

SOCIAL IMPACT ASSESSMENT STUDY

Draft Report

**Entrusted by Revenue (B) Department, Kerala Government,
Thiruvananthapuram**



**LAND ACQUISITION FOR THE DEVELOPMENT OF
VIZHINJAM INTERNATIONAL SEAPORT LIMITED IN
NEYYATTINKARA TALUK, THIRUVANATHAPURAM
DISTRICT
DATE 25-11-2020**

Requiring Body

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INTERNATIONAL
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CHAPTER 1

EXECUTIVE SUMMARY

1.1 Project and public purpose

Vizhinjam is a region located in Thiruvananthapuram district, the capital of the state of Kerala. It is located 16km south west from the city centre and 17km south of Trivandrum International Airport. The Government of Kerala through its special purpose government company (SPV – Special Purpose Vehicle) Vizhinjam International Seaport Ltd (VISL) is developing a deep water Multipurpose Greenfield Port at Arabian Sea coast at Vizhinjam. The port will include a cargo port and a passenger port. The port will have an in-port rapidtransit metro system that will connect passengers within the passenger terminal of the port. As per historians, Vizhinjam, located at the extreme south-western tip of South Asia, served as an important port throughout the history of the region. The location is economically and geopolitically significant as a key point connecting the shipping between South East Asia and the Middle East.

As per the Government Order GO(MS)No.74/08/F&PD dated 25.11.2008 the government have ordered that the extent of land to be required for the construction of rail/road connectivity, container yard, work area etc and activity beneficial necessary/incidental for the Vizhinjam Port Project will be 120 hectares. Vizhinjam Port Project was declared as a fast track project as per Government Order GO(MS)No.72/09/F&PD dated 7/11/2009 and a special team under the leadership of Tahsildar and staff of Revenue Department and Survey Department was also constituted for acquisition of 120 hectares of land for Vizhinjam project.

A package for Rehabilitation and Resettlement of project affected person was approved as per the Government Order GO(MS)No.3/10/F&PD dated 04/01/2010.

The project is dream project of the country as it is India's first Mega Transshipment Container Terminal. Realization of the port has been touted as a game changer for the fortunes of Kerala. At current prices, Kerala's primary sector recorded the highest growth rate of 13.25 percent in 2016-17 compared to its secondary and tertiary sectors, which grew at 9.72 percent and 3.74 percent respectively. Currently, coir, cashew processing, and seafood are the major industries in Kerala. Thus the economic need for Vizhinjam Port cannot be denied.

The Revenue (B) Department, Government of Kerala via G.O.(P)No.42/2020/RD dated 16/06/2020 notified that approximately 4.2818 hectares of land belongs to Vizhinjam and Kottukal villages may be needed for Vizhinjam Seaport project and accorded sanction for Rajagiri outreach to conduct Social Impact Assessment study of the land acquisition. This is the Draft Report of the Social Impact Assessment Study of the land acquisition from Vizhinjam and Kottukal villages.

1.2 Location

The land to be acquired for the project belongs to Vizhinjam and Kottukal villages of Neyyattinkara Taluk in Thiruvananthapuram district. The project areas are tourist areas which was notified by the CRZ in 1991 as Area of Outstanding Natural Beauty. It is understood that 3 tourist resorts which had been well functioning in the area. Besides the area is having lot of coconut trees which adds its beauty.

1.3 Size and attributes of land acquisition

As per the Notification of Revenue (B) Department, Government of Kerala G.O.(P)No.42/2020/RD dated 16/06/2020 approximately 4.2818 hectares of land belongs to Vizhinjam and Kottukal villages may be needed for Vizhinjam Seaport project. During the survey the SIA unit could understand that the whole land belongs to Dry land category which are using for the affected people for residential, commercial and agricultural purpose. The details of the land notified in the above said Notification are given in Table 1.3.1.

Table 1.3.1 Land details

District : Thiruvananthapuram

Taluk :Neyyattinkara

Village	Block No	Survey Number	Approximate Extend of Land
Vizhinjam	14	655/10, 656/4, 656/5, 656/9, 656/10, 656/26, 647/9, 648/3, 648/11, 651/9, 651/11, 651/12, 715/11, 715/22, 715/25, 716/12, 716/13, 716/23, 718/7, 718/9, 749/5, 749/13, 749/33, 647/21, 648/2, 648/5, 648/6, 652/10, 715/13, 715/27, 716/15, 716/27, 718/10, 749/16, 749/37, 284/21(Pt), 285/2(Pt), 285/16, 285/27,	4.2818 hectares

		285/28, 745/2(Pt), 745/3, 745/4, 745/5, 745/6(Pt), 745/7(Pt), 745/8, 745/9, 745/12, 745/14, 746/1, 746/2, 746/3, 746/4, 746/5, 746/6, 746/7, 746/8, 746/9, 746/10, 746/11, 746/12, 746/13, 746/14, 746/15, 746/16, 746/17, 746/18, 746/19, 746/21, 746/22, 746/23, 746/25, 746/26, 746/27, 747/1, 747/6, 747/7, 747/8, 747/9, 747/10, 747/11, 747/12, 747/13, 747/14, 747/15, 747/16, 747/17, 747/18, 747/19, 748/1, 748/8, 748/9, 748/10, 748/11, 748/12, 748/13, 748/14, 748/17, 748/23, 748/24, 748/25, 268/9, 268/18(Pt), 268/31	
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Kottukal	16	56/14, 64/8, 8-1, 65/12(Pt), 46/5, 46/13, 47/11, 11-1, 58/16, 66/3, 72/9, 251/18(Pt), 252/2, 253/17, 253/29, 253/33-1(Pt), 253/38-1(Pt)	
	15	113/11, 116/10(Pt), 120/15(Pt), 121/11-1, 121/13, 123/15(Pt), 123/16(Pt)	

1.4 Alternatives considered

The information about the alternatives considered is not available. However it is understood that the Requiring Body is designed the project in such a way to cause minimum impacts to the families.

1.5 Social impacts

As per the Notification G.O.(P)No.42/2020/RD dated 16.06.2020 of Revenue (B) Department, Government of Kerala which was published in Kerala Gazette (Extra ordinary) No.1480 dated 18th June 2020, approximately 4.2818 hectares of land from Vizhinjam and Kottukal villages are required for Vizhinjam International Seaport Project. The properties included in 129 survey numbers will be acquired for the project as per the above said Notification. Due to the Covid 19 epidemic situation the SIA unit could not identified and surveyed all the affected land owners. The SIA unit could identified and surveyed 13 land owners from Vizhinjam village and 1 land owner from Kottukal village. It is understood that the

land owners were using the affected land for residential, commercial and agricultural purposes. The possible impacts of the project is analyzing below:

a. Loss of Land

All the land owners of the land belong to the 129 survey numbers notified will lose or lessen their land holdings. Out of the 14 land owners surveyed, 9 were acquired the land from their ancestors and they are losing their ancestral property.

b. Displacement of families:

The project may cause the displacement of 3 families since they are residing in the affected land and their house attached to the land is included in acquisition. The remaining land after acquisition will not be sufficient to reconstruct their houses. During the survey it is revealed that 2 of these families were possessed this property from their ancestors and 1 family bought it before 15 years. The name and address of the families which may be displaced for the project is given below:

- Padmakumar P
Padmalayam, Mullur, Mullur PO, Vizhinjam
- Manu V
60/769, Thekkenandikulam, ThekkarikkVeedu, Mulloor PO
- PrabhakaranNaadar P
AnaghaBhavan, mullur, Vizhinjam

c. Loss of Commercial Property:

The project area was an active tourist place which was attracted by many tourists especially the foreigners and 3 tourist resorts functioning in the area are included in acquisition. They are:

- Coconut Bay Resort
- Thapovan Heritage
- Seapark Beach Resort

All these resort owners are losing their property in this area fully and during the survey they shared that they are facing utter financial loss since the resorts are not been functioning for the last 4 ½ years since the construction activities of the project started. The Resort owners revealed that they were receiving Rs.1.5 crores-2.5crores income annually from the affected resorts.

d. Loss of Agriculture

The affected area is having many coconut trees and 6 of the surveyed owners is using the land for agricultural purpose especial for cultivation of coconut and plantain. Besides there are other trees in the area which have to be cut down for the project.

e. Loss of lively hood / Income

It is understood that the project may cause income loss to the 11 land owners studied by the SIA unit. Out of these 11 land owners 5 runs resorts and 1 owner who gave his property on lease for the resort are facing a great income loss. They shared that they are facing financial loss since the functioning of the resort ended when the project construction activities begun in the area. They have already lost their livelihood. The income as yield from the agricultural land will lose for the 6 land owners who use the land for agricultural purpose.

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

While considering the aforesaid impacts of the land acquisition for the Vizhinjam International Seaport project, the following mitigation measures are suggested:

- Compensation shall be provided to the affected families as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 and Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015.
- R&R package shall be provided for the affected properties as per the Policies vide G.O.(Ms)No.485/2015/RD dated 23/09/2015 and 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 RFCTLARR Act 2013.
- Ensure the specialty of the region, the loss of working period due to the project and the income earned from the effected properties are properly considered while calculating the compensation for the lively hood affected resort owners.
- Timely Rehabilitation measures shall be taken for the displaced families without affecting the stay of the families and ensure that they have given residential facilities which are not below than the present living situation.

CHAPTER 2

DETAILED PROJECT DESCRIPTIONS

2.1 Background of the project, including developer's background and governance/ management structure

The Government of Kerala through its special purpose government company Vizhinjam International Seaport Limited is developing a deep water multipurpose Greenfield port at Vizhinjam. The proposed project is based on a landlord port model, where all the civil work facilities, construction of basic infrastructure like breakwater, quay wall, dredging, reclamation, and rail and road access to the port will be developed by VISL. VISL have engaged AECOM to develop an integrated port master plan and preparation of EPC tender document for the civil work. Port construction activities will be through the PPP model for an agreed concession time period. AECOM submitted the integrated port master plan Report to VISL in Nov.2012. AECOM reviewed all the previous studies and prepared the detailed project report for environmental compliance the phase 1 and port master plan had to undergo changes based on this study. It suggested:

- The additional mathematical model study results
- Addition of new facilities to accommodate within the port
- Facilities within port limits as part of CSR
- And other entities showing interest in the port development

given the fact of the strategic location of the port

The Final integrated incorporate the overview of changes since the master plan Report was finalized in Nov.2012.

Vizhinjam seaport project is being currently developed with a private public partnership. The private partner M/S Adani Vizhinjam Port PVT Ltd. (AVPPL) has commenced the construction on 5th December 2015. M/S Adani Ports PVT Ltd is the company responsible for the construction of the project.



Fig 2.1 Proposed location of Vizhinjam Port

2.2 Rationale for project including how the project fits the public purpose criteria listed in the Act

The Vizhinjam International Transshipment deep water multipurpose seaport is an ambitious project designed primarily to cater container transshipment besides multipurpose and break cargo. It will become a national benefit as it improves the modes of tourism as it is found out Kovalam is a major tourist destination in India and ultimately leading to revenue. It also helps in job opportunities to the people situated in that location and also reducing the overall percentage of unemployment. It also helps in a more appropriate mode of

transportation. This mode can help in easy transportation of goods and commodities and also for the transportation of personnel.

The land acquisition of the project comes under the public purposes stated in section 2 (2) a of RFCTLARR act 2013 .Further the Notification G.O (P) No 42/2020/RD dated 16-6-2020 issued by Revenue (B) Department ,Govt of Kerala which was published in Kerala Gazette (Extra ordinary) No 1480 dated 18-6-2020 stated that the said project as a public purpose .

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

The proposed port at Vizhinjam (Lat. 8° 22' N, Long. 76° 57' E) is located in India in the state of Kerala, at 16 km south of the State Capital, Trivandrum which falls in a close proximity to the international East-West shipping route. The port location is selected to tap the potential for development of a deep water international container transshipment port that can handle the largest container vessels navigating the East-West shipping route. The proposed port location is just south to the existing fishery harbor of Vizhinjam.

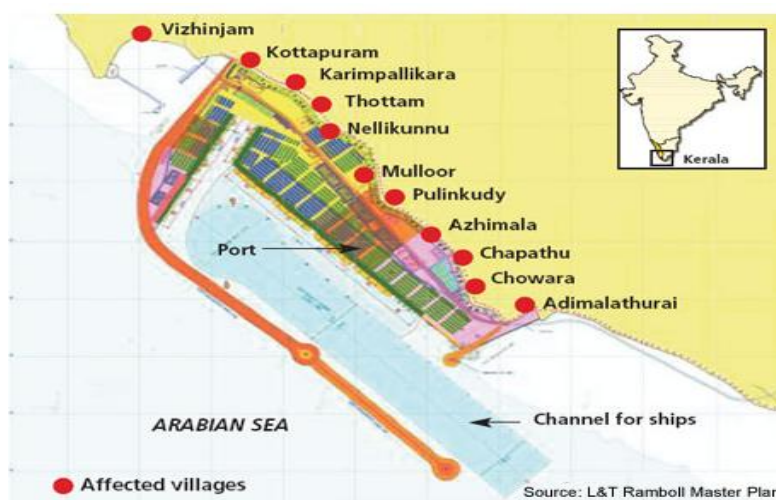


Figure 2.2 Vizhinjam port location with respect to international East-West shipping route.

The key advantage of the proposed site location is availability of naturally deep water and proximity to the East-West shipping channel. The site is characterized by naturally available deep water depths with 20m contour located at a distance of less than 800m from the shore. Based on the documents provided by VISL on land parcels near the proposed port already under ownership of VISL, land parcels being considered for procurement by negotiated purchase and land that cannot be owned, AECOM has prepared the O&C Map. The O&C Map shows constraints on development and opportunities for utilization of the various properties nearby the proposed port site that can be considered for future port operations, access to the port, or for providing port support facilities. This map was updated for each Project Meeting, as and when the new information became available. The study carried out by DREWRY, AECOM formed the basis for the design parameters. These sets of parameters were reviewed with and approved by VISL to ensure that they properly support the VISL development goals and formalized into a set of Design Criteria. These criteria were used in the evaluation of the planned marine facilities. This criteria says that the project has the following constraints

Constraints

- **Steep Land Side Topography:** The landside topography at Vizhinjam immediately behind the waterfront is a hilly area with the cliff formation and land levels varying from 15m at the shore to 38m to the hill top. This would require careful planning for the landside development for the port backup facilities as well as approach to these areas.

- Proximity to the Existing Fishing Harbor: The existing Vizhinjam fishing harbor is just north of the proposed Vizhinjam port site. The first constraint will be to curtail the effects of construction activities of the port on the fishing harbor. As the site is adjacent to the fishery harbor, buffer space would be required between the fishing and the construction activities of the northern breakwater.
- Resorts: With the progressing development of the project it would pose threat to the resorts situated there.
- Agricultural Lands: The development of the project is also restricted by the agricultural lands situated on the estimated land for the project.

Cost

The Phase-1 development is estimated to cost USD 642 millions and Phase-2 development is estimated to cost additional USD 190 million. Phase-3 development is estimated to cost another USD 455 million. These cost numbers are in 2012 dollars and may vary depending on actual contractual agreements between VISL and potential terminal operators.

2.4 Examination of alternatives

Since the land acquisition is for the allied facilities of the project of which construction is almost started in the area, the examination of alternatives is not relevant.

2.5 Phases of the project construction

Vizhinjam International Port project is envisaged in three phases. The present land acquisition is for the first phase of the project which is going on

2.6 Core design features and size and type of facilities

The development of port is envisaged in three phases with the below mention facilities

- Breakwaters of total length 4,100m (north breakwater 3,040m, with 140 m spur breakwater for fish landing harbor , extension of northern breakwater by 200m in phase 2, and extension by another 720m for phase 3)
- Total container berth length of 2000m which would be developed in three phases
- Cruise berths of 500m which would be developed in two phases (300m in phase 1 and another 200m in phase 3). In Phase 1 the berth would serve both the cruise as well as multipurpose cargo.
- Port craft berth of 100m and Coast Guard berth of 120m length in Phase 1.
- Berthing, Storage and operational facilities for Indian Navy with berth length 500m in Phase 1.
- Fish landing center with a total berth length of 500m in Phase 1 development.

2.7 Need for ancillary infrastructural facilities

No need for ancillary infrastructural facilities related to the present land acquisition.

2.8 Work force requirements (temporary and permanent)

M/S Adani Ports PVT Ltd is the company responsible for the construction of the project. They will do the construction activity by deploying sufficient work force and modern machineries

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

The design criteria of the project is prepared based on the study conducted by DREWRY, an independent maritime research consultancy. Environmental and CRZ clearance for the project is accorded by ministry of environment and forest via F. No.11-122/2011-IA.III dated 3rd January 2014

2.10 Applicable legislations and policies

The applicable laws on land acquisition, with regards to compensation, rehabilitation and resettlement for the proposed land acquisition in Neyyattinkara Taluk in Kottukal and Vizhinjam Villages in Thiruvananthapuram District for construction of Vizhinjam International Seaport Project are:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
- Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015.
- Government of Kerala – Revenue (B) Department -State Policy for Compensation and Transparency in Land Acquisition vide G.O (Ms) NO.485/2015/RD dated 23/09/2015.
- Government of Kerala, Revenue (B) Department -State Policy for Rehabilitation and Resettlement Package for Land Acquisition in the State in lieu of RFCTLAR&R 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 THE SOCIAL IMPACT ASSESSMENT

As per the Notification G.O.(P)No.42/2020/Dated 16th June 2020 of the District Collector, Thiruvananthapuram, published in Kerala Gazette No.1480 dated 18th June 2020, Rajagiri outREACH, Rajagiri College of Social Sciences, Kalamassery has entrusted to conduct the Social Impact Assessment study and to prepare Social Impact Management Plan as insisted in section 4 of RFCTLARR Act 2013, of the land acquisition of 4.2818 hectares of land from Kottukal and Vizhinjam village and for the construction of Vizhinjam International transshipment deepwater multipurpose Seaport. Further, a team was constituted by the SIA unit with experts who have engaged in similar projects and deployed them into the project with a set of specific roles and responsibilities.

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 part of SIA, socio-economic survey has been conducted by experienced members of SIA Unit in the project affected families to list out the favorable and adverse impacts of the project.

3.1 List of all team members with qualification

The study team is headed by the Project Director of Rajagiri outREACH, Rajagiri College of Social Sciences, Kalamassery. A team of 12 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. Details of the study team are given in the Table 3.1.1

Table 3.1.1 Details of SIA Unit

Sl. No	Name	Qualification and Designation	Experience
1.	Dr. Binoy Joseph	Ph.D, MA(PM &IR), LLB, Consultant	26 years in teaching, research and training
2.	Dr.Fr Saju M.D	Mphil, Phd, Consultant	13 years in teaching and research
3.	Fr.Shinto Joseph	M.S.W, Consultant	5 years in teaching and research
4.	Meena Kuruvilla	MSW Chairperson	33years in development sector
5.	Maria Tency. V.S	M.A.,D.S.S. Research Associate	29 years in development sector
6.	Biju C P	B.A, Development Officer-SIA	28 years in development sector
7.	George V.A	M.S.W Research Associate	30year in development sector
8.	Gigin P.S	M.S.W Research Associate	2 year in development sector
9.	Divya P.G	M.A Research Associate	12 year in development sector

10.	Elizabeth Penelope Lobo	MBA Research Associate	33 year in Research sector
11.	Philomina K A	Data entry Operator	27 years work experience
12.	Indira V V	Data entry Operator	28 years work experience

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

The SIA team visited the project site and assessed the land and its accessories. The invigilators of the team conducted a socio-economic survey among the affected families with a structures and pre-tested questionnaire which contains information about the socio-economic background of the families, land details, their views of acquisition etc.

The collected data were analyzed and findings have interpreted and Social Impact Management Plan is recommended to further the process of land acquisition. The SIA study draft reports are prepared in English as well as in Malayalam language and it will be submitting in Public hearing meeting. In short, following are the steps taken for the study are as follows:

- Study of relevant documents received from the office of Vizhinjam International seaport limited.
- Project site visit.
- Socio-economic survey and enumeration of affected properties.
- Analysis of socio-economic survey of collected data.
- Draft Report Preparation.
- Conducting Public Hearing.

3.3 Sampling methodology used

As the size of land to be transferred for the project by the affected person and extent of impact due to latter is unique for each, a population Socio-Economic-Impact Survey was found to be appropriate over sampling method. Further, the respondent size was found to be 14 land owners only it was possible to collect the information in the limited timeframe as per the scheme of the study.

3.4 Overview of information/ data sources used

A unique structured questionnaire was prepared, tested and validated to collect information from affected persons through Socio-Economic-Impact Survey. The questionnaire contained questions aimed to collect the information such as Demographic/ Economic/ Family/ Livelihood, details of performing/non-performing assets in the project land and the types/degree of impact.

Both primary and secondary quantitative and qualitative information were collected and analyzed through scientific methods. The primary information was collected from the affected families through survey using a pretested structured questionnaire. Secondary information and published reports from concerned offices of Revenue/Panchayat/ Vizhinjam International Sea port limited were collected and referred by the field investigators at multiple stages. The response and data points were analyzed and findings have reported along with recommendations.

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

As part of the study, multiple meetings, interviews, discussions were held with important stakeholders.

Table 3.5.1 Schedule of Meeting

Date	Activity/Event/Meeting	Venue
16-09-2020	Consultation with the officials	Vizhinjam Seaport Limited Thiruvananthapuram
17-09-2020	Site Visit	Project areas
02-10-2020	Socio-Economic Survey and Key Informant Interviews	Vizhinjam and Kottukal Villages
16/11/2020	Distribution of Notice about Public Hearing Meeting to the affected parties	Vizhinjam and Kottukal Villages
01-12-2020	Public Hearing	Venganoor Girls School

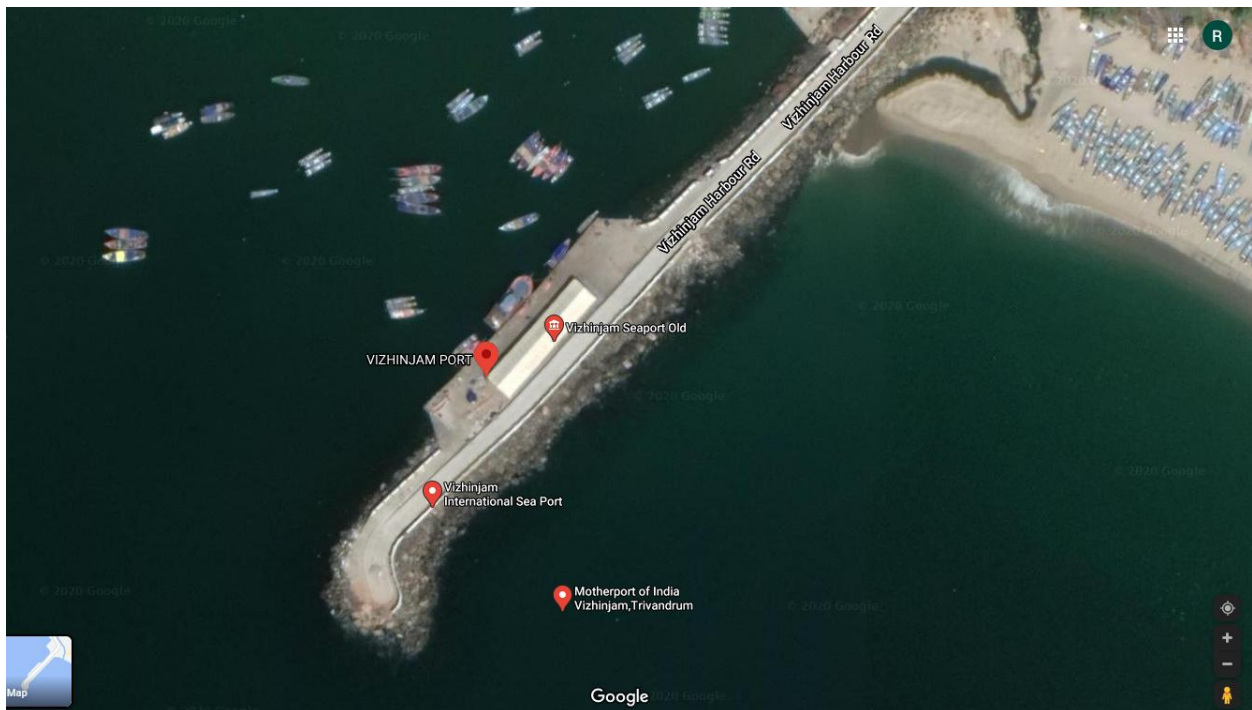
CHAPTER 4

LAND ASSESSMENT

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

The present land acquisition is proposed for the construction of Vizhinjam port. The project area belongs to Vizhinjam and Kottukal Villages of Neyyattinkara Taluk, Thiruvananthapuram District. Vizhinjam Port is located 15Km South West from the city center and 17 km south of Trivandrum International Airport along NH66. Vizhinjam is part of the mainland of Thiruvananthapuram and belongs to Trivandrum Municipality Corporation which locates around 2.9k.m.away, from M.G.road, Trivandrum town. Vizhinjam Port, the project site below:

Figure 4.1.1 Google Map of the Project Area



4.2 Entire area of impact under the influence of the project (not limited to land area for acquisition)

Vizhinjam port is expected to change the face of Trivandrum in many ways. Currently Trivandrum is a fine example of a consumerist place. There are small industries on going there by the construction of Vizhinjam port lot of items will reach Trivandrum by ship. Most of the items are transported from other state via road, rail, and so on. The effect of this that the price of items is more when you buy items. By coming of Vizhinjam International port this trend will most probably get reversed. When this Vizhinjam International seaport project comes huge quantities of items will be available and can also supply items to other state from Trivandrum.

Since the project is proposed to be executed on EPC basis the manpower required by VISL would be towards planning and monitoring. The company proposes to have a team with technically qualified members for the project comprising the CEO and secretaries assisted by personal in the administration and finance, commercial, planning, and development and engineering division.

The expected benefits of this projects are the land price is going to increase, more business and trading companies will attract to Trivandrum and the city will become more prosperous. Some other benefits that will change the outlook by this project are international recognition, more number of job opportunities, better infrastructure, better road, and better development and improve economic growth.

Figure 4.2.1 Project location photographs



It is stated that 129 survey numbers will be affected due to the project for the development of Vizhinjam-International Seaport Limited. Majority of them will lose their agricultural land and residence. And also the four resorts will be affected. Besides the land acquisition will be indirectly affected families who works in the project area as businessmen and labors.

The table below explains about the possible impact of the project affected land owners:

Table 4.2.1 Possible Impacts of the Land Owners

Sl. No	Name and address	Impact
1	Ranjith Mathew A 9, Belhaven Gardens, Kavadiyar, Trivandrum.	Loss of Business Property (Coconut Bay Beach Resort)
2	Reeni Mathew A 9, Belhaven Gardens, Kavadiyar, Trivandrum	Loss of Business Property (Coconut Bay Beach Resort)
3	Joseph Manoharan A 9, Belhaven Gardens, Kavadiyar, Trivandrum	Loss of Business Property (Zambi's place)

4	Andreas Kurt Wilhelm Heitmann	Loss Of Business Property (Thapovan Heritage Home)
5	Padmakumari Manu Nivas, Aazhakulam, Vizhinjam PO	Agriculture Land
6	Rajendran And Omana ChellanNaadar, Panavilakkode, ThekkethattKizhakkeyidathVeed, Vizhinjam PO	Agriculture Land
7	Preetha K Nair Bharghavi Pillai and Omana Pillai	Agriculture Land
8	Karthikeyan S/O Padmanabhan, Thottam, Sauparnika, MullurDesham	Agriculture Land
9	R. Raveendran and Sujatha R Sreeshyam, Nellikkunnu, Mullur PO	Loss Of Business Property (Sea Park Beach Resort)
10	Manu V 60/769, Thekkenandikulam, ThekkarikkVeedu, Mulloor PO	Residence
11	KumariKavitha DpSadanam, Valavunada East, Kottukal PO, Kottukal	Agriculture Land
12	Padmakumar P Padmalayam, Mullur, Mullur PO, Vizhinjam	Residence Area
13	BhagavathiParukutty(Joint Property) Krishna Prasad, Prasad House, Valavunada Kottukal	Agriculture Land
14	PrabhakaranNaadar P AnaghaBhavan, mullur, Vizhinjam	Residential Property

Besides the above mentioned impacts of the land owners it is understand that the land acquisition will cause direct impact on 14 families' atVizhinjam. Three of them are resorts. Six of them constitute agricultural land and the remaining are residential properties.

4.3 Total land requirement for the project

The proposed extension of land acquisition requires 4.2818 hectares of land from Vizhinjam and Kottukal villages respectively which belong to Neyyattinkara Taluk. As per the revenue records these land belong to ‘Purayidom’, major portion of the project site is being used for residential and commercial purpose.

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

Any of the public utilized land is not identified in the project area.

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

As per the available information from the concerned departments, land has been purchased for the project.

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

Vizhinjam, is an area located in Kerala state capital city Trivandrum. The port is proposed at Vizhinjam 16km away from Trivandrum, the proposed Vizhinjam port is just 10 nautical miles from the international shipping lane. The location is economically and geopolitically significant as a key point connecting the shipping between South Asia and the Middle East.

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

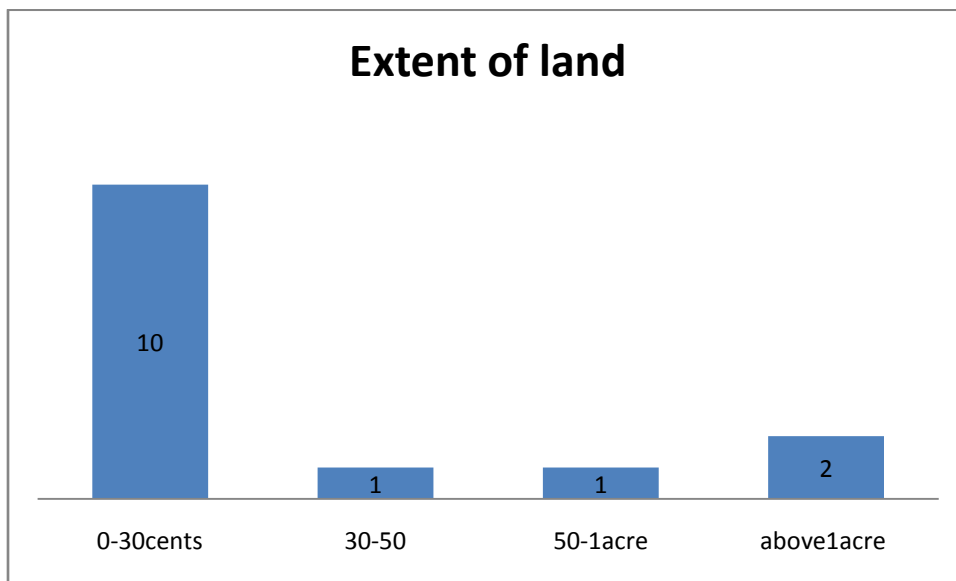
The land in all survey numbers are categorized as “Purayidam” in Revenue records. The project area is a residential area and also few commercial buildings found in the affected area.

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

Majority of the project land consists of building/resort , house and agricultural land. SIA study team identified and surveyed 14 land owners.

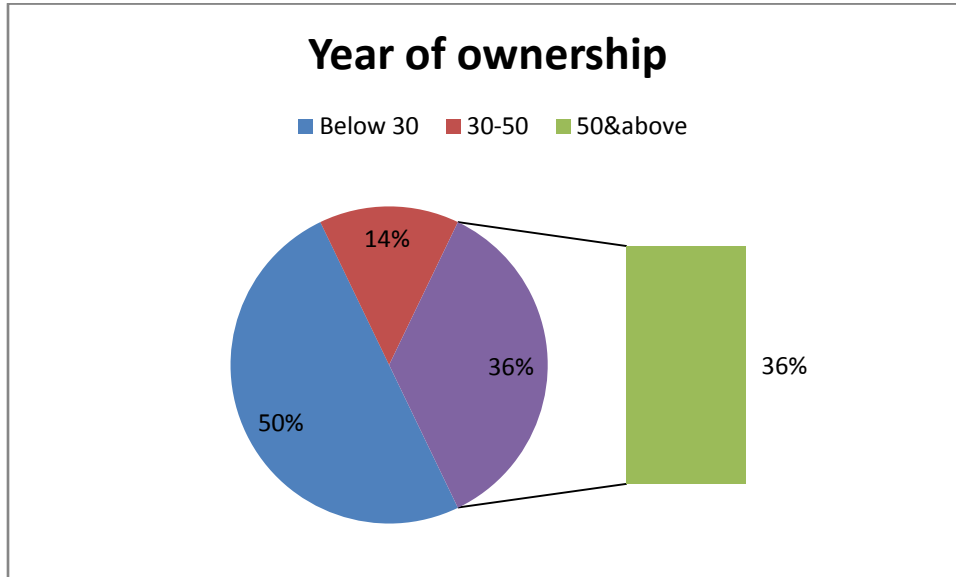
Total Extent of land owned by Affected Person

As illustrated in Figure 4.8.1, 10 persons hold a land area of less than 30 cents , 1 person hold land area of 30 to 50 cents,1 person hold land area of 50 to 1 acre and 2 persons hold an area above 1 acres of land (Figure 4.8.1)



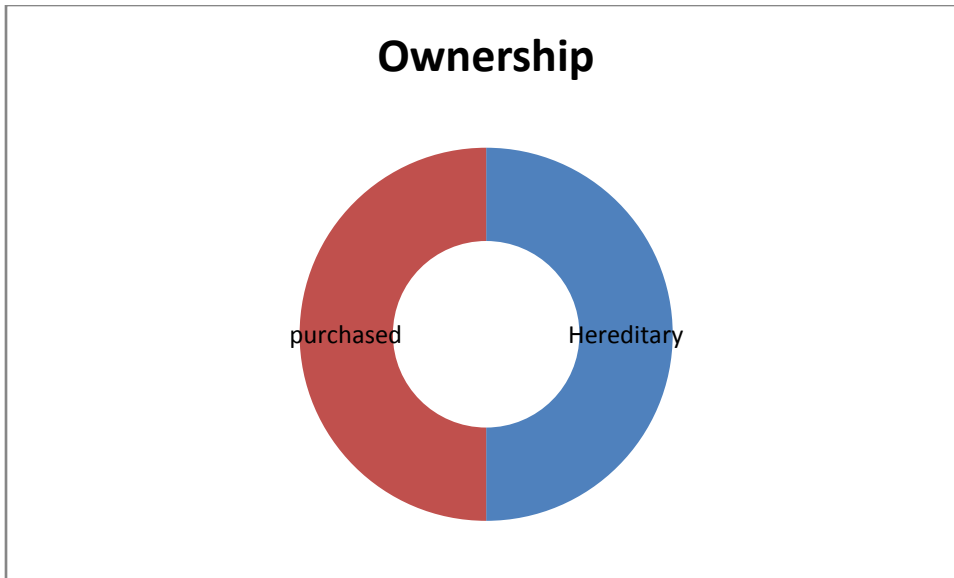
Year of Ownership

The year on which the affected person hold ownership ranges from 50% of the family members hold their property below 30 years 14% of them hold their property 30 to 50 years and 36% of them hold their property more than 50 years(Figure 4.8.2)



Nature of the Possession

50 % of them have inherited the land from their ancestors and the remaining 50% have bought the land to arrive at ownership (Figure 4.8.3)



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

No transaction was done in the land to be acquired for the last 3 years as per the information received from the respondents.

CHAPTER 5

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

5.1 Estimation of families

As per the schedule notified by order of the Governor (Notification G.O(P)No.42/2020/RD dated 16/06/2020) in Kerala Gazette Extra Ordinary No.1480 dated 18th June 2020, 4.2818 hectares of land is reported to be acquired for the development of Vizhinjam International Seaport project in Neyyattinkara Taluk. The land consists of 129 survey numbers. Information about these affected families are given in the following chapters.

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

List of the affected land owners along with the survey/resurvey number are given in the below table.

Table 5.1.1 List of Land owners

Sl. No.	Name and Address of the land owners	Survey/ Resurvey No.
1	Ranjith Mathew A 9, Belhaven Gardens, Kavadiyar, Trivandrum.	
2	Reeni Mathew A 9, Belhaven Gardens, Kavadiyar, Trivandrum	
3	Joseph Manoharan A 9, Belhaven Gardens, Kavadiyar, Trivandrum	

4	Andreas Kurt Wilhelm Heitmann	
5	Padmakumari Manu Nivas, Aazhakulam, Vizhinjam PO	
6	Rajendran And Omana ChellanNaadar, Panavilakkode, ThekkethattKizhakkeyidathVeed, Vizhinjam PO	
7	Preetha K Nair Bharghavi Pillai and Omana Pillai	
8	Karthikeyan S/O Padmanabhan, Thottam, Sauparnika, MullurDesham	
9	R. Raveendran and Sujatha R Sreeshyam, Nellikkunnu, Mullur PO	
10	Manu V 60/769, Thekkenandikulam, ThekkarikkVeedu, Mulloor PO	
11	KumariKavitha DpSadanam, Valavunada East, Kottukal PO, Kottukal	
12	Padmakumar P Padmalayam, Mullur, Mullur PO, Vizhinjam	
13	BhagavathiParukutty(Joint Property) Krishna Prasad, Prasad House, Valavunada Kottukal	
14	PrabhakaranNaadar P AnaghaBhavan, mullur, Vizhinjam	

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

Neither any Scheduled Tribes, nor any other community with special forest rights are reported to be affected with the project.

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

Common property resources are not being affected due to the project

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

No such families are residing in the affected area.

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

No such families are residing in the affected land.

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

It is understood that 5 land owner does business (3 resorts) in the affected area will lose their livelihood. Besides land acquisition will also cause loss of livelihood income from agriculture of 6 families and residence of 3 families will be affected.

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

The loss of job and income of the families other than the owners working in the affected business firms/resorts are considered as the indirect impact of the project.

5.6.2 Inventory of productive assets and significant lands.

As per the official records affected land belongs to “Purayidam” category. Besides the Most of the affected land are attached with residences, agriculture land and

business property and some trees including fruit bearing trees have to be cut down for the project. Those are mentioning in table 5.6.2.1.

Table 5.6.2.1. Statistics of tree affected

SI.No	Trees/Crops	Units
1	Coconut tree	840
2	Jackfruit Tree	2
4	Anjili	6
5	Plantain	300
6	Teak	1
7	Other trees	47
Total		1196

CHAPTER 6

SOCIAL ECONOMIC AND CULTURAL PROFILE

(AFFECTED AREA AND RESETTLEMENT SITE)

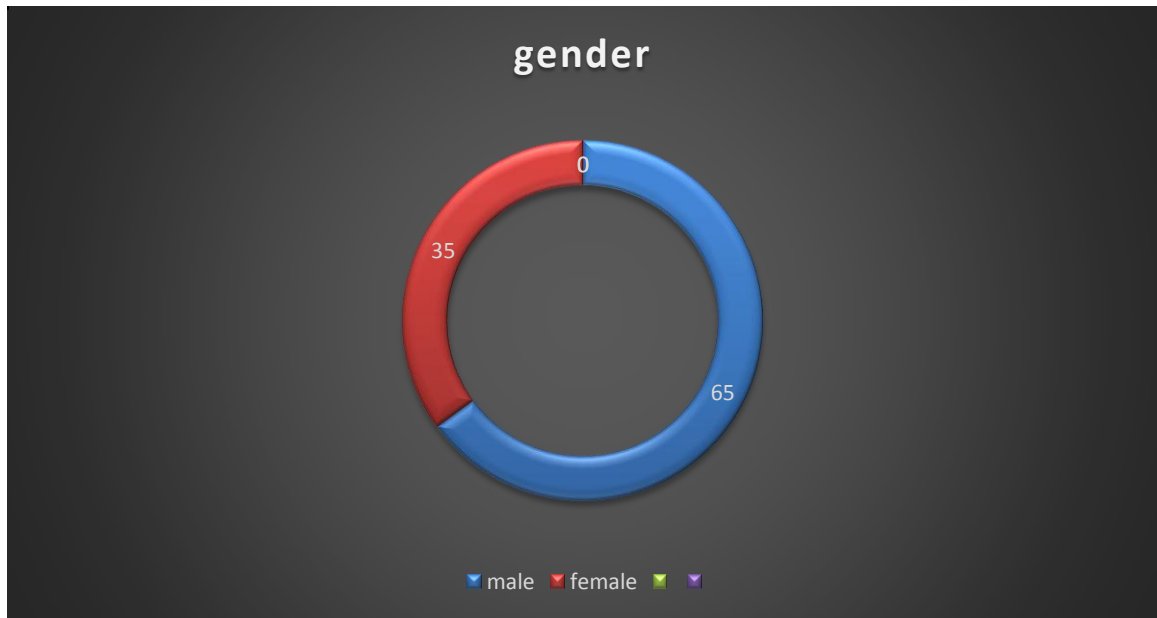
This chapter contains information about the socio-economic and cultural aspects of the affected families. It includes the demographic details, economic status, vulnerability among the affected families, local economic activities in the area, enumeration of the livelihoods of affected families, socialization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

Social Impact Assessment Unit identified 129 survey numbers and socio economic survey were conducted in the affected area. The SIA unit collected socio-economic details from the affected families through survey. This chapter analyzes the socio-economic background of the affected families.

6.1 Demographic details of the population in the project area

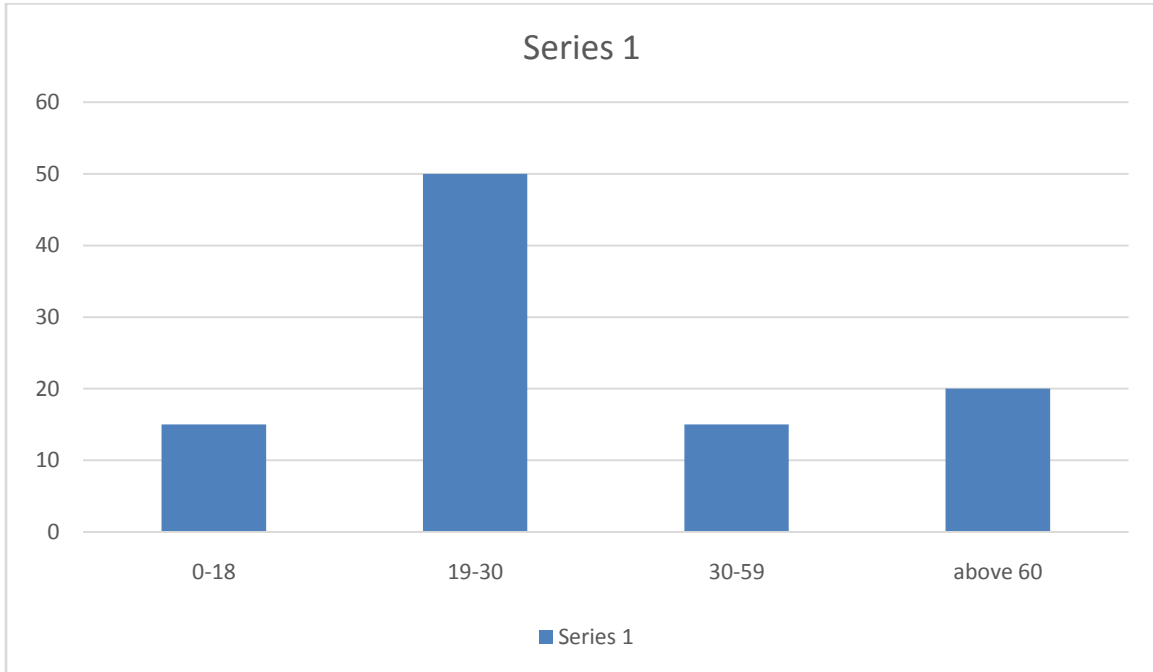
The land to be acquired for the purpose of Vizhinjam International Seaport is an urban area. The gender category of the members of the 14 owner families surveyed is depicted in the figure below.

Figure 6.1.1 Gender of the Project Affected Family Members



While analyzing the demographic details of the surveyed project affected owner families, it is illustrated in the figure 6.1.1.that out of the surveyed population of 14 families 65% are males and 35% are females.

Figure 6.1.2. Age of the Project Affected Family Members



Out of the surveyed population (14 families) of the project, 50% of them are above 18 and below 30, 15 % of them are below 18 years, 15% above 30 and 20% of them above 60 years.

Table 6.1.1. Religion of the Project Affected Families

Religion	Number of Families	Percentage
Christian	3	15
Hindu	11	85
Total	14	100

Table 6.1.1.describes about the religion of the affected families. Out of the 14 families surveyed 3 families (15%) belong to Christian religion and majority of the affected families i.e., 11 families (85%) follow Hindu religion.

6.2 Income and poverty levels

Based on the classification by Public Distribution System out of 14 families 7 families possess White ration card, 7 families possess Blue.

Out of the 14 affected families, 9 families are earning income between RS 20,000/- and RS 30,000/-, 2 families are earning above RS 1 lakh and 3 families are earning above RS 1 crore.

6.3 Vulnerable groups

Among the affected population, children below 18 years is 15% and elders above 60 years of age is 20% who would be considered as vulnerable.

6.4 Land use and livelihood

Out of the 14 land owners found out by the SIA unit, majority of the land owners i.e. 9 (79.3%) are using the land for living and five land owners are using for business/resort . But proposed acquisition may cause hindrance to business and will decrease their income level. One land owner reveals that rent from one shop is a major source of his family income.

6.5 Local economic activities

The land to be acquired for the proposed project is an urban area and majority of the affected land owners are using the land for business/resort. Acquisition may cause hindrance to their income level. Private jobs, Pension, Government jobs etc. are the other source of income of other land owners.

6.6 Factors that contribute to local livelihoods

There are some businesses activities such as Resorts, shops, homestay ,tea stall, hotel, fishing etc. are in the affected area. Besides this 3 resorts will also be affected.

6.7 Kinship patterns and social and cultural organization

Majority of the affected families are nuclear families. Only very few families are joint family. There is no cultural organization found in the project affected area.

6.8 Administrative organization

None of the Administrative organization is affected due to the project

6.9 Political organization

None of the political originations are being affected by the project.

6.10 Community based and civil society organizations

No such organizations are affected due to the project.

6.11 Regional dynamics and historical change processes

Vizhinjam is an area located in the Kerala state capital city Trivandrum. It is located 15km south west from the city center and 17 km south of Trivandrum International Airport along NH66.

As per the historians, Vizhinjam located at the extreme south western tip of South Asia, served as an important port throughout the history of the region. Vizhinjam was the administrative capital of Arya Kingdom, which is believed to have ruled over parts of the Southern India between the 8th and 10th centuries A.D. The region had witnessed several battles in which the Chola and Pandya dynasties attempted to gain control of the port town.

6.12 Quality of the living environment

The project may improve the mobility of the people and transportation in the area. So the project will bring positive impact on the quality and living environment of the people of the region.

CHAPTER 7

SOCIAL IMPACT MANAGEMENT

7.1 Approach to mitigation

To assess the mitigation, the expert research team of SIA Unit has adopted an approach that is spanned in four phases. In the first phase, a physical observation of the area was held and conducted a pilot study to understand major risks and opportunities involved with the project. Later the affected families was surveyed by using a structured questionnaire and collected details on the socio-economic background of the families dynamics of risks of each affected families is collected. To understand generic and common risks involved with the project, in-depth interviews were held with selected key persons and stakeholders of the project. A Public Hearing will held on 1st December 2020 as the fourth stage in Venganoor Girls School.

7.2 Measures to avoid mitigate and compensate impact

The proposed land acquisition in Vizhinjam and Kottukal Villages in Neyyatinkkara Taluk for Vizhinjam International Seaport project by the requiring body by minimizing the impact in the most possible manner. The Land owned by 129 survey Nos will be acquired for the project .Decrease of the land holding of the families and loss of the properties including trees attached to the land are the impact caused to the land owners .In addition to that the project may cost an indirect impact such as loss of lively hood ,who serves in the project area . Following measures may be taken to avoid, mitigate and compensate impact

- Compensation shall be provided to the affected families as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 and Kerala Right to Fair Compensation and

Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015.

- R&R package shall be provided for the affected properties as per the Policies vide G.O.(Ms)No.485/2015/RD dated 23/09/2015 and 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 RFCTLARR Act 2013.
- Ensure the specialty of the region, the loss of working period due to the project and the income earned from the effected properties are properly considered while calculating the compensation for the lively hood affected resort owners.
- Timely Rehabilitation measures shall be taken for the displaced families without affecting the stay of the families and ensure that they have given residential facilities which are not below than the present living situation.

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 Policies issued by Revenue(B) Department, Government of Kerala vide G.O.(MS)No.485/2015/RD dated 23/09/2015 and 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 RFCTLAR&R 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

To mitigate the social impact of the proposed land acquisition, R&R package should be provided to the families 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 RFCT LAR&R Act 2013 by strictly following the time plan and procedures stated in the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.

Table 7.6.1 Social Impact Management Plan

Sl. No.	Impacts	Impact Management	Time Plan	Monitoring Indicators
1	Loss of land	Provide compensation as per the 1 st schedule of RFCTLARR Act 2013 and the related policies of Kerala State Government	Time frame as per the Kerala Right to Fair Compensation and Transparency in Land Acquisition,	Sensitize the affected families about the reasonable price and other legal benefits of the land is providing
2	Loss of the properties attached to	Provide compensation as per the 1 st schedule of RFCTLARR Act 2013 and		Assets should be measured in the

	the land	the related policies of Kerala State Government	Rehabilitation and Resettlement Rules 2015.	presence of the land owners and inform them the procedures of its valuation
3.	Impact on residences/ displacement	Provide compensation and R&R package as per the 1 st &2 nd schedule of RFCTLARR Act 2013 and the related policies of Kerala State Government		Speedy resettlement procedures. Resettlement before displacement. Ensure the families will not face difficulty for stay and basic facilities even for a day.
4	Loss of livelihood/in come	Provide R&R package as per the 2 nd schedule of RFCTLARR Act 2013 and the related policies of Kerala State Government		Reasonable consideration for the dropping livelihood of the owners considering the speciality of the area and the income had been received from there

5	Impact on Agriculture/trees	Provide compensation and R&R package as per the 1 st &2 nd schedule of RFCTLARR Act 2013 and the related policies of Kerala State Government. As far as possible protect the trees in the area otherwise measures to be taken to replant equal number of destroyed trees		Environment protection of the area
6	Insufficient land for reconstruction	Consider full acquisition		Reasonable consideration for the affected house, basic facilities and livelihood measures
7	Waste formation during construction	Scientific and timely disposal of construction waste.	Plan for waste disposal before construction period	Ensure the wastage is properly disposed before the commissioning of the project without causing environmental issues to the area.

7.7 The SIA 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

RFCT in LAR&R 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 / control of the appropriate Government and the Commissioner for Rehabilitation and Resettlement, the formulation, execution and monitoring of the Rehabilitation & Resettlement Scheme shall vest with the Administrator.

In the proposed and acquisition for the construction of Vizhinjam Seaport, the major mitigation measures from the acquisition can be handled by providing the appropriate compensation under the RFCTLAR&R 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 to 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

VISL may provide necessary information to the governing offices and shall finalize the resources and capacities in consultation meetings.

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 financial Sanction for the project has been accorded by Kerala Cabinet set aside an amount of Rs.150 crore for the rehabilitation of fishermen families residing within 50 meters from the sea shore. Resettlement procedures shall be done for the affected properties and compensation would be provided to the affected persons. Considering all the impacts of the land acquisition a draft Rehabilitation and Resettlement scheme will be prepared.

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

- Fair compensation
- Speedy rehabilitation measures
- Speedy procedures and disbursement of compensation
- Time bound clearance of construction waste from the site

10.2 Reporting mechanisms and monitoring roles

Rehabilitation and Resettlement procedures as stated in the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015 and Resettlement procedures as per the Policies vide G.O.(Ms)No.485/2015/RD dated 23/09/2015 will be 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

Vizhinjam International seaport project is dream project of the country as it is India's first Mega Transshipment Container Terminal. Realization of the port has been touted as a game changer for the fortunes of Kerala .The site at Vizhinjam enjoys a natural water depth of around 24m within one nautical mile from the coast and is also located near to the international sea route. These two principal factors make Vizhinjam a promising location for development of an all-weather deep-water ports. The development of the hub at the proposed location could therefore save considerable foreign exchange outflow and more importantly increases the global competitiveness of Indian export and that of Kerala in particular due to transshipment through Vizhinjam Port.

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.

Based on the analysis and assessment of the positive and negative impacts of the land acquisition for the construction of Vizhinjam International Seaport Limited, it is understood that the project is expected to improve quality of living in the region especially in case of trading and the same is empathized by many of the affected persons despite the adverse impact the project brings. Hence the SIA

Team recommends the project of Land Acquisition for the construction of Vizhinjam International Seaport Limited, to be implemented with the existing land acquisition plans. The following measures are recommended to mitigate the impact

- Compensation shall be provided to the affected families as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 and Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015.
- R&R package shall be provided for the affected properties as per the Policies vide G.O.(Ms)No.485/2015/RD dated 23/09/2015 and 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 RFCTLARR Act 2013.
- Ensure the specialty of the region, the loss of working period due to the project and the income earned from the effected properties are properly considered while calculating the compensation for the lively hood affected resort owners.
- Timely Rehabilitation measures shall be taken for the displaced families without affecting the stay of the families and ensure that they have given residential facilities which are not below than the present living situation.

REFERENCES

1. The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
2. Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015.
3. Kerala State Policy issued by Revenue (B) department G.O.(MS)No. 485/2015/RD dated 23.09.2015 for fair compensation and transparency
4. Kerala State Policy for Rehabilitation and Resettlement Package for acquisition of Land in the State in lieu of RCFTLAAR Act, 2013 G.O. (Ms) No. 448/2017/RD dated 20/12/2017
5. Kerala Gazette (Extraordinary)No 1480 dated 18-6-2020
6. Notification No G O (p) No.42/2020/RD dated 16-6-2020 by District collector Thiruvananthapuram
7. Integrated port Master Plan report