

SOCIAL IMPACT ASSESSMENT STUDY DRAFT REPORT

**Land Acquisition for the Construction of Eravipuram
Railway Over Bridge at Kollam Taluk in Eravipuram-
Mundackal Villages**

1 March 2019

Requiring Body



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Abbreviations

ROB	-	Railway Over Bridge
TVU	-	Train Vehicle Unit
SPV	-	Special Purpose Vehicle
RDDCK	-	Roads and Bridges Development Corporation of Kerala Ltd
KIIFB	-	Kerala Infrastructure Investment Fund Board
IRC	-	Indian Roads Congress
LC	-	Level Crossing
SIMP	-	Social Impact management Plan
LA	-	Land Acquisition
SIA	-	Social Impact Assessment
RTFCPLARR	-	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act
G.O	-	Government Order

CHAPTER 1

EXECUTIVE SUMMARY

1.1. Project and Public Purpose

Transport Infrastructure is the integral part of the transport system in any state or city. With the intensification in the international relations and with the advent of globalization, the transportation is now considered to be the important factor for the economic and social development. The transportation system of the states and cities reflects the economic activity of the area. The richest and most powerful nations in the world have efficient transport systems. Investments into transport infrastructure are aimed at additional transport capacity, increased reliability and a better quality of transport services.

By recognizing this need for development, the Government of Kerala has initiated the infrastructural development in the transportation of various districts in the state of Kerala.

Project - Eravipuram Railway Over Bridge

Availability of a good infrastructure facility is an essential pre-requisite for the growth and development of a region. In Kollam district, however the expansion of transportation infrastructure has lagged behind economic growth and spread of activities. This has created imbalances in spite of development.

At railway level crossings, considerable time in travelling is lost during the duration of the closure of the gates and immediately after opening of the gates. Also there is lot of wastage of fuel due to vehicles not switching off the engine during the wait period at level crossing. The long queue of the vehicles waiting at the railway gate during peak hours can be avoided by construction of proposed ROB. There will be savings in time and fuel if vehicles can ply over the ROB without stopping and waiting.

The Government of Kerala has issued administrative sanction for the construction of Railway Over Bridge (ROB) in lieu of level crossing (LC) No. 547 at Eravipuram in Kollam district vide G.O (Rt) No.1324/2016/PWD dated 27.09.2016. Roads and Bridges Development Corporation of Kerala Ltd (RBDCK) has been appointed as the special purpose vehicle (SPV) for the implementation of the project using funds from the Kerala Infrastructure Investment Fund Board (KIIFB).

1.2. Location

Eravipuram town is only 8 km away from Kollam city. Eravipuram Railway Station is the nearest railway station. The proposed ROB is situated in Pallimukku – Eravipuram Road connecting NH 66 and Eravipuram in Kollam District. The level crossing is situated between Kollam and Mayyanadu stations.

1.3. Size and Attributes of Land Acquisition

Acquisition of about 53.50 ars land situated in Eravipuram and Mundackai Villages in Kollam Taluk in Kollam District is required for the construction of Eravipuram ROB. The land is dry land category belongs to 70 survey numbers and presently used for residential and commercial purposes. The survey numbers and approximate extent of land to be acquired is explained below.

Table 1.3.1 Extent of Land Acquisition (Eravipuram Village)

Sl. No.	Survey No.	Name & Address	Extent
1.	288/3	Noushad & Sheheer, Nadakavil	0.0383
2.	288/4	Govt. L.P.G.School,Kolloorvila, Eravipuram	0.0820
3.	288/5	Govt. L.P.G.School,Kolloorvila, Eravipuram	0.1213
4.	430/1/3	Shihabudheen Koya,Siraj Mansil, Kollam West	0.1547
5.	430/32	Shamsudheen, Shiraf Manzil, Eravipuram	0.0199
6.	430/33	Nazarudheen,Anooj Manzil, Eravipuram	0.0420
7.	430/39	Sajitha, Arif Manzil, Eravipuram	0.0162
8.	430/40		0.0132
9.	432/1		0.1150
10.	432/2	Yahiya,Thoppil House,Eravipuram	0.0230
11.	432/3		0.0130
12.	432/4		0.0125
13.	432/18	Sakheer Hussian,Mulla House,Eravipuram	0.0390
14.	432/19-3	Najceeb,Kottillil House,Eravipuram	0.0415
15.	432/27,26	Fathi Muthu,Thoppil House, Eravipuram	0.0132
16.	432/27	Vijayan,Thoppil House, Eravipuram	0.0398
17.	432/28	Abdul Gafoor,Thuzhanghazhikuth House, Eravipuram	0.0785
18.	434/1-3	Shajahan,Velliyakaramuttill, Eravipuram	0.0462
19.	434/2		0.0080
20.	434/13	Shajahan, Kallapurathu Padinjathathil House,Eravipuram	0.0061
21.	434/14		0.0081
22.	434/17		0.0045
23.	435/1	E.Shajahan,Bizmilla Manzil,Eravipuram	0.2140
24.	435/2	Lallu. V,Allakapuri,Eravipuram	0.0384

25.	435/4	Sheeba, Pournami, Eravipuram	0.0420
26.	435/5	Sajitha, Alakapuri, Eravipuram	0.0150
27.	435/6		0.0095
28.	435/21	Kammaludheen, Thunghazhikathu, Eravipuram	0.0020
29.	435/25		0.0108
30.	435/33	Sajitha, Allakapuri, Eravipuram	0.0041
31.	442/1		0.0480
32.	442/2		0.0550
33.	442/6	Radhakrishnan, Snehathara Nagar Nadayikavilkizhakethil, Eravipuram	0.1155
34.	442/7	Shobhana Kumar, Tharavatil, Eravipuram	0.0500
TOTAL			1.5458

Table 1.3.2 Extent of Land Acquisition (Mundackal Village)

Sl. No.	Survey No.	Name & Address	Extent
1.	232/9, 10	Scenath Beegam, Thoppil House, Mundackal	0.0081
2.	232/51	Nazima Beevi, Sulfi Manzil, Mundackal	0.0200
3.	232/11	Hashir, Hashir Manzil, Mundackal	0.0200
4.	232/6		0.0240
5.	232/12	Aseena, Salman Manzil, Mundackal	0.0420
6.	232/13	Shainy, Manackara House, Mundackal	0.0380
7.	232/25		0.0580
8.	232/56		0.0040
9.	232/55		0.0166
10.	232/54		0.0070
11.	232/34	M. Naseerudheen, Kandathil House, Mundackal	0.0500
12.	232/35		0.0080
13.	232/36, 37	Nisarudheen, Layilla Nivas, Mundackal	0.0040
14.	232/38		0.0025
15.	232/40		0.0020
16.	232/41		0.0025
17.	232/20		0.0200
18.	232/21		0.1490
19.	233/1		0.0900
20.	233/13	Mubeena, Aajitha Mansil, Mundackal	0.0170
21.	233/16	Abdul Kalam, Sharja Manzil, Mundackal	0.0390
22.	233/17/2	Abdul Rasheed, Shemeer Manzil, Mundackal	0.0650
23.	233/34	Shereer, Shereer Manzil, Mundackal	0.0283
24.	444/17	Sudhi Prabha, Nadakavil House, Mundackal	0.3620
25.	453/1		0.0030
26.	453/21		0.0150
27.	453/2		0.0880
28.	453/3	Sabu, Nadayikavil House, Eravipuram	0.0505
29.	453/23	Shayila Beevi, Nadyikavil House Thekkevillacherry, Mundackal	0.0120

30.	453/20	Lilly, Aswathy, Kudavetoor, Mundackal	0.0070
31.	453/9	Kannan, Ashoka Manthiram, Mundackal	0.2230
32.	453/10	Rafika Beevi, Padippura House, Mundackal	0.0200
33.	453/11		0.0206
34.	453/27	Shajahan & Rahima Beevi, Padippura House, Mundackal	0.0525
35.	453/12	Y. Sirajudeen, Padippura House, Eravipuram	0.0420
36.	453/26		0.0225
Total			1.6341

1.d Alternatives considered

As there is no other suitable place for the proposed construction of ROB, no alternatives were considered.

1.e Social Impact

70 families are the directly affected families of the project since they are losing their land. Most of the land owners use their land for commercial purposes i.e. shops owned and operated by themselves or given the shops for commercial purposes on rental basis.

During survey, SIA team could recognize 3 open lands, 3 residential structures, 1 library, 41 shops & other structures like compound walls, gates, frontage of Govt. L.P.G School, flat/apartment, censure industry were affected due to the project. 50 families shared that they are depending on the affected land for their livelihood which will lose due to the project, 52 shops and 3 housing properties need to be displaced for the proposed project.

19 tenants who are running small scale business in the project affected area on rental basis for more than 3 years and 76 dependents who are working in the shops for more than 3 years should be considered as the indirectly affected families of the project. Other existing shops which are not included for acquisition will also be affected after the construction of bridge as the access to these shops become hindered.

19 trees like trees would be affected. The table below will give a clear picture on the possible social impacts of the project.

Table 1.5.1. Analysis of the Various Possible Social Impacts of the Project

Sl. No	Type of Impact	Status
1	Loss of Land	70 families will lose their land
2	Loss of Built-up Property	52 shops and its related infrastructures, compound wall and gate of a cashew industry, L.P.G School, medical clinic, 3 residential structures other than that 10 compound walls and 9 gates are also affected by the project.
3	Displacement	52 shops & 3 residents will be displaced.
4	Loss of Productive Assets	1 Coconut trees, 3 Mango tree, 8 Banana, 1 Thanal maram, 1 Saporta, 1 Teak
5	Loss of Livelihood	50 families are depending on commercial shop and their livelihood will be affected.

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

1.6 Mitigation Measures

The policy vide G.O. (Ms) No.448/2017/RD dated 29/12/2017 issued by Revenue (B) Department, Government of Kerala for the rehabilitation and resettlement package for acquisition of land in the state in lieu of RFACT LARR Act 2013 will be applicable to the Land Acquisition for the Construction of Eravipuram Railway Over Bridge at Kollam in Eravipuram, Mundackal Villages.

CHAPTER 2 DETAILED PROJECT DESCRIPTION

2.1 Background of the project, including developers background and governance/management structure

Results of low quality infrastructure in transportation causes traffic blocks, depletion of non renewable resources (petrol, diesel and other fuels), pollutions (air, water, sound), loss of time, strain in passengers and pedestrians, road accidents and death, difficulty for the ambulance and the fire force teams to reach in destination in case of emergency etc. Thus road over-bridge construction forms an important aspect of railway safety in the country. Every year, lives are lost due to people crossing rail tracks unsafely. There are many fatalities reported as a result of unsafe level crossings. The objective behind the construction of ROB's is to ease the flow of traffic across the state and to do away with the dangers of unmanned level crossings. In Kerala there are currently around 80 unmanned level crossings, which are highly dangerous. The safety of person on foot is currently being greatly compromised due to the lack of over-bridges. Roads and Bridges Development Corporation has embarked on a perspective plan for ameliorating these imbalances by construction of ring roads, road over bridges, flyovers, river bridges etc.

Eravipuram railway station falls under the Thiruvananthapuram railway division of the Southern Railway Zone of Indian Railways. Eravipuram is about 5.3 km away from Kollam city. It is one among the 6 zones of the Kollam City Corporation. It is well connected with various cities like Kollam, Trivandrum, Kottayam, Madurai, Tirunelveli, Kanyakumari and towns like Paravur, Punalur, Kayamkulam, Karunagappalli, Varkala, Chirayinkeezh through Indian Railways. This place has a long link with Arabian Sea.

2.2 Justification for Project including how the project fits the public purpose criteria stated in the Act

The country has a rapid growth in technology and facilities, changes to support them are essential. At railway level crossings, considerable time in travelling is lost during the period of the shutting down of the gates and immediately after opening of the gates. There is a lot of depletion of fuel due to vehicles not switching off the engine during the period at level crossing. The long queue of the vehicles waiting at the railway level crossings during peak hours can be avoided by construction of proposed ROB. There will be saving of time and fuel if vehicles can ply over the ROB without stopping and waiting.

The proposed project of land acquisition for the construction of Eravipuram railway over bridge at Kollam Taluk in Eravipuram, Mundackal villages is to bring together the nation's demand of improved infrastructure facilities for the growth and development of a region. Hence the land acquisition for Eravipuram railway over bridge is closely linked with development of nation.

As per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 Section 2 (b)(i), the project can be considered as a public purpose.

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

Acquisition of about 53.50 ars land is required for the construction of Eravipuram ROB. The affected area belongs to 70 survey numbers which are situated in Eravipuram and Mundackal Villages in Kollam Taluk in Kollam District. The project is to construction of over bridge across Eravipuram railway station aims to ease the flow of traffic across road through which the development of adjacent/nearby places become possible. The location is a heavily built up area and there are not many options for alignment other than to follow the existing road as far as possible. The railway gate will have to be relocated to facilitate traffic during construction.

Total cost of the project is calculated as 31.50 crores.

2.4 Examination of Alternatives

As there is no other suitable place for the proposed construction of ROB, no alternatives to be considered.

2.5 Phases of the Project Construction

The approximate time taken for project construction is expected to complete with a period of 12-14 years.

2.6 Layout design Features and Size and Type of Facilities

Eravipuram - Eravipuram road is a two lane road and the ROB proposed is also two lanes with carriage way of 7.5 m and footpath of 1.50m. Over all width of the ROB is 10.05m. The gradient on both sides is 1:20. Length of approach portion of ROB is approximately 24.36 m and the railway portion is 24.36 m. The alignment was proposed along the

existing roads as far as possible. The entire area in the vicinity of the level crossing is built up densely. Hence the gradient had to be limited to 1 in 20 on either side so that the length of ROB is minimum and so is the acquisition of land and structures.

2.7. Need for Ancillary Infrastructural Facilities

Since the construction proposed ROB is starting from the nearby areas of L.P.G School, sufficient safety measures should be ensured during the construction period.

2.8. Work Force Requirements (Temporary and Permanent)

The work force is equipped with modern machineries and planned man power in various range in terms of skilled, semi- skilled and un-skilled labors.

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

Engineering Surveys and Investigations-Reconnaissance survey, Topographic survey, Traffic survey, Geotechnical Investigation and Geometric Design and Alignment were conducted.

2.10. Applicable Legislations and Policies

The applicable laws on land acquisition, rehabilitation and resettlement for the proposed project land acquisition for the construction of Eravipuram ROB are:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
- Government of Kerala – Revenue (B) Department -State Policy for Compensation and Transparency in Land Acquisition vide G.O (Ms) NO.485/2015/RD dated 11/09/2015.
- Government of Kerala – Revenue (B) Department -State Policy for Rehabilitation and Resettlement Package for Land Acquisition in the State in lieu of MGP/ARR Act 2013 vide GO(MS)No.448/2017/RD dated 29/12/2017.
- Right to Information Act, 2005

CHAPTER 3

TEAM COMPOSITION APPROACH, METHODOLOGY AND SCHEDULE OF SOCIAL IMPACT ASSESSMENT

As per the procedure of District Collector for land acquisition No. 2/75272/17 dated 12/12/17, 6/1/18 and 8/6/18 and GO (Rt) 5182/17/RD dated on 01.12.2017; LA 034330/17 dated on 23.11.18 has entrusted RAJAGIRI outREACH to study the Social Impact Assessment of the land acquisition for the construction Eravipuram railway over bridge at Kollam Taluk In Eravipuram, Mundackal Villages in Kollam District.

3.1 List of all team members with qualification

The study team is headed by the Project Director, RAJAGIRI outREACH, who is the in-charge 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. Details of the study team are mentioning in the table below:

Table 3.1.1. Details of the Study Team

Name	Qualification and Designation	Experience
Moona Kuruvilla	MSW Consultant SIA	30years in development sector
Dr. Binoy Joseph Principal, Rajagiri College of Social Sciences	MA (HRM), LLB, Ph.D. Chairman - SIA Unit	22 years in teaching, research and training
Marla Tency. V.S	MA, DSS, Research Associate	27years in development sector
Alfa C.P	BA - Research Associate	23years in development sector
Kaarthi Krishnan	MSW Research Associate	1year in development sector
Jarlin J	MSW Research Associate	1year in development sector
Tony Babu	MSW Research Associate	1year in development sector

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

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, a socio-economic survey has been conducted by experienced members of SIA Unit in the proposed project area to list out the favorable and adverse impacts of the project. Before preparing the draft SIA study report, the study team acquired maximum information about the project. Questionnaires are used as tools for data collection.

3.3 Sampling methodology used

Since sampling methodology was not suitable for the proposed project, all the 70 families were studied in detail.

3.4 Overview of information/ data sources used

Secondary source information was collected from various concerned departments including Office of the Special Tahsildar (LA), and Requiring Body of the project. Thus, secondary source information complemented the primary data elicited through field survey from the affected people and other stakeholders. Besides understanding was gained about the physical, social, economic, and cultural set-up of the project area.

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

- | | |
|---------------|--|
| January 2019 | - Preliminary visit to the affected area |
| January 2019 | - Data Collection |
| February 2019 | - Notification for public hearing |
| March 2019 | - Draft Report submission |
| March 2019 | - Public hearing |

Public Hearing:

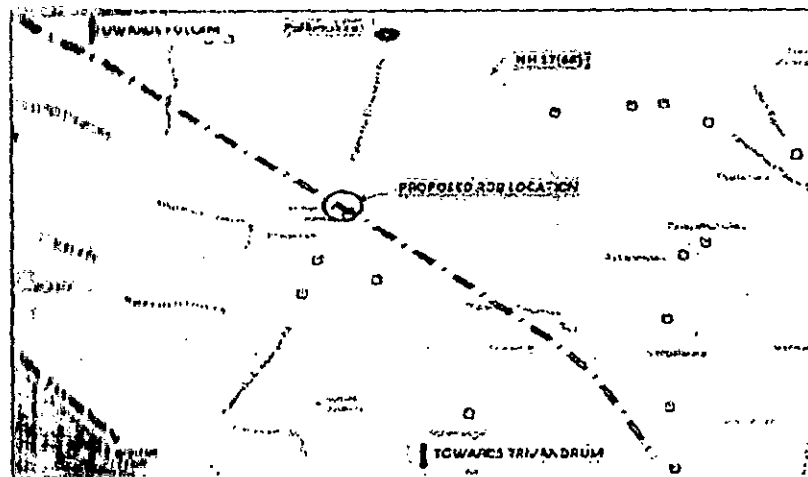
As per Form 5 of Rule 14(1) of the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015, a public/community consultation (Public Hearing) is scheduled on 11th March, 2019 at Govt. L.P.G.S, K. B. Pillai in Bravipuram. The queries, clarifications and remarks at the meeting would be incorporated in the final report.

CHAPTER 4 LAND ASSESSMENT

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

Kollam district is located on the southwest coast of India, bordering Arabian Sea in the west, the state of Tamil Nadu in the east, Kerala district of Alappuzha in the north, Pathanamthitta in the North-east and Thiruvananthapuram in the south. Kollam has a total 1552.096 Km of roads. The National Highway 47 covers a distance of 57.4 Km in the district.

Eravipuram town is only 8 km away from Kollam city. Other nearby towns is Kottiyam, Mayyanad, Paravur etc. Eravipuram Railway Station is the nearest railway station. The proposed RCU HoB on Eravipuram-Pallimukku road connecting NH 17 with Kollam Eravipuram beach road.



Images of the proposed project area

4.2 Buffer area of impact under the influence of the project

55.50 ac of total land are required for the project which belongs to 70 survey numbers in Eravipuram and Munduokal villages. There are shops, houses, school, cashew industry, medical clinics, apartments and other buildings in the proposed site. The possible impacts include the loss of livelihood for the directly affected parties, the tenants who run the shops on rental basis and other existing shops which are not included for acquisition will also be affected after the construction of bridge. Productive assets like trees are also affected by the project.

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

Apart from the land owned by 70 individuals, the compound walls and gates of one government school namely Govt. L.P.G.School, Kolloorvila and one cashew industry will be acquired as part of the project. Further, the land of a library will also be affected directly by land acquisition. Land belongs to unauthorized land (puramboke) category is also proposed to be acquired for the Eravipuram ROB.

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

No land is purchased, alienated, leased or acquired already in the area for the requirement of the proposed project.

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

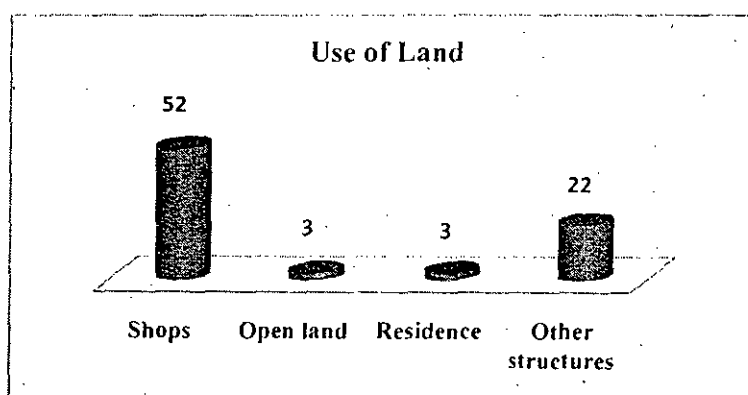
In total, 53.50 ars of land are proposed to be acquired for the project and are located in Eravipuram and Mundackal Villages. The proposed land is mostly using for commercial purpose. 50 families mainly depend on the shops and their livelihood will be affecting due to the acquisition.

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

Table 4.7.1 Nature of Land

Nature of Land	Number
Dry land Category	70

Figure 4.7.1 Present Use of Land



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

Apart from the land owned by 70 individuals, the compound walls and gates of one government school namely Govt. L.P.G.School, Kolloorvila and one cashew industry will be acquired as part of the project. Further, the land of a library will also be affected directly by land acquisition. Land belongs to unauthorized land (puramboke) category is also proposed to be acquired for the Eravipuram ROB.

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

No land is purchased, alienated, leased or acquired already in the area for the requirement of the proposed project.

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

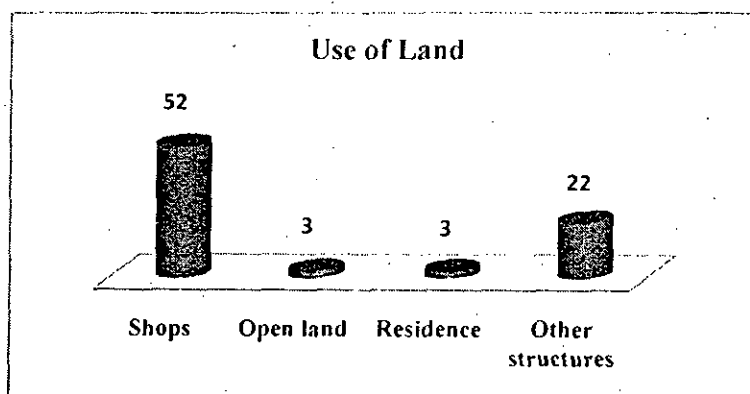
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Nature of Land	Number
Dry land Category	70

Figure 4.7.1 Present Use of Land



The following diagram depicts the present use of the affected land. Out of the total land, 52 properties are having shops, 3 of the affected land are open land, 3 of affected properties are used for residential purposes, and 22 having other structures like gate, compound wall, frontage etc.

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

The affected properties are owned by 70 families and most of the families are using their property for residential purposes and commercial purposes i.e., those who run business in the affected properties by themselves or given for rent. There are many housing properties are located in the project area but only 3 were affected due to the project. Out of 46 land owners surveyed, 31 of the land are purchased lands and 13 of the land are acquired as hereditary lands. Out of 19 tenants surveyed, 8 tenants are running shop for 3 to 6 years, 5 tenants for 7-9 years and 6 tenants for more than 10 years.

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

As per the information given by the respondents, no transactions had been taken place in the affected properties for the last three years and the market price of land as per the recent transactions in the locality was between Rs.7 and 8 lakhs per cent.

CHAPTER 5

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

This chapter comprises of the details of the families that are directly and indirectly affected by the project, extend of impact and the mitigation measures that the requiring body stated that it will introduce in project proposal.

5.1 Estimation of families

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

There are 70 families who are being directly affected because of the land acquisition for the construction of Eravipuram ROB in Kollam District. List of the directly affected families of the project is attached as annexure. SIA team could recognize only 46 land owners and 19 tenants during the survey. The remaining land owners were not staying in the proposed area and there contact numbers are also not available with the authorities. Their socio-economic background is assessing below:

Social Background of the Directly Affected families

Table 5.1.1. Religion of the affected families

Religion	Frequency
Hindu	14
Muslim	48
Christian	1
Not applicable	2
Total	65

Above table shows the religion of the directly and indirectly affected families in which 14 families belong to Hindu, 48 families belong to Muslim and only 1 family belong to Christian and 2 were not applicable to this question as one is school and other is cashew industry.

Table 5.1.2. Caste of the affected families

Caste	Number of families
OBC	60
General	3
Not Responded	2
Total	65

Above table shows the caste of the directly and indirectly affected families in which 60 families belong to the OBC category, 3 families belong to the general category and 2 families were not responded to this question.

Table 5.1.3. Family Pattern

Family pattern	Frequency
Joint	9
Nuclear	52
Not Responded	4
Total	63

Above table shows the family pattern of various families in the project area in which 9 families follow joint family system, 52 families follow nuclear family system and 4 families were not responded to this question.

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

The project is aimed at construction of rail over bridge that goes through semi urban areas in Kollam district. Neither any forest land nor lands of any scheduled tribes are to be acquired as part of the project.

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

No families depend on common property resources will be affected due to acquisition of land of their livelihood.

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

Not applicable

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

Not applicable

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

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

The 19 tenants and labors working in the shops in the project affected area for more than 3 years should be considered as the indirectly affected families of the project. 52 shops and 76 labors would be considered as indirectly affected by the project. In addition to that, existing shops which are not included for acquisition will also be affected after the construction of the proposed ROB.

5.6.2 Inventory of productive assets and significant lands

- Lose of productive assets are specified in Table in 4.2.3.
- Land belongs to purayidam and purambokke category is being affected.
- 1 Govt. School, cashew industry, library and frontage, gate and compound wall of many houses and frontage of one flat and one apartment are also affected.

CHAPTER 6

SOCIAL ECONOMIC AND CULTURAL PROFILE

6.1 Demographic details of the population in the project area

Out of the 65 families surveyed, 46 are directly affected families and 19 (tenants) are indirectly affected families of the project. Demographic details of the 65 project affected families studied are analyzing below:

Table 6.1.1 Gender Distribution

Gender	Total
Male	153
Female	151
Total	304

Above table shows the gender distribution of the project affected families in which 153 males and 151 females were found.

Table 6.1.2 Age Group

Age in years	Total
0-18	85
19-30	54
31-45	67
46-59	62
60 & above	36
Total	304

Table 6.1.2 shows the age group distribution of the affected persons of the project. 85 members fall under the age group below 18 years, 54 members fall under the age group of 19-30, 67 members fall in the age group of 31-45, 62 members belongs to 46-59 age group and 36 members are above 60 years old.

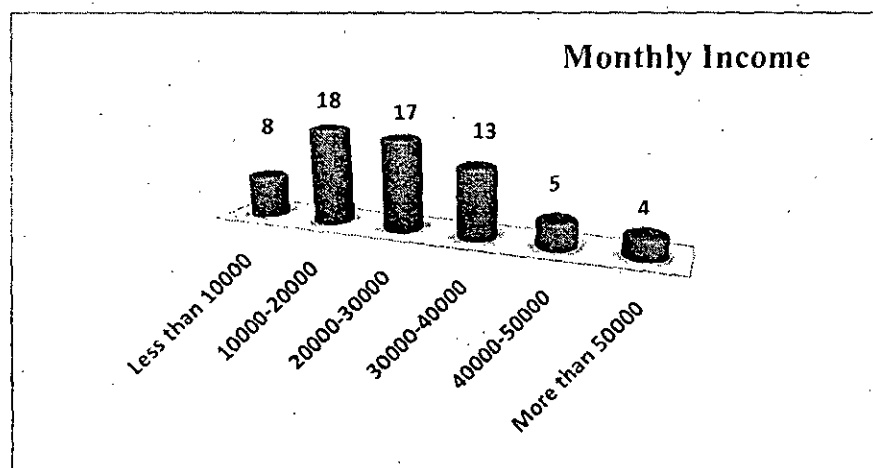
Table 6.1.3 Marital Status of the Adults among affected population

Marital Status	Total
Married	170
Unmarried	37
Widow/widower	13
Children	83
Divorced	1
Total	304

Table 6.1.3 shows that 170 married, 37 unmarried, 13 widows/widowers, 83 children and 1 divorced were included in the project affected people.

6.2 Income and poverty levels

Figure 6.2.1. Monthly Income of the Affected People



Above chart shows the monthly income of the affected families in which 8 families have salary less than 10000, 18 families have salary between 10000 to 20000, 17 families have salary between 20000 to 30000, 13 families have salary between 30000 to 40000, 5 families have salary between 40000 to 50000 and 4 families have salary above 50000.

Table 6.2.2. Type of Ration Card

Color of Ration card	Number of families
White	8
Blue	29
Pink	16
Yellow	0
Information not revealed	12
Total	65

Above table shows the type of ration card, based on the classification by *Public Distribution System* the affected families possess the ration cards as 8 have white colour ration card, 29 have blue, 16 have pink, none of the families have yellow colour ration card and 12 were not revealed the information.

6.3 Vulnerable groups

- 36 members of the project affected people who are in the age group of above 60 years, 85 children below 18 years are defined as the vulnerable groups that are affected because of the project.
- 13 widows/widowers and 1 divorced belongs to the affected families are also considered as vulnerable groups that are affected because of the project.

6.4 Land use and livelihood

The affected land belongs to 70 families. Presently the proposed lands are used for residential and commercial purposes. Out of the total residence in the area, only 3 are affected and to be displaced due to the project. Livelihood of 50 families will affect due to shutting down of 52 shops in the project area. In addition to that 22 other structures like compound walls, gates, frontage etc and many trees will also affect due to the project.

6.5 Local economic activities

Since 52 shops need to shut down for the proposed project, the local livelihood of more than 50 families will affect such as the tailoring shop, hotel, furniture shop, medical shop, ironing shop, vegetable shops, bakery, tea shop, etc.

6.6 Factors that contribute to local livelihoods

Out of 70 project affected families none of the family is having agriculture in the proposed project area. Most of the families have shops that are owned by themselves or given for rent. By acquiring the shops for the construction of ROB, livelihood of 50 families will be affected.

6.7 Kinship patterns and social and cultural organization

In Eravipuram, majority of the properties are purchased property and very less are hereditary properties. Most of the families follow nuclear family system. However there are considerable numbers of joint families living in the area.

One library functioning in the project area affected by the project can be considered as the cultural organization.

6.8 Administrative organization

None of the administrative organizations were affected by the project.

6.9 Political organization

None of the political organization establishments were affected by the project.

6.10 Community based and civil society organizations

None of the community based and civil society organizations will be affected.

6.11 Regional dynamics and historical change processes

No major negative impact could be found regarding the regional dynamics and historical change processes.

6.12 Quality of the living environment

The proposed land for the construction of Eravipuram ROB is situated in Eravipuram and Mundackal Villages in Kollam Taluk in Kollam district. The level crossing is situated between Kollam and Mayyanadu stations. The lands are being owned by individual owners. Most of the land owners having shops which is being owned and operated by themselves or given the shops for commercial purposes on rental basis. No other significant diseases or other issues reported during the study.

CHAPTER 7

SOCIAL IMPACT MANAGEMENT

7.1 Approach to mitigation

- The Rehabilitation and Resettlement package as per the Policy issued by Revenue(B) Department, Government of Kerala vide G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the rehabilitation and resettlement package for land acquisition in the state in lieu of RFCTLARR Act 2013 shall be provided to the affected land owners.
- Resettlement of the affected library in the proposed area.
- Make the necessary arrangements for smooth entry and exit to the public and private utility/institutions such as schools, shops etc.
- Re install livelihood opportunities for the affected families.
- Since the construction of proposed ROB is starting from very near to L.P.G School, sufficient safety measures should be ensured during the construction period.
- Consider the request of the shop owners, which are not included for acquisition since the implementation of the project may hinder the access to these shops which may cause loss of business.

7.2 Measures to avoid mitigate and compensate impact

Fair compensation and mitigation measures as explained in Point 7.1.

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

The Rehabilitation and Resettlement package as per the Policy issued by Revenue(B) Department, Government of Kerala vide G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the rehabilitation and resettlement package for land acquisition in the state in lieu of RFCTLARR Act 2013.

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

Not Applicable

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

Not Applicable

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

- The Rehabilitation and Resettlement package as per the Policy issued by Revenue(B) Department, Government of Kerala vide G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the rehabilitation and resettlement package for land acquisition in the state in lieu of RFCTLARR Act 2013 shall be provided to the affected land owners.
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- Since the construction of proposed ROB is starting from very near to L.P.G School, sufficient safety measures should be ensured during the construction period.
- Consider the request of the shop owners, which are not included for acquisition since the implementation of the project may hinder the access to these shops which may cause lose of business.

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

Not Applicable

CHAPTER 8

SOCIAL IMPACT MANAGEMENT PLAN INSTITUTIONAL FRAMEWORK

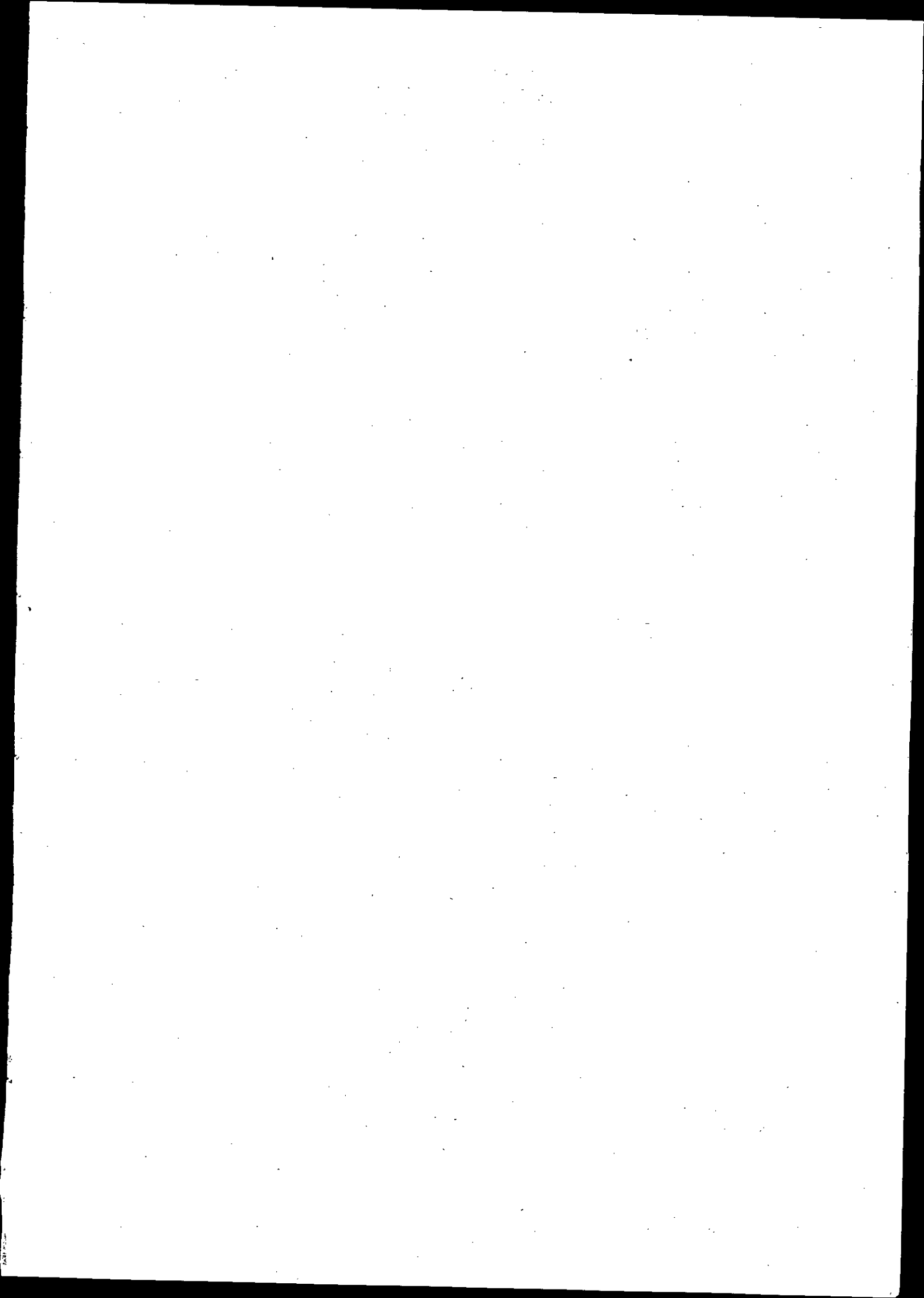
8.1 Description of institutional structures and key person responsible for each mitigation measures

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 Land Acquisition for the construction of Eravipuram ROB in Eravipuram and Mundackal Villages in Kollam District 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



8.2 Specify role of Non Governmental Organizations

Not Applicable

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

Not Applicable

8.4 Timelines for each activity

Timeline will be finalized as per the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.

CHAPTER 9
SOCIAL IMPACT MANAGEMENT PLAN BUDGET AND
FINANCING OF MITIGATION PLAN

9.1 Costs of all resettlement and rehabilitation costs

The requiring body stated that necessary budget provision exists for meeting the cost of acquisition.

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with break up

Not Applicable

CHAPTER 10

**SOCIAL IMPACT MANAGEMENT PLAN
MONITORING AND EVALUATION**

10.1 Key monitoring and evaluative indicators

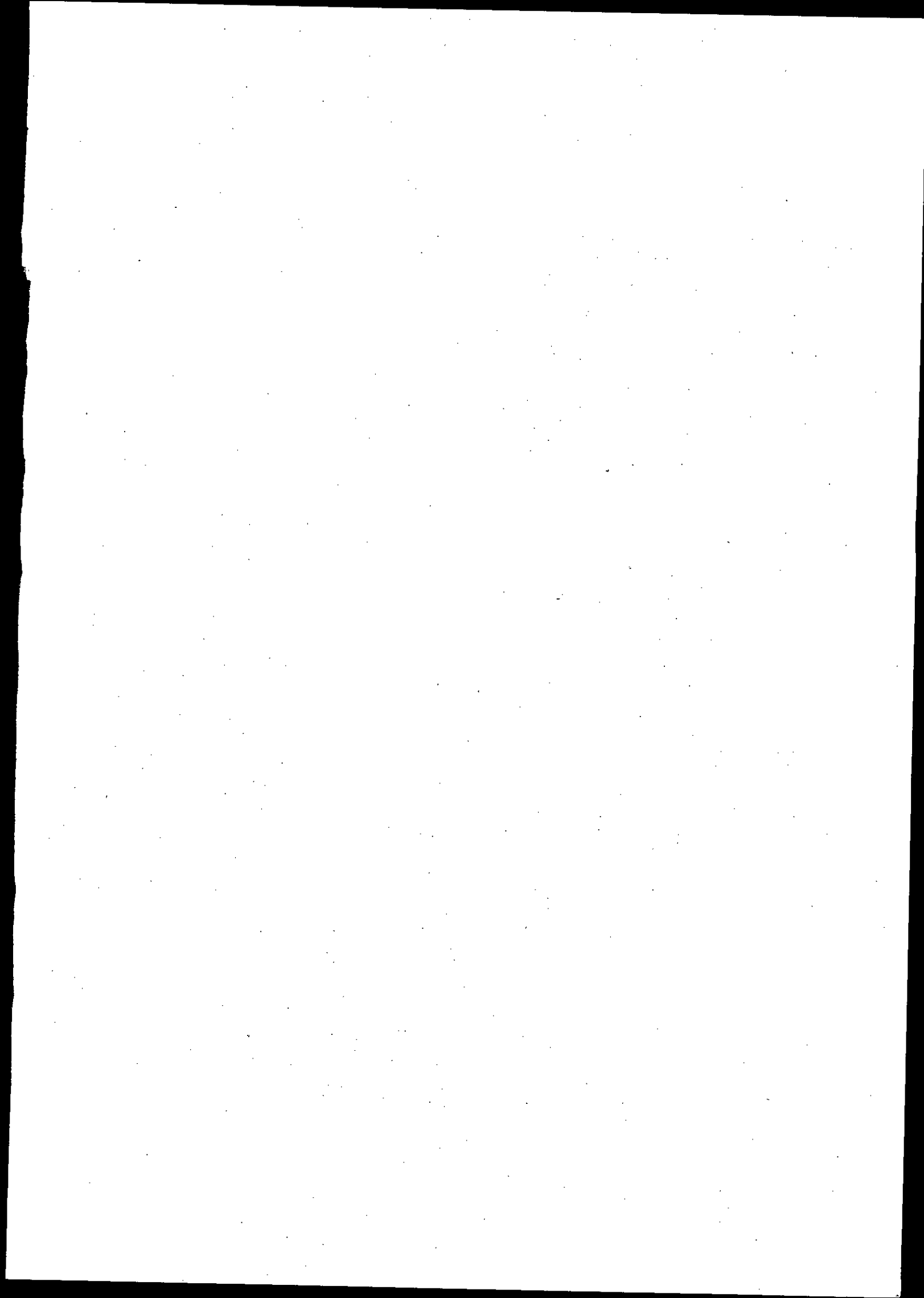
Not Applicable

10.2. Reporting mechanisms and monitoring roles

Not Applicable

10.3. Plan for independent evaluation

Not Applicable



CHAPTER 11

ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON ACQUISITION

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

The proposed land acquisition for the Construction of Eravipuram Railway Over Bridge at Kollam Taluk In Eravipuram, Mundackal Villages falls under the definition of "Public Purpose" under the RTFCTLARR Act, 2013, Section 2 (b) (i).

In the proposed area, 70 families are the directly affected families of the project since they are losing their land. 3 open lands, 3 residential structures, 1 library, 52 shops & other structures like compound walls, gates, frontage of Govt. L.P.G School, flat/apartment, cashew industry were affected due to the project. 50 families shared that they are depending on the affected land for their livelihood which will lose due to the project. 19 tenants who are running small scale business in the project affected area on rental basis and 76 labors who are working in the shops for more than 3 years should be considered as the indirectly affected families of the project. Other existing shops which are not included for acquisition will also be affected after the construction of bridge as the access to these shops become hindered. 98% of the interviewed families were willing to give their land for the project and they prefer better compensation and speedy settlement action. Therefore, since there is displacement involved, there is requirement of Rehabilitation & Resettlement process and thus mitigation measures need to be considered for the same.

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

At railway level crossings, wastage of fuel due to vehicles not switching off the engine, long queue of the vehicles waiting at the railway gate during peak hours, pollutions, loss of time, strain in passengers and pedestrians, road accidents and death, difficulty for the ambulance and the fire force teams to reach in destination in case of emergency etc can be avoided by construction of proposed ROB. The objective behind the construction of ROB's is to ease the flow of traffic across the state and to do away with the dangers of

