corrections in the interview – schedules.

On 19.2.2018, the team visited the project area and clearly noted the sites included in the Project plan. Thereafter, they talked to the people and held a meeting to create awareness about the Project. The team collected information during February and March, 2018.

CHAPTER -4

LAND EVALUATION

A socio-economic survey was conducted by the S.I.A. Unit in March/April, 2018 involving the affected persons and their families. By the survey, it was learnt how the proposed project would affect in source of income. Resourceful means, livelihood etc. of the families. It was a pre-coded Questionnaire which was used for the purpose. The main aim was to assess the socio-economic status, the type of the properties, their rights on them and the likely impact on the families or institutions. The findings of the survey and the depth of the problems are as follows:-

4.2 Total Impact due to the Project

4.1 deals with the socio-economic impact on those who are to receive the compensation for the land that they have given away for the Project.

4.3 The land needed for the Project

..... hectres of land is required for the construction of the Ankamali and Mattoor railway over bridges and the link road. The said plots of land belong to the govt. and private persons. No plot is under individual joint ownership or institutions.

4.4 Need of Public Property

Public property is involved in the take-over.

4.5 Land Purchased for the Project

Compensation not yet received

4.6 Previous transactions in the Project – area

As per the information obtained from overseas sources, no transaction has taken place for the last 3 years.

CHAPTER – 5

THE PUBLIC AFFECTED BY THE PROJECT

This chapter discusses information related to the families and the public who are impacted by the proposed project. The details given herein are those collected from primary sources.

Families directly affected

Those directly affected are 4 families which are of 3 types. Those who lose land with house, those who lose and above and those who lose shops or other buildings adjoining the house, Out of these, 4 families are to be evacuated or forced to lose their jobs.

There are the parties directly affected by the project

Social, Cultural and economical details

The census of the project – affected section of the people by religion, community, Family, Occupation, Income, gender, education, age, marital status etc. is given hereunder:-

Religion

The most affected religious community is Christian (Pic. 1) Hindus are also involved. Hindu community is mostly in Ankamali and Nedumbassery villages. If there will yet be a further take-over, that would mainly affect the Hindus.

Families in Category

See Pic. 1

Family Income (MONTHLY)

Most Families belong to APL Group (Above Poverty Line) as per the Public Distribution Dept.

Monthly Family Income	No.	Percentage
Up to Rs. 50,001	6	2.4
5001 – 10,000	1	4
10,001 – 15,000	2	8
15,001 – 20,000	3	12
2000 – 25,000	2	8
Above 25,000	5	20

No Data available	6	24
Total	25	100

Male – Female No.

Fig. 3 Affected people categorised by Male and Female

Age Category

Most affected are aged between 31 and 60

Age	No	Percentage
Up to 10	10	9.80
11 – 20	14	1.73
21 – 30	16	15.67
31 – 40	14	13.73
41 – 50	10	9.80
51 – 60	9	8.82
61 – 70	16	15.69
71 – 80	11	1.78
Above 80	2	1.96
Total	102	100

Married/Un married

Various Levels

Various Levels	No	Percentage
Married	68	64.15
Un married	38	35.85

	106	100
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Educational Status

Education	No
Primary	27
Graduation	27
Post – Graduation	12
	66

Occupation Details

Field	No. of Family	Percentage
Business	3	3.89
Government Sector	11	14.29
Private Sector	9	11.69
Daily Wage	2	2.59
Gulf Countries	1	0.77
Industry	3	3.89
Dependants	48	62.34
	77	100

Weaker Segment

Livelihood and land utilization

One segment of the affected who lives by cultivating income – generating plantations of coconut, nutmeg, tapioca, Teak, plantain, Mango, Jack tree etc. and the other segment who make a living from shops and buildings lose these due to the project; so do some lose homes.

A unique feature of the area is that most of the people are Kith and Kin. Most of the loved homes and business houses are ancestral inheritance. A matter of great concern for them is the severance of their neighbour lines.

CHAPTER – 6

MANAGEMENT PLAN FOR THE MITIGATION OF SOCIAL IMPACT

As for any developmental project, opposition from the local people is a common phenomenon. When enquired about their opinion, the response was for and against. Those

who lose houses and shops are naturally against; however, mere land. Losers are in favour – some of the losers in previous take – over, have resorted to courts for getting their compensation. Hence, land acquisition is indeed a challenge for the Authorities.

The two adverse factors that people are concerned about developmental projects are the inadequacy of compensation and reduction in income. They are quite worried about the rehabilitation steps put forward. This is really a genuine concern; because those who lost land in previous cases, had got their compensation through the courts. Another anxiety that bothers some others is the discontinuation of the long standing relation among families, neighbours and in social life. It is natural for people to be anxious when they are transplanted to a new place. So is the uncertainty about their future. Whilst the project is running in front of their door step, they wonder what it will develop into, in future. As they do not know when the take-over will happen, they are unable to use the land for any agricultural or commercial purpose. Those who bought the land for building house or industrial purpose, hope everything will be settled at the earliest.

Re-establishment and Rehabilitation

1. When evacuated from the proposed area
2. Those who lose their valuable property
3. When evacuated from the shops.

Compensation for ancestral land

(For all sections)

The best step is taking over the land on payment of fair compensation. It is the market price to be considered instead of fair price. A new scientific criteria should be formulated to determine the price. That is, 10 times the fair price as the compensatory price. This is the faire rest compensation. The properties attached to the land taken-over, should as well be compensated for.

House for House

When enquired of the people who were likely to lose their homes, what were their expectations, most of them demanded the new residence to be nearest to their native areas. Therefore this matter should be handled with care, as they shall have to be again re-located in the near future when the Sabari rail project development comes into affect and the rehabilitation shall in no way affect the Project.

Compensation for house related buildings

Fair compensation shall be paid for the houses and other commercial buildings which are dismantled taking into account dimension, quality, age etc. In order to determine them scientifically, suitable system should be set up with the help of experts in this field.

House – moving expense

Necessary amount shall be allocated for transporting household effects from homes taken over to the temporary houses. Ordinary families may not be able to afford the heavy cost incurring thereof.

Interim residential facility

Another important responsibility is providing temporary housing facilities for the families till rehabilitation is ready. Full house rent shall be paid to the evacuated for a comfortable stay in a convenient place. The rent amount can be fixed as per the existing rate relevant in each area. Rehabilitation homes shall be ready within 6 months; if not, actual rent shall be continued to be paid without time – limit till the homes are ready.

Employment opportunity

Employment in the Project:-

Most people in the project area are daily wage labourers; and their present living place is suitable for their work. One of the major demands of the locals is to give them preference as and when vacancies come up in the project work. Employment can be assigned according to the educational qualification.

Compensation for trees and other immovable properties

Deserving compensation shall be included in the rehabilitation package for the trees and other immovable properties that are existing in the plot taken over.

Basic facilities in the rehabilitation area

Roads, drinking water, Waste-disposal facilities, medical facilities and such basic amenities shall be available in the rehabilitation area.

This will certainly help reducing the opposition the locals have towards Sabari rail and change their inimical attitude to the Project.

Proposed re-establishment – rehabilitation Package

Item	Persons to be evacuated	Land Losers	Shop Losers
Fair and attractive compensation as per market price			
House for house for the losers			
Compensation for the shop losers			
House – effects shifting expenses			
Compensation for immovable properties like trees as per the existing rate			
Employment opportunity			
Basic facilities (Road, Drinking water hospital etc.)			

Impact Mitigation and Management Plan

Impact	Mitigation Means	Factors to be monitored	Concerned Agency
Concern about inadequacy of Compensation	<ul style="list-style-type: none"> ❖ To Formulate criteria for full compensation ❖ Criteria to be published before hand ❖ To set up grievance – redressal system for complainants 	<ul style="list-style-type: none"> ❖ Transparency in compensation ❖ Number of complaints about compensation ❖ Number of demands to enhance the compensation 	
Fund insufficient to buy alternative land	Modify criteria to increase the compensation to buy land in same locality	Number of persons unable to find land	Dept of Revenue
Complaint about the delay in the payment of the compensatory amount	Finalise the amount before handing over the land to the Project	Number of waiting for the amount even after the taking over is completed	
Anxiety about losing house	Arrange temporary living facility till getting exchange house	Delay in getting the new house	Concerned Agency

	Assistance with shifting to the new place		
	Arrange counselling facility		
	Keep informing up to date details regarding rehabilitation plan and implementation		
Difficulties due to loss of work	❖ Reserve job in the vacancies arising as and when, in the Project, for these members of the families evacuated, as per their educational qualification	Policy – making and execution	Concerned Agency
Fear that proximity to hospital, school, place of worship etc. is likely to end	❖ To find out areas with such facilities for rehabilitation ❖ Ensure the help of a voluntary organisation to do social developmental activities	Support services	Concerned Agency
Fear of disconnect with social relation	❖ The area to be found for rehabilitation should be as close to the former as possible ❖ To make social services available	Make a voluntary organisation available new area	Concerned Agency
Fear of being forlorn in the new area	❖ Find the safest locality for rehabilitation	Place for rehabilitation with social service activities	Concerned Agency
Fear of re-evacuation for Sabari Rail Project	❖ The new location should be out side the Sabari Project	The place for rehabilitation	Concerned Agency

CHAPTER – 7

MERITS AND DEMERITS

Sabari Rail Project is regarded to be a milestone in the railway development of Kerala. It is the pilgrims that visit the Sabari Hill who are benefitted the most by the Project. It increases the revenue of the State that improves the travelling facilities for the pilgrims, whilst opening the first railway route to the Eastern Region, which has hitherto been without rail transport. It is hoped that the Project would instill a renewed spirit in the tourist and agricultural centres Idukki District.

The other goal of the Project is that it will greatly benefit the Rice mills and other industries at Kalady, Perumbavoor and Muvattupuzha. It is envisaged that the Project would help reducing travelling cost, time and to a great extent road accidents.

However, the project causes a number of problems for the people of the locality. 4 Families lose homes; some lose their land and a few lost their livelihood. There are some yielding properties in the project area. Their main demand is to get fair compensation for the properties that they forfeit.

The worst suffering are those who are evacuated from the houses where they have long been living. They are emotionally hurt and regretting to leave the homes and premises where they were born and brought up. And they are enormously worried about their new places of rehabilitation.

Also, they are anxious about the amount of compensation, the type of housing the quality of the basic amenities, availability of employment, cultural environment etc. The rehabilitation package may not be adequate to solve the problems fully. However, a perfectly comprehensive and co-operative package would definitely cover up most of their anxieties,. No doubt, provided a govt. that keeps a constant vigil on attending to the problems of the people and a bureaucracy that is committed to implementing the schemes thereof, the proposed Project would certainly be a great success.

CHAPTER – 8

SOCIAL IMPACT ACTION PLAN DIRECTORATE

8.1 DIRECTORATE AND RESPONSIBLE OFFICIALS

As per the stipulation of 2013 Act, the Administrator appointed by the Govt. Shall be responsible for preparing the Scheme for the rehabilitation and re-establishment of the families displaced by the Project. The said Officer shall be responsible for formulating, implementing and supervising the scheme for the rehabilitation and reestablishment which are subject to supervision, direction and control of the Commissioner functioning for the purpose.

The social impact caused owing to the Project can fairly be mitigated as per the clauses laid out in the 2013 Act which guarantees fair compensation rehabilitation and re-establishment for the parties affected by the land acquisition.

The district level Committee formed as per the policy directive of the Govt. of Kerala wide... shall consist of the following members

- ❖ The District Collector
- ❖ Rehabilitation – Re-establishment Administrator
- ❖ Land Acquisition Officer
- ❖ Finance Officer
- ❖ Representative of Semi-Govt. authorities for finalisation of financial matters
- ❖ Representative of the Dept. Of local self govt. for monitoring rehabilitation activities.

CONCLUSION

The Sabary Railway Project is a turning point in the development path of Kerala Railway. Although long delay in implementation and immense increase in the cost have happened, construction activities of the Project are progressing at an optimistic pace.

The prime beneficiaries of the Project are the pilgrims reaching the Sabair Hill. Besides, the train-free Idukki District is getting a Railway Line. This is expected to enthuse the tourist and agricultural centres in Iduki. Above all, the project is aimed at reducing cost and time of travel and road accidents to a great extent.

Sabari Rail Project has in its plan, 52 railway over-bridges, based on the policy of the possibility of through journey without new level crosses. Included in the plan are the two over bridges between Ankamali and Kalady stations across the road.

Many a land has to be taken over from several individuals for the Project. Consequent on the take-over, the local residents will lose land , homes, business establishments, parts of buildings, farmlands, usable footpaths etc.

This study has been undertaken with a view to assessing the social impact and putting forward suggestions to mitigate the loss and fulfil the rights of the individual for fair compensation, transparency, rehabilitation and re-establishment as per the citizens Rights Act of 2013.

In the prospective of the several benefits that the general public would have due to the Sabari Over-Bridge Project, land-acquisition is inevitable. Certainly, the fairest reward for the impacted parties is to be awarded compensations in the most legitimate and just manner possible.