

**SOCIAL IMPACT ASSESSMENT STUDY
DRAFT REPORT**

**LAND ACQUISITION FOR THE CONSTRUCTION OF
APPROACH ROAD IN MUNAMBAM SIDE OF PROPOSED
AZHIKODE-MUNAMBAM BRIDGE**

14 August 2018



Requiring Body

PWD (ROADS)

Chemukaavu

Thrissur

SIA Unit

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Abbreviation

LAC	Legislative Assembly Constituency
CRZ	Costal Regulation Zone
KIIFB	Kerala Infrastructure Investment Fund Board
KSEB	Kerala State Electricity Board
KWA	Kerala Water Authority
GSB	
WMM	
RTFCTLARR	Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement Act
SIA	Social Impact Assessment
SIMP	Social Impact management Plan

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CHAPTER 1

EXECUTIVE SUMMARY

1.1. Project and Public Purpose

When villages in India are in their developmental stages, it is imperative to spurn the isolation of these villages by developing convenient transportation facilities. The rivers, mountains and valleys hinder the people in their transportation and movement from one place to another. The construction of roads and bridges will connect the villages to towns and other localities. The movement of the people will be easiest through the construction of bridges, which will bring social and economical development of the community. Hence the construction of bridges is closely linked with the development of the society.

Azhikode-Munambam Bridge is proposed to be constructed across Munambam Kayal to connect Azhikode, Kaipamangalam LAC in Thrissur District and Munambam, Vypin LAC in Ernakulam District. The project has accorded Principle Administrative Sanction through vide GO (Rt) No. 942/2017/PWD Tvm dated 10/07/2017. 20.99 Are land in the Kuzhuppilly Village in Munambam Side and 24.05 Are land in Azhikodu Village in Azhikodu side are required for the construction of the approach road.

Munambam is an important place in Vypinkara Island which is connected to Ernakulam through Gosree Bridge. The rectification of missing link from Vypin to Kodungallur and NH-17 is now felt an absolute necessity since Gosree Bridge is opened to traffic and the Vallarpadom Container Terminal was functioning in its commercial operation. This will ease traffic congestion in NH-17 & NH-47 which is now having high traffic volume. By the construction of proposed bridge, there will be reduction of traffic congestion in NH- 17 & NH- 47. Hence there will be

considerable saving in time and distance in transportation of goods from Vallarpadam Container Terminal.

At present Jankar service is operated as the means of transportation in Munambam Kayal. The Azhikode-Muziris Jankar service was disrupted many times as it developed problem and a huge amount was required for the Jankar repairing. At those times, local people faced many difficulties to cross the Kayal. The Proposed Bridge serves as a major connectivity of Munambam in Ernakulam District and Azhikode in Thrissur District. The new link will be a blessing for the people of Northern Kerala and they can have an easy access to Kochi city using this proposed bridge through Vypin Pallipuram State Highway and new Coastal Road. This proposed new bridge will give a major boom in Tourism Industry and this will be the shortest route connecting to the famous beaches such as Cherai and Azhikode and will connect pilgrim centers such as Marthoma Shrine, Chettikkad Church, Cheraman Masjid, Kodungallur Devi temple and Pallipuram Fort.

1.2. Location

Munambam is a place near to Kochi city, Kerala, sharing its boundary with Vypin Island in north side, Arabian Sea on the west and south, Periyar River on the east. The affected area belongs to Kuzhuppilly Village in Kochi Taluk in Ernakulam District.

1.3. Size and Attributes of Land Acquisition

20.99 Ares (0.2099 hectares) land in the Kuzhuppilly Village in Munambam Side is required for the construction of the approach road to the proposed bridge. The required land belongs to "Purayidam" category and included in 7 survey numbers. The survey numbers and approximate extent of land to be acquired is explained below:

Table 1.3.1 Extent of Land Acquisition

Sl.No.	Resurvey No/Subdivision No	Approximate Extent of acquisition in Hectors
1	81/3-10 Part	0.0358
2	82/8-14 Part	0.0047
3	82/9-15 Part	0.0321
4	87/7-17 Part	0.0356
5	87/8-18 Part	0.0173
6	87/9-19 Part	0.0403
7	87/12-20 Part	0.0441

1.4 Alternatives considered

Since the construction of bridge is proposed to be done in the same area, no other alternatives are to be considered for its approach road.

1.5 Social Impact

Table 1.5.1. Analysis of the various possible social impacts of the project

S. No	Type of Impact	Status
1	Loss of Land	Land of the 14 families will be affected
2	Loss of Built-up Property	7 structures owned by individuals, 1 incomplete structure owned by the Grama Panchayath, 1 well, 3 boundary wall and gate and 1 boundary wall foundation will be affected
3	Loss of Trees	Coconut trees : 19 Mango tree : 6 Jackfruit tree : 1 Areca nut : 19 Teak : 4 Anjhili : 1 Neem : 1

		Mahogany : 3 Champa : 1 Tamarind: 1 Plantain : 16 Quick stick : 1 Pasion fruit : 1
4	Loss of Livelihood	6 tenants having business there for more than three years, 20 employees of the affected shops/office have been working for more than 3 years and 8 owners running business, will lose their livelihood.
5	Loss of public property	1 partially constructed building consists of 6 shops owned by the Grama Panchayath, a portion of Munambam bus stand and a public road laying northern side of the bus stand 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

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 mitigate the impact. Speedy disbursement of compensation is preferred

CHAPTER 2 DETAILED PROJECT DESCRIPTION

2.1. Background of the Project

Munambam is a well known place in Vypinkara Island which is connected to Ernakulam through Gosree Bridge. Presently Jankar service operated as the means of transportation in Munambam Kayal. Many times the movement of the people as well as transportation of goods hindered due to the frequent disruption of Azhikode-Muziris Jankar service. Since Gosree Bridge and Vallarpadom Container Terminal become a reality, it is felt an absolute necessity to rectify the missing link from Vypin to Kodungallur and NH-17. The construction of proposed Azhikode-Munambam Bridge may be a remedy for the existing traffic Congestion in NH- 17 & NH- 47 which is having high volume of vehicles. The Proposed Bridge serves as a major connectivity of Munambam in Ernakulam District and Azhikode in Thrissur District. The new link will be a blessing for the people of Northern Kerala and they can have an easy access to reach Kochi city using this proposed Azhikode-Munambam Bridge through Vypin Pallipuram State Highway and new coastal road.

Administrative Sanction has been accorded for the project as per Order No. GO (RT) No. 216/2011/PWD dated. 04.02.2011 for Rs.92 Crores. Investigation works for the above proposed bridge has been completed and the alignment plan and investigation report has been submitted to the Design wing. Tentative Design Drawing had obtained as per No. CEDO/ BD/ 36/ 12 Dtd.12.9.2012 and based on the same cost estimate for the bridge is prepared. 20.99 Are land in the Kuzhuppilly Village in Munambam Side and 24.05 Are land in Azhikodu Village in Azhikodu side are required for the construction of the approach road. Government sanction obtained for acquiring the said land as per vide order no. GO(RT) No. 5423/2013/RD dated 07.10.2013. 4(1) Notification had published for this purpose as per old LA Act. But since the renewal of LA Act , the project is

now proposed in KIIFB 2017-18 as per the Principal Sanction No. GO(RT) No. 942/2017/PWD TVM Dtd. 10/07/2017. Hence the new requests for the land acquisition as per new LARR Act has been submitted to the Thrissur and Ernakulam District Collectors. Special Tahasildars (LA) are deputed and joined site inspections in both sides are completed.

2.2. Rationale for Project

The proposed Azhikode-Munambam Bridge would be a connecting link to Vypin, Kodungallur and NH-17 which is a felt need as , Goshree Bridge and Vallarpadam Container Terminal are came into existence. By the construction of proposed Ashikode-Munambam Bridge, there will be no traffic Congestion in NH-17 & NH- 47. The Proposed Bridge serves as a major connectivity of Munambam in Ernakulam District and Azhikode in Thrissur District. The new link will be blessing for the people of Northern Kerala and they can have an easy access to reach Kochi city using this proposed Azhikode-Munambam Bridge through Vypin Pallipuram state highway and new coastal road. As per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2(1)b(i) the project can be considered as a public purpose.

2.3. Details of Project - size, Location, Production Targets, Cost and Risks

20.99 Are (0.2099 hectares) land in the Kuzhuppilly Village in Munambam Side is required for the construction of the approach road to the proposed bridge. The affected area belongs to Kuzhuppilly Village in Kochi Taluk in Ernakulam district.

Cost:

Total estimated cost for the project is Rs.160.00 crores including an amount of Rs.1500 Lakhs for the Land Acquisition & Peg Marking Alignment boundary.

.Risks :

Clearance from Inland Waterways Authority of India, Port, CRZ and National Highway Departments is required before the project implementation. Existing Jankar service, electric posts and drinking water pipes are to be shifted for the approach road construction. This can be tackled as soon as the Administrative Sanction is issued by KIIFB, in co-ordination with the respective Departments, viz the KSEB, KWA and the Revenue Department. The relevant intimation has to be sent to the local bodies regarding the commencement of works.

2.4. Examination of Alternatives

Since the construction of bridge is proposed to be done in the same area no other alternatives to be considered for its approach road.

2.5. Phases of the Project Construction

The project construction is expected to commence in the financial year 2018-19 and to complete by 2020-21. The duration of project is expected to be 24 months.

2.6. Core design Features and Size and Type of Facilities:

Details of the proposed approach road:

Length : 100m and 150m service roads for both sides.
Carriage way width: 7.50m two lane carriage way & 1.50m footpath at each sides

Thickness of layers : GSB : 25 cm for approach road & 20 cm for service roads
WMM : 25 cm for approach road & 15 cm for service roads

Other Details : Traffic safety items as thermoplastic centre line painting, road studs, crash barrier, sign boards etc

2.7. Need for Ancillary Infrastructural Facilities

The proposed alignment of the bridge is laying in the existing path to boat jetty at Munambam area, hence provisions are given for the shifting of the boat jetty by constructing a temporary facility during the time of the construction.

2.8. Work Force Requirements:

The work force equipped with modern machineries and planned man power in various range in terms of skilled, semi- skilled and un-skilled labours. Work should be allotted through open e-tender. An agreement should be executed after analyzing the bids received from the competitive tenders and considering the lowest successful bidder. The project construction is expected to commence in the financial year 2018-19 and to complete by 2020-21. The duration of project is expected to be 24 months.

2.9. Details of Studies Conducted Earlier

The investigation work has been done for the project by a Government approved consultant 'M/S Esteem Developers Ltd, Cochin - 18'. The soil investigation and laboratory study were carried out on 07.02.2000 and furnished recommendations for the foundation. Besides that an Anticipatory Traffic Study and Geotechnical study were also conducted.

2.10 Applicable Legislations and Policies

The applicable laws on land acquisition, rehabilitation and resettlement for the construction of Approach Road in Munambam Side of proposed Munambam - Azheekode Bridge Project

- 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 Notification No.C7-143487/17 dated 17.11.2017, Ernakulam District Administration has selected RAJAGIRI College of Social Sciences, Kalamassery as the SIA Unit to study the Social Impact Assessment of the land acquisition for the construction of approach road in Munambam side of the proposed Munambam-Azheekode bridge.

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 Munambam side of the proposed Munambam-Azheekode Bridge to list out the favourable and adverse impacts of the project.

3.2 Methodology and Tools Used

Before preparing the Draft SIA study report the study team acquired maximum information about the project with the support of requiring body. The team visited the affected area many times and studied the socio-economic background of the affected families. Various impacts of land acquisition were assessed in detail. Legal framework for land acquisition and compensation as per RTFCTLARR Act 2013 were also studied. Various steps taken for the study are as follows:

- Study of relevant documents, reports and project alignment drawing.
- Site visits and information dissemination about the project
- Socio-economic survey and enumeration of affected properties

- Analysis of socio-economic survey data
- Community/Public Consultation (Public Hearing)

Socio Economic Survey

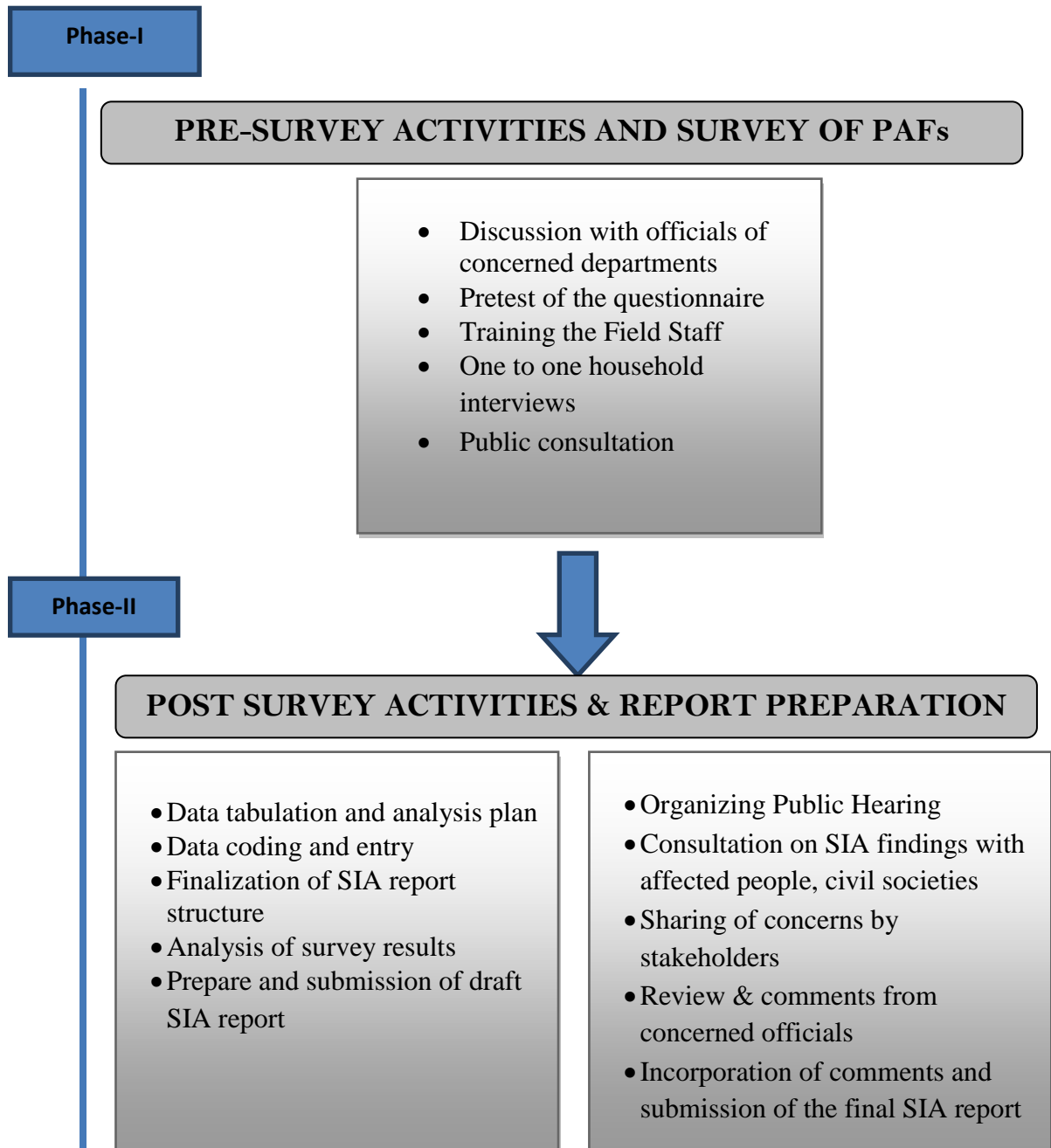
Before the actual household Socio Economic Survey, visits have been done to identify the properties that were likely to be affected by the project with the support of Revenue Department staff (Special Tahsildar (LA) office) and alignment drawing. An interview schedule was prepared on the basis of the preliminary site visit and it was pre-tested. The survey was conducted through door-to-door personal interviews. The details of affected families, possession of legal documents (if any, towards the claim of property), data related to social profile, occupation, source of income, family expenditure, self employment activities, employment pattern were collected through this interview. 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 produce the necessary documents as proof of their ownership on property and documents like- Aadhar Card, Ration Card etc. were also verified.

Public Hearing:

As per Form 5 Rule 14 (1) of the RTFCTLARR Act, 2013, a public/community consultation (Public Hearing) is scheduled on 14th August 2018 at Holy Family Church Hall, Munampam , the queries, clarifications and remarks at the meeting would be incorporated in the final report.

FIGURE 3.1

APPROACH AND METHODOLOGY FOR SIA



3.3 Details of the Study Team

The study team is headed by the Principal of Rajagiri College of Social Sciences who is the Chairman of SIA Unit. A team of 8 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 3.3.1. Details of the Study Team

Sl.No	Name	Qualification and Designation	Experience
1.	Dr.Binoy Joseph	MA(HRM), LLB, Ph.D. Chairman - SIA Unit (Principal, Rajagiri College of Social Sciences)	22 years in teaching, research and training
2.	Meena Kuruvilla	MSW Consultant SIA	30 years in development sector
3	Maria Tency.V.S	MA, DSS, Research Associate	26 years in development sector
4	Ranjith K U	DSS, Research Associate - SIA Unit	23 years in development sector
5.	Biju C.P	BA - Research Associate	23 years in development sector
6.	Chippy Baby	MSW Documentation	Trainee
7.	Sujith KU	MA, PGDAHS Research Associate	11 Years experience in development sector
8.	Ramadas P.D	B.Com, PGDTDM, HDCS	20 years in System and Finance Management

CHAPTER 4 LAND ASSESSMENT

A socio-economic survey was carried out in the month of March 2018 covering all affected families. A structured interview schedule was used to collect information on affected property, affected families, livelihood affected families, extent of the impact etc. 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

The project cause both direct and indirect impact. 14 families who own the affected land would be considered as the directly affected families of the project. Families of 3 tenant business man functioning in the project area for more than 3 years, families of 20 employees who have been working in the affected area for more than 3 years and 1 family staying there on rent for more than 3 years would be considered as the indirectly affected families of the land acquisition.

Table 4.1.1. Details of the Direct Impact

Sl.No.	Owners	Survey No	Impact
1	Jayaram.I.B	81/3-10	Building, parking area, driver's rest room, and private road to their Ice Factory will be affected which may not be viable after the implementation of the project. 12 staff will lose their job, so livelihood affected
2	Jawahar.I.B		
3	Joseph.K.M.(Job)	81/3-2P	10 shops (9 completely and 1 partially), and the truss roofed terrace which is using for the accommodation of the employees
4	Joshy.K.M.		
5	Laly Augustine		

			will be affected. 2 coconut trees, 1 mango tree and 1 jack fruit tree will lose. Since the rent of the shops and also their business will lose, the livelihood of these families will be affected by the project. 10 employees are working in the hotel run by Mr.Joseph.K.M and 7 among them have been working for more than 3 years.
6	Shajan .P.B	82/8-14P	Boundary wall will be affected
7	Simon.P.M.	85/2P	2 shops will be affected fully which may not be viable after the implementation of the project. Livelihood affected
8	Manuel.P.S & Mary Manuel	82/9 P	Boundary fencing, 5 Coconut trees, 9 Areca nut trees,2 Mango trees, 1 Teak, 12 Plantain (banana), 1 Anjhili tree will be affected
9	Jophan.P.I	87/7 P	2 shops, 1 mango tree, 1 Neem, 1 Areca nut, 1 Mahogany, 1 coconut will be affected
10	Thomson.P.P.	87/8 P	1 shop and 4 coconut trees will be affected
11	Francis.P.P	85/2 P	1 shop, a building, Private road, 1 Teak and 2 Mahogany will be affected.
12	Roy.P.H.	87/9 P	A building, boundary wall and gate and 1 shop will be affected and may not be viable again. So

			livelihood would be affected. Besides 5 coconut trees, 1 Mango tree, 1 Teak and 5 Areca nut trees will lose.
13	Ronald.P.H.		A building, boundary wall and gate, 1 Teak, 1 quick stick, 2 areca nut and 1 sapota will be affected
14	Shanmughan.K.A	45/3 P	Foundation of boundary wall, 1 well and parking area for shopping complex will be affected. 2 Coconut tree, 2 Areca nut and 1 Mango tree will lose

Besides the above mentioned 14 families who are directly affected by the project , 6 families who are doing business in the affected shops as tenants will lose their business and 20 staff working in the project affected area for more than 3 years will lose their employment. 1 family staying on rent in the affected area for more than 3 years also to be considered as affected. Hence in total 41 families will be affected by the project

Number of families losing land : 14

Number of families losing business : 14

Livelihood affected families : 34

Total number of project affected families: 41

Impact on Public Property

Munambam bus stand will be affected partially. A partially constructed building owned by the Grama Panchayath will be affected by the project. A public road laying the northern side of the bus stand also will be affected.

4.2. Land requirement for the project

For the construction of the approach road in the Munambam side of the proposed bridge 20.99 Are (0.2099 hectares) land is required from Munambam which belongs to Kuzhuppilly Village. The required land belongs to 7 survey numbers which are owned by 14 families.

4.3. Use of Public Land Affected by the Project

A portion of the Munambam Bus Stand and a public road laying the northern side of the bus stand will be affected. Besides these a partially constructed building consists of 6 shops owned by the Panchayath which is presently unused will also be affected by the project.

4.4. Land Already Purchased

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

4.5. Nature and Present use of the Affected Land:

The affected land belongs to "Purayidam" category as per the revenue records and which is used for residential and business purpose. Out of the total 20 affected shops, 18 are presently using for various business, 1 is partially constructed and the other 1 is in a dilapidated stage and presently unused. The truss worked terrace of the affected building owned by Mr. Joseph, Mr. Joshy and Ms. Laly is using for the accommodation of their employees. A building owned by Mr. Roy and Mr. Ronald is using for business purpose. A family is staying on rent in the house owned by Mr. Francis. A partially constructed presently unused building owned by the Panchayath also would be affected by the project. A part of Munambam Bus Stand and a public road laying the northern side of the bus stand will be affected.

4.6. Ownership Pattern

The affected properties are owned by 14 families. Out of the 11 affected properties 3 possess joint ownership, 7 under individual ownership and 1 is owned by Grama Panchayath.

4.7. Land Price and Recent Changes in Ownership

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

The market price of land as per the recent transactions in the locality was between Rs.10 and 12 lakhs per cent.

Picture of the project proposed area



CHAPTER 5

ESTIMATION AND ENUMERATION

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 Affected Families of the Project

There are families who are being directly and indirectly affected because of the land acquisition for the construction of approach road to the Munambam side of the Munambam-Azheekode Bridge.

Directly affected families:

14 families who lose their property are the directly affected families of the project. List is enclosed as Annexure:

Indirectly Affected families:

6 families who are having business in the affected shops for more than 3 years and 1 family staying on rent in the affected area for more than 3 years are indirectly affected families of the project. The employees working in the project affected area for more than 3 years also to be considered as project affected people. There are 20 workers constitute this number. Details of the indirectly affected individuals are enclosed as Annexure:

Hence in total 41 families will be affected by the project. The table below will give a clear picture on the project affected families

*Table No. 5.1.1.
Project Affected Families*

<i>Category</i>	<i>Number of families</i>
Owners	14
Running business as tenant for more than 3 years	6
Residing on rent for more than years	1

Employees working in the affected area for more than 3 years	20
Total number of affected family	41

Table 5.1.2. : Demographic details of the Directly Affected Families

Age	Male	Female	Total
0-18	5	5	10
19-30	11	3	14
31-45	2	7	9
46-59	7	9	16
60 and above	7	3	10
Total	32	27	59

Table 5.1.2 reveals the age group distribution of the members of the directly affected families of the project. 10 affected persons are above 60 years of age out of them 7 are male and 3 are females. 9 female members and 7 male members are in the age group of 46-59. 9 family members belong to the age group 31-45 years 2 males and 7 females contribute towards this number. 14 family members including 11 male and 3 female belong to 19-30 age group and 10 members ie 5 from each gender belong to the age group of 0-18 years.

Table 5.1.3 : Marital status of the Members of Directly Affected Families

Marital Status	Frequency	Percent
Married	31	52.54
Unmarried	15	25.42
Widow/widower	3	5.08
Children below 18	10	16.95
Total	59	100

Table 5.1.3 depicts that among the total 59 members in the directly affected families 31 are married and 15 are unmarried. 2 widows and 1 widower are included among the directly affected population.

Social Background of the Directly Affected families

Table 5.1.4. Religion of the Directly Affected Families

Religion	No of families	Percent
Christian	10	71.43
Hindu	4	28.57
Total	14	100.0

Table 5.1.4 indicates the religion of the directly affected families. Out of the 14 directly affected families 10 (71.43%) families belong to Christian and 4 families (28.57%) belong to Hindu religion.

All the families belong to Other Backward Community.

Family Pattern

All the directly affected families are nuclear families. One woman headed family is included in the directly affected families.

Income and Poverty Level

Based on the classification by *Public Distribution System* all these families belong to Above Poverty Line.

5.2. Livelihood Affected Families

6 tenants having business in the project affected area for more than three years, 20 employees working in the affected area for more than 3 years and 8 owners running business there for more than three years will lose their livelihood. Hence it is clear that out of the 41 affected families 34 (83%) will lose their livelihood. The table below will give a clear picture on the livelihood affected families.

Table 5.2.1 Livelihood affected families

Description	Number of families
Owners running business in the affected shops	8
Tenants doing business in the affected shops for more than 3 years	6
Employees working in the affected area for more than 3 years	20
Total	34 (83%)

5.3. Detailed Mitigation Plan stated by the Requiring Body:

Construction of Munambam-Azheekode Bridge is proposed in KIIFB 2017-18 as per the Principal Sanction No. GO(RT) No. 942/2017/PWD TVM dated 10/07/2017. For the construction of the approach road for the proposed bridge 20.99 Are land in the Kuzhuppilly Village in Munambam side and 24.05 Are land in Azhikode Village in Azhikode side are required. Request for the land acquisition as per the new **LA Act** was submitted to the Thrissur and Ernakulam District Collectors. Ernakulam Special Tahasildar (LA) is requested an amount of Rs. 8,13,60,000/- for the Land Acquisition at Munambam side including the cost of Land, Charges for rehabilitation, establishment, social impact study, contingency etc. as per Lr. No. B2-625/17 Dtd.06.12.2017. Provision for an amount of Rs. 14.6160 Crores is included in the detailed project report for the Land Acquisition at both sides. Estimate for RS. 1.12 Lakhs for peg marking of alignment boundary has been submitted for approval through PRICEID2018/1364 separately. LS provision for construction of Toll Booth, Utility Shifting charges are also provided.

5.4. Activities Carries out for Mitigation:

As per new LAAR Act, Special Tahasildars (LA) are deputed for the land acquisition for the construction of approach road to the proposed Munambam-Azheekode bridge. Site inspections in both sides of the proposed bridge are

completed as instructed by District Collectors of Thrissur and Ernakulam. District Collectors entrusted teams to conduct Social Impact Study for each side and the SIA team visited the site. A Public Hearing is proposed to be held on 14th August 2018 for which notices has given to the affected families and the same was notified in the News Papers. A Draft Report of SIA will be presented during the Public Hearing. It will be a platform for the affected people to express their anxieties and queries related to land acquisition which will be mitigated by the concerned authorities.

Provision for an amount of Rs. 14.6160 Crores is included in the detailed project report for the Land Acquisition at both sides. Estimate for RS. 1.12 Lakhs for peg marking of alignment boundary has been submitted for approval through PRICE ID 2018/1364 separately for both sides. The proposed alignment of the bridge is laying the existing path of boat jetty at Munambam area. Hence LS provision for utility shifting charges is also included in the estimate.

CHAPTER 6

SOCIAL IMPACT MANAGEMENT PLAN

INSTITUTIONAL FRAMEWORK

6.1 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 Munambam-Azheekode 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. (No rehabilitation is required for this project)

CHAPTER 7

SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF MITIGATION PLAN

7.1. Costs of all resettlement and rehabilitation costs

Provision for an amount of Rs.14.616 Cr. is included in the estimate for Land Acquisition of each side of the proposed bridge.

7.2. Annual budget and plan of action

Not Applicable

7.3. Funding sources with breakup

Not Applicable

CHAPTER 8
SOCIAL IMPACT MANAGEMENT PLAN MONITORING
AND EVALUATION

8.1 Key Monitoring and Evaluative indicators

Not Applicable

8.2 Reporting mechanisms and monitoring roles

Not Applicable

8.3 Plan of independent evaluation

Not Applicable