

**SOCIAL IMPACT ASSESSMENT STUDY  
DRAFT REPORT**

**LAND ACQUISITION FOR THE CONSTRUCTION OF OIL  
DEPOT & APPROACH ROAD FOR HPCL/BPCL AT  
PAYYANNUR VILLAGE IN KANNUR DISTRICT**

**4<sup>th</sup> DECEMBER 2018**

**Requiring Body**

**HINDUSTAN PETROLIUM  
CORPORATION LTD.  
SOUTHZONE**

**SIA Unit**

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## CHAPTER 1

# EXECUTIVE SUMMARY

## **1.1. Project and Public Purpose**

The proposed project is to construct an Oil Depot and its Approach Road at Kandankali in Payyannur village in Kannur district for HPCL and BPCL. The number of vehicles is increasing day by day hence the petrol and oil requirements are also mounting accordingly. Presently in Kerala, the facility for oil installation is only at Kochi. There is no provision for expansion of storage & distribution facilities of the existing small depots at Kozhikode and Kannur and do not meet the revised / new Oil Industry Safety Directorate (OISD) norms. Hence HPCL is proposing to construct a new Petroleum Oil Installation in the northern Kerala, as part of resettlement of the existing small depots as a Common User Facility.

In order to cater to the Petroleum Oil Lubricant requirements of northern Kerala effectively, it is essential to have one more Oil Installation apart from Cochin, for each of the Oil Companies, so that tanker movement by road is avoided thereby reducing the risk of accidents and de-congestion of roads. Considering the presence of Naval Academy and proposed new developments along the region such as establishment of a new airport at Mattanur, Cyber Park etc., which will further enhance the requirement of POL in the region, the present project is expected to bring significant benefits to the Northern region of the State as a whole.

## **1.2. Location**

The proposed project is located in the Ward No: 23, of Payyannur Municipality falling in Taliparamba Taluk, in Kannur district, on the banks of river Perumba in

Kandankali South. The proposed approach road will go through Division No. 24 and 25 of Payyannur Municipality

### **1.3. Size and Attributes of Land Acquisition**

The proposed land is adjoining to the Railway line between Ezhimala and Payyanur Railway Stations. 31.1619 hectares of land is proposed to be acquired to construct Oil depot which belongs to the Survey Nos. 512, 513, 514, 524, 526, 528, 531 to 562 and 594 for the Depot and 3.6 hectares of land belongs to the survey Nos. 437, 438, 439, 448 to 451, 453, 486, 487, 496, 497, 500, 514, 515, 517, 518 and 559 to 561 for approach road. A detailed list explaining the names of the land owners, survey numbers and approximate extent of acquisition is attached as annexure.

Table 1.3.1 : Type of Land

<i>Type of land</i>	<i>Number of Families</i>	<i>Percentage</i>
Purayidam	17	8.5
Nilam	173	86.1
Nilam Nikarthu Purayidam	11	5.5
Total	201	100

The above table explains that out of 201 affected families, land of the 173 families is coming under the category of “Nilam” and 17 families are “Purayidam” and the rest of the 11 families are under the category of “nilam nikarthu purayidam”.

### **1.4 Alternatives considered**

The proposed land is most suitable for the project since it is adjoining to the railway track so that a siding can be constructed for product receipt through

railway wagons. The land also falls outside the Municipal limits of Payyannur with very little inhabitation. Besides there is no large chunk of land is available in any of the northern districts of Kerala adjacent to railway track. Hence no other alternative is suitable for the project.

### **1.5 Social Impact**

Due to the proposed project 201 families will lose their land. Among them 16 are residing in that land and their housing may be partially affected by the project. During the door to door survey 144 families shared that their livelihood may be affected due to the project. 67 families having paddy field in that land would also be affected. Lots of trees including more than 3000 coconut trees have to be destroyed for the project.

*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**

At present in northern districts of Kerala lacks the facility for oil installation and the same is doing from Kochi or Mangalore. HPCL and BPCL are having small depots at Kozhikode and Kannur respectively. There is no provision for expansion of storage and distribution facilities of the existing small depots at Kozhikode and Kannur and do not meet the revised / new Oil Industry Safety Directorate (OISD) norms. Hence HPCL is proposing to construct a new Petroleum Oil Installation in the northern Kerala, as part of resettlement of the existing small depots as a Common User Facility. In order to cater to the POL requirements of northern Kerala effectively, it is essential to have one more Oil Installation apart from Cochin, for each of the Oil Companies, so that tanker movement by road is avoided thereby reducing the risk of accidents and de-congestion of roads.

The proposal is to establish a Greenfield Petroleum Oil and Lubricant (POL) terminal with a total storage capacity of 69490 KL to cater the fuel demand of the central and northern Kerala districts. The storage terminal is proposed to facilitate the retail requirements of Motor spirit (MS), High Speed Diesel (HSD), Superior Kerosene Oil (SKO) and Aviation Turbine Fuel (ATF) of the districts of Northern and Central Kerala. The proposed depot at Payyanur, will mainly cater to the POL requirements of northern districts of Kasargod, Kannur, Kozhikode, Malappuram, Wayanad and Mahi. Product receipt will be through Railway Tank Wagons either from Kochi or Mangalore Refineries.

The Government has accorded sanction for the project as per Order No. GO (RT) No. 591/2017RD dated 14/02/2017.

## **2.2. Rationale for Project**



Petroleum product movement either through Pipeline or through Railway Tank Wagons is always safer and economical option as compared to movement of bulk Oil through Tank Trucks by Road. Also the population and expansion of city took place near the existing depots of Kozhikode and Kannur and hence it is safer, to shift / re-locate the storage Depot away from City / Municipal limits. Thus the proposed project shall be considered as public purpose as per Section 2 (iii) of RFCT LARR Act.

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

The proposed project is to construct an Oil Depot and its Approach Road at Kandankali in Payyannur village in Kannur district for HPCL and BPCL. POL terminal proposed to construct is with a total storage capacity of 69490 KL where the Class A and Class B petroleum products will be transported to the Terminal through railway wagons. The facility will have storage facilities for various products planned with refilling facility to the tank trucks to distribute further to the retail units.

The proposed approach road is to take off directly from Ezhimala-Payyanur Road, which is parallel to the Ezhimala-Payyanur railway line towards East having a length of 1.5 km. It will be a 30 m dedicated corridor with a provision for 7.5 m emergency exit

#### ***Cost:***

Total estimated cost of the project is Rs.250 crores.

#### ***Risks :***

*Possible risk factors of the project is as follows:*

- a. Environmental degradation
- b. Environment pollution
- c. Explosive nature of the product
- d. Health hazards

## **2.4. Examination of Alternatives**

The proposed site seems to be most suitable for the project as it is adjoining to the railway line and less number of inhabitants in the area. So no alternative is suitable other than this.

## **2.5. Phases of the Project Construction**

Phases of the Project Construction will be completed in Two stages. The first will be the construction of Oil Dippot and the next will be that of approach road and rail connectivity. The construction will be done as per the predesigned plan done by the HPCL/BPCL companies.

## **2.6. Core design Features and Size and Type of Facilities**

The present proposal is to develop a dedicated facility for POL terminal with a total storage capacity of 69490 KL where the Class A and Class B petroleum products will be transported to the Terminal through railway wagons. The facility will have storage facilities for various products planned with refilling facility to the tank trucks to distribute further to the retail units. The terminal would have in built facilities for administration, truck-parking bays and fire-fighting facilities etc., which are integral part of the operation of such facilities.

It has been planned and its entire facilities will be designed as per **OISD** guidelines 244 integrating the essential facilities for following operations within the Terminal:

- Unloading of products from railway wagon through railway siding.
- Storage of petroleum products in storage tanks fabricated as per international standards.
- Receipt of Ethanol through Tanker trucks
- Pump House Operations (PHO)
- Tanker Lorry Filling (TLF) operations
- Dispatch of above petroleum products through Tanker Trucks.

## **2.7. Need for Ancillary Infrastructural Facilities**

As such there is no need for any ancillary infrastructural facilities. However, due to the movement of Tanker Lorries, there will be requirements for up keeping and maintenance of the Tanker Lorries and eatery joints for the Tank Truck crew.

## **2.8. Work Force Requirements**

The construction of the project shall be handled by Officers already recruited for the Engineering and Projects Dept. and various execution works shall be finalized on the basis of tendering process as stipulated for the Public Sector Undertakings (PSUs). However, there will be indirect employment for construction under various works contracts.

In the operational phase, as the proposed new POL Depot is a resettlement of the existing Depots of Kozhikode & Kannur, the existing manpower would be relocated to the new location, once project is completed. However, there will be lot

many indirect employment opportunities for various contract workmen for operation and maintenance of the Installation.

## **2.9. Details of Studies Conducted Earlier**

- a) Site Selection Study by M/s Arya Consultants
- b) Topography Survey by M/s Secon India Limited
- c) Cadastral Survey by M/s Secon India Limited
- d) Feasibility Study for Railway Siding by M/s RITES Ltd.
- e) Environment Impact Assessment Study by M/s KITCO Limited
- f) Hazardous Operations (HAZOP) Study by M/s KITCO Limited
- g) Risk Assessment Study by M/s KITCO Limited

The mitigation measures recommended by M/S.KITCO for the possible impacts of the project are attached as annexure.

## **2.10 Applicable Legislations and Policies**

The applicable laws on land acquisition, rehabilitation and resettlement for the construction of Oil Depot and its Approach Road at Kandankali in Payyannur village in Kannur district for HPCL and BPCL.

- 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 order G.O.(P)No.41/2018/RD dated 16/07/2018 Government of Kerala appointed RAJAGIRI outREACH as the SIA Unit to study the Social Impact Assessment of the land acquisition for the construction of oil depot for HPCL/BPCL and its approach road in Payyannur of Kannur district.

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 proposed site 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 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.

### **Public Hearing:**

As per Form 5 Rule 14 (1) of the RTFCTLARR Act, 2013, a public/community consultation (Public Hearing) is scheduled on 12<sup>th</sup> December 2018 in Kairali Auditorium in Payyannur, the queries, clarifications and remarks at the meeting would be incorporated in the final report.

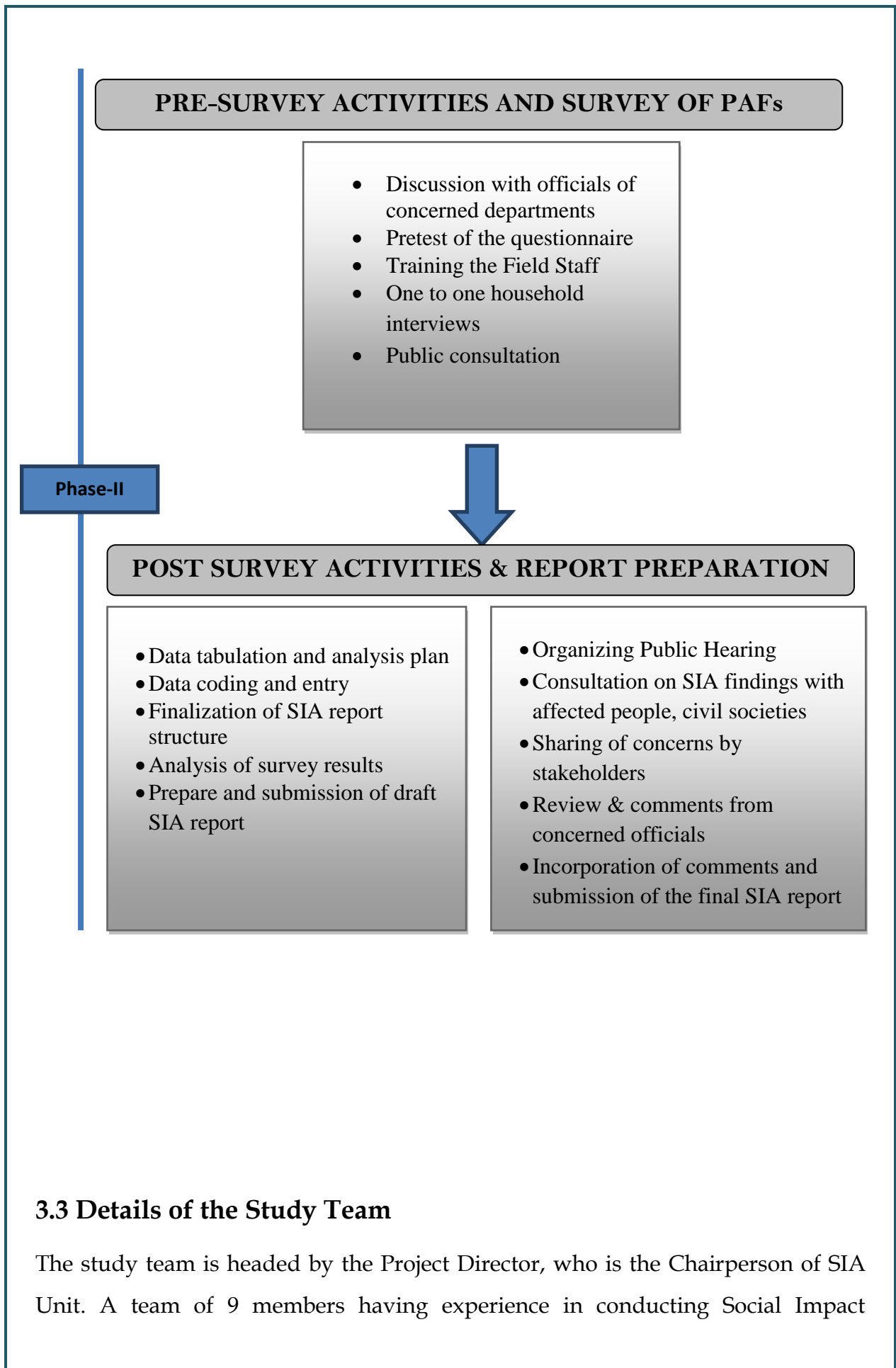
### **Process and Schedule of Activities**

16.07.2018	-	Government of Kerala, entrusted RAJAGIRI outREACH to conduct the SIA study
16.07.2018	-	Publication of 4 (1) notification
August 2018	-	Priliminary visit to the affected area
Sept. & Nov.2018	-	Data Collection
26.11.2018	-	Notification for public hearing
12.12.2018	-	Public hearing & Draft Report submission

**FIGURE 3.1**

## **APPROACH AND METHODOLOGY FOR SIA**

**Phase-I**



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.	Meena Kuruvilla	MSW Chairperson	30 years in development sector
2	Maria Tency.V.S	MA, DSS, Documentation Officer	26 years in development sector
3	Ranjith K U	DSS, Research Associate - SIA Unit	23 years in development sector
4.	Biju C.P	BA - Research Associate	23 years in development sector
5.	Ligi.V.E.	MSW Research Associate	20 years experience in development sector
6.	Tony Babu	MSW Research Associate	2 Years experience in development sector
7	Mithun Mathew	MSW Research Associate	4 years experience in development sector
8	Gigin.P.S	MSW Research Associate	2 Years experience in development sector
9.	Salim.P.	MBA	9 Years experience in development sector

## CHAPTER 4



## LAND ASSESSMENT

The proposed site is located about 2 kilometers from Payyannur Town. The plot proposed for oil depot is bordering the bank of Perumba River along the Southern and Eastern side and the railway line between Payyanur and Ezhimala runs along the entire northern boundary of the plot. Western boundary is demarcated by a small creek (thodu) extending in the North-South direction up to railway line.

It can be approached from Ezhimala - Payyanur road by taking a diversion at Punnakadavu Bridge, via Punchakkad - Kurumkadavu Road. Nearest railway station is Ezhimala situated at around 1.3 km southeast of the proposed plot boundary and Payyannur railway station is located around approximately 2.4 km North-West.

As per the present layout, proposed approach road is to take off directly from Ezhimala-Payyanur Road, which is parallel to the Ezhimala-Payyanur railway line towards East having a length of 1.5 km. It will be a 30 m dedicated corridor with a provision for 7.5 m emergency exit.



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

201 families who own the affected land would be considered as the directly affected families of the project. The possible social impact of the project is assessed below:

Table 4.1.1 : Possible Social Impacts of the Project

Possible Impact of the project	Number of families
Loss of land	201
Loss of paddy field	67
Partially affected residence	16
Loss of Livelihood	144

Besides the above explained impacts lots of trees have to be cut down for the implementation of the project.

Table 4.1.2. Impact on Productive Assets

Name of the tree	Approximate Number
Coconut	3280
Arecanut	170
Plantern	57
Guava	10
Mahagani	24
Mango tree	56
Jackfruit	46
Anjili	4
Jathi	6
Teak	6
Kadachacka	5
othe trees	7

### Indirect Impacts

The difficulties may be caused to the public during the construction time ie. health issues due to dust, hindering of their way etc. to be considered as the impact of the project and should be mitigated accordingly.

The families residing near to the affected property whose land is not acquired, shared their anxiety due to the hazardous nature of the project. So their concern also to be addressed.

#### **4.2. Total Land requirement for the project**

31.1619 hectores of land requires for the construction of the Oil Depot and 3.6 hectores of land requires for the approach road. The proposed land belongs to Payyannur Municipality in Kannur district.

#### **4.3. Present Use of any Public, Utilised land in the Vicinity of the project Area.**

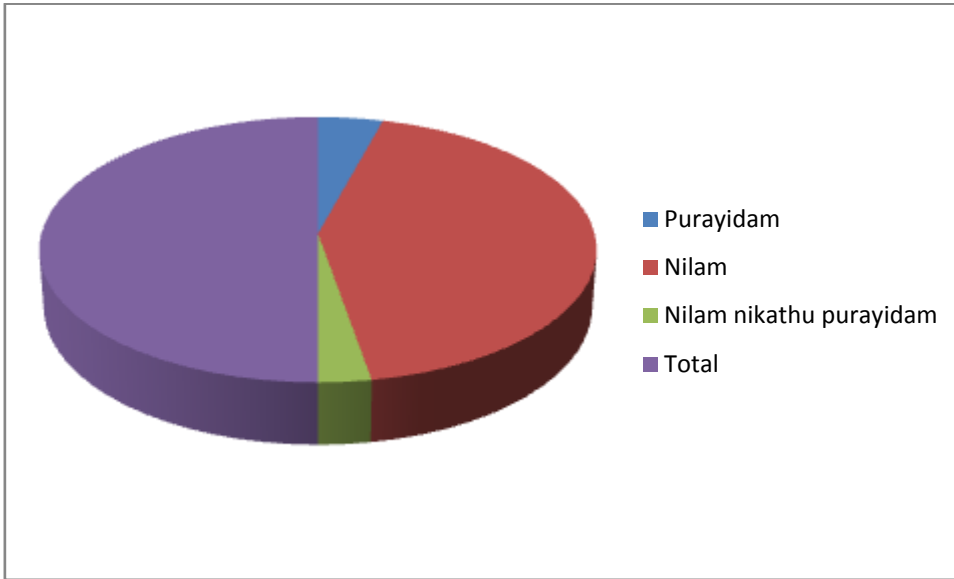
The proposed land is adjoining to the railway line. There is public road (soil road) near to the property.

#### **4.4. Land Already Purchased**

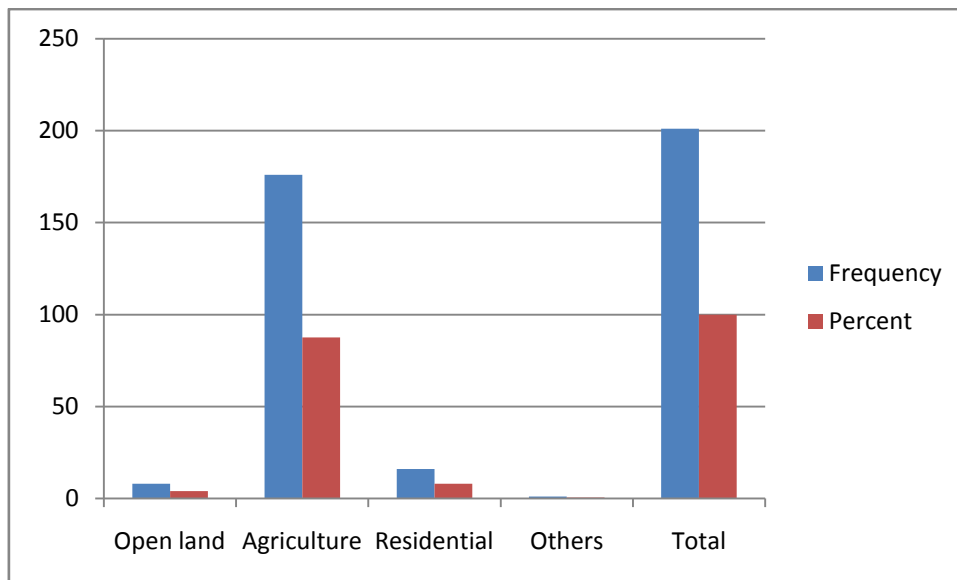
No land is purchased, alienated, leased or acquired already in the area for the requirement of the proposed project.

#### **4.5. Nature and Present use of the Affected Land:**

The following diagram depicts the type of the acquired land. Out of the total land area 86.1% of land comes under the category of "Nilam" . 8.5% and 5.5% of the land are graded as "Purayidam" and "Nilam nikathu purayidam" respectively.



Present Use of the affected land:



The above diagram shows the present use of the affected land. Out of the total affected families 87.6% are using it for agriculture, 8% are using for residence and 4.5% are open land.

#### 4.6. Size of Holding, Ownership Patterns and Number of Residential Houses

The affected properties are owned by 201 families. 16 families are residing in the area.

Table 4.1.3 Duration of Ownership

Period of ownership	Number of families	Percentage
Below 3 years	3	1.5
3 to 10 years	100	49.7
11 to 25 years	40	19.9
26 to 40 years	32	15.9
41-50 years	16	7.9
51 and above	8	3.9
Information not revealed	2	0.9
Total	201	100

The project will affect 201 families who own the property and the above table shows the years of owning the property. 3 families have been possessed the property since 3 years. 8 families are being own the property for more than 50 years. 16 families comes under the period of 41-50 years and 26 to 40 years for 32 families. 100 and 40 families fall under the period of 3 to 10 years and 11 to 25 years respectively.

#### **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 except 3 families who possess the land recently .

The market price of land as per the recent transactions in the locality was between Rs.10000 and 30000 for wet land and Rs.1.5 to 2 lakhs for dry land

## 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 201 families who are being affected because of the land acquisition for the construction of Oil depot for BPCL/HPCL and approach road.

#### Social Background of the Directly Affected families

Table 5.1.1. Religion of the Affected families

Religion	Frequency	Percent
Hindu	188	93.5
Muslim	11	5.5
Christian	2	1.0
Total	201	100.0

Table 5.1.2. Caste of the Affected families

Caste	Number of families	Percent
SC	16	8.0
ST	1	.5
OBC	167	83.1
GENERAL	17	8.5
Total	201	100.0

The table 5.1.1 explains that out of the total 201 families 188 follows Hindu religion, 11 are Muslim and 2 Christian religion

### **Income and Poverty Level**

Out of the total affected population of 888, only 289 are earning members and 599 (67.45%) are dependants.

Based on the classification by *Public Distribution System* the affected families possess the ration cards as explained in the table below:

Table 51.3. Type of Ration Card

<b>Colour of Ration card</b>	<b>Number of families</b>	<b>Percentage</b>
White	42	20.9
Blue	71	35.3
Pink	54	26.9
Yellow	5	2.5
Information not revealed	29	14.4
Total	201	100

### **Indirect Impact of the Project:**

The families reside in the neighbourhood area of the project site expressed their anxiety about the hazardous nature of the product and they have given an application to the SIA unit requesting to acquire their land too for the project. The same has to be considered as an indirect impact of the project.

### **5.2. Family of Scheduled Tribes and other Traditional Forest Dwellers who have lost any of their forest rights**

Nil

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

No common property resources are available in the land to be acquired. During the door to door survey 144 families shared that their livelihood may be affected due to the project since they are depending on the income from the land.

#### **5.4. Detailed Mitigation Plan stated by the Requiring Body:**

Some of the social impact mitigation measures proposed to be taken by the requiring body are listed below.

- a) Resettlement & Rehabilitation will be provided as per Right to Fair Compensation & Transparency in Land Acquisition, Resettlement and Rehabilitation, 2013.
- b) Compensatory plantation will be done for the developed area by twice the number of trees, which will have to be cleared during the construction phase.
- c) Green belt area would be developed within the proposed site in vacant / unused areas.
- d) Appropriate measures will be provided for preventing interruption to existing socio-economic activities in and around the surroundings.
- e) Effluent generated from the facility, if any, during the operational phase and due to any accident, will be taken into Effluent Treatment Plant (ETP), with Oil water separator, which will ensure NIL discharge from the premises.
- f) Storm Water Drains shall be provided within the premises to ensure no water logging
- g) Impervious layers of concreting would be undertaken in the Tank storage areas and the loading / unloading areas, so that there is no seepage of Oil into the ground, in case of any leakage/ spillage.
- h) Rainwater harvesting would be provided. Water generated from the harvesting shall be utilized for landscaping and fire water replenishment.
- i) Solar Panels would be provided as alternate energy source for day-to-day operations.
- j) Provision for proper parking arrangement and traffic management plan shall be in place for smooth flow of vehicles and to help abate noise pollution due to vehicular traffic.



The requiring body also stated that all the measures to ensure that there is no disturbance to the surrounding eco-system shall be ensured apart from the mandatory regulations as stipulated in the Oil Industry Safety Directorate (OISD) shall be implemented.

### **5.5. Alterations to Project Design and Additional Measures that May be Required to Address the Extent and Intensity of Impacts Across Various Groups as Identified during the SIA Process:**

The project affected families did not suggest any additional measures to the project. Out of the total 201 families 69% opined that the project may cause hazard to the neighbouring people and suggested to take sufficient mitigation measures. The families reside in the neighbourhood area of the project site expressed their anxiety about the hazardous nature of the product and they have given an application to the SIA unit requesting to acquire their land too for the project. So the people have to be properly informed about the project and the mitigation measures proposed to be taken during the construction and implementation.

### **5.6. Social Impact Management Plan**

The loss of land, property and livelihood to the owners of the land will be compensated as per the Right to Fair Compensation & Transparency in Land Acquisition, Resettlement and Rehabilitation Act 2013. Compensatory plantation will be done by twice the number of trees destroyed due to the project. Sufficient measures proposed to be taken to mitigate the possible environmental impact. Provision for proper parking arrangement and traffic management plan shall be in place for smooth flow of vehicles and to help abate noise pollution due to vehicular traffic

## 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 land acquisition for the construction of Oil Depot and approach road for HPCL/BPCL at Payyannur, 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**

Necessary budget provision exists for meeting the cost of acquisition.

#### **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

## CHAPTER 9

### ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON ACQUISITION

#### *Analysis of costs*

The proposed land acquisition for the construction of Oil Depot and approach road for HPCL/BPCL at Payyannur will affect 201 families losing their land. It will affect agricultural activities due the acquisition of cultivation land. Among the total affected families 87.6% of the families are using the same solely for agricultural purpose and among them a few are occasionally doing paddy cultivation. 144 families whose primary income source being agriculture are affected on their regular income. 16 families reside in the affected area may partly or fully affected their housing. A large number of trees including coconut trees shall be destroyed due to the project.

#### *Analysis of benefits*

The proposed project of construction of Oil Depot and its Approach Road at Kandankali in Payyannur village in Kannur district for HPCL and BPCL is the resettlement of the existing small depots at Kozhikode and Kannur as a Common User Facility. There is no provision for expansion of storage & distribution facilities of the existing small depots at Kozhikode and Kannur and do not meet the revised / new Oil Industry Safety Directorate (OISD) norms. Presently in Kerala, the facility for oil installation is only at Kochi. In order to cater to the POL requirements of northern Kerala effectively, it is essential to have one more Oil Installation apart from Cochin.

Petroleum product movement either through Pipeline or through Railway Tank Wagons is always safer and economical option as compared to movement of bulk Oil through Tank Trucks by Road. The proposed land is lying near to the railway so that a siding can be constructed for product receipt through railway wagons. So

that tanker movement by road is avoided thereby reducing the risk of accidents and de-congestion of roads

### ***Recommendation***

Considering the benefits over the costs, the proposed project implementation is recommended provided fair compensation is provided to the affected families as per RTFCTLARR act 2013. It is also suggested to ensure the mitigation and safety measures recommended by M/S.KITCO and the mandatory regulations of Oil Industry Safety Directorate has been taken during the project construction and implementation period and the same has to be properly informed to the public.