

Social Impact Assessment *Study of*

Atlantis Railway Over Bridge (Phase II) Kanayannor Taluk of Eranakulam and Elamkulam Villages of Eranakulam District (0.5099 Hectares)

Draft Report

Requiring Agency
**Roads and Bridges Development Corporation Ltd. Kerala
(RBDCK, Kerala)**

By
KERALA VOLUNTARY HEALTH SERVICES
COLLECTORATE P.O.
MULLANKUZHY
KOTTAYAM – 686002
E-mail : keralavhs@yahoo.co.in
Web : www.keralavhs.com



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CHAPTER 1

EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

Transportation systems are backbone for the development of any country. There are mainly three types of surface transport systems ie Road Transportation system and Railway transportation system and Water transportation system. When it is required to intersect the two Transportation systems or even same Transportation system it will cross either at the same level or at different Level. The Bridges are constructed for intersecting two transport systems at different levels.

The bridge is a structure constructed to span the obstacles, such as water body, valley, Railway, or Road. The purpose of bridge is to provide passage over the obstacle. The bridge may be classified based on its purpose, site condition, construction material, loading standard and spans. The bridges are classified according to crossing in following three types. River crossing: The Bridge across a water body. Viaduct: The Bridge across a deep valley which is without perennial water is called a viaduct. Grade Separator: The Bridge built to cross another route of communication/Transportation system passing at different level is called grade separator. When Railway and Road crossing at same level called Level crossing and when Railway and Road crossing at different level called grade separator. The grade separators are two types like over bridge or under bridge. The Railway and Roads are crossing at many locations by the means of Level crossing, Road under bridge or Road Over Bridge. The Road over bridge (ROB) are constructed where Road alignment crosses above the Railway alignment. ROB's are usually constructed where enough space is available for the approaches. The requirement of vertical clearance for Railway is more than Road section. Thus, the more approach length is required in case of ROB. The vertical clearance



requirement for Railway corridor of dedicated freight corridor (DFC) and double stack container (8 to 9 meter) are much higher than present Railway system. Due to increased approach length the construction of ROB is always a challenge. Looking into the construction feasibility ROB construction is easier than RUB. The ROB are constructed above the Railway track all activities of ROB construction are executed above the Rail level except foundation. The restriction to the Railway movement is very less during construction of ROB. Usually, no speed restrictions are required during construction of ROB. The most of the activities such as launching of superstructure may be executed during the traffic.

Smooth and safe road traffic is an indicator of a nations' sustainable development. Traffic congestion and blocks are considered as one of the major causes of slow economic growth of nations. This is also termed as a potential cause of road accidents. When a flow of traffic is facing hurdles or demand for space greater than the available road capacity leads to Traffic block or Congestion. There are a number of specific circumstances which cause or aggravate blocks. Stopping of vehicles for train traffic is one of the major causes of traffic block in India. Approximately 10-15 minutes are losing due to traffic blocks due to stoppage of vehicles in railway crossings. This is wasting time of motorists and passengers and delayed arrival. Inability to forecast travel time accurately, leading to drivers allocating more time. For compensating the time lose drivers compelled for fast driving which leads to accidents. In India it was calculated that an average 100 million-man days are losing every year due to traffic blocks in railway crossings. Wastage of fuel due to increased idling, acceleration and braking increasing air pollution and emissions. All these lead to heavy economic lose and public health issues. Constructing over bridges or by passes is the best solution for traffic blocks due to railway crossing. Construction of bypasses is



time consuming and more land to be acquired and many a time the purpose is not meet successfully.

The Atlantis road is the fifth important roads which cross the Railway line between North Station to Wellington Island within the Cochin Municipal Corporation limit. This is one of the best by- pass to Vyttila- Ernakulam South Road which is having heavy traffic during the day time. Wellington Island station is the major terminal station of Ernakulam North and South Stations of Indian Railway. Therefore, the root is always busy with shunting of train from arrival station to departure station and terminal stations to departure station. The proposed project intended to develop the road as a bypass to important junctions of Kochin Corporation like Vyttila, Kadavnanthara, Panampally Nagar etc.

The Government of Kerala (GOK), through Roads and Bridges Corporation Kerala is now planning to construct an Over Bridge in Atlantis Road aims to develop the road as a major Bypass to reduce the traffic block in Ernakulam city. The proposed project is estimated to benefit about 1000- 1500 vehicles daily.

1.2 Location

The project location is defined for the study is 100 meters both sides of Atlantis Railway cross in Ernakulam and Kanayannoor village of Ernakulam Thaluk of Ernakulam district. The Atlantis Rail way cross is very near to Thevara Junction in National Highway and Kochin Shipyard. It is a residential area and having institutions like Schools. The total population of the location is calculated as 400-500 in 75-100 houses. The project area is 0.25 km from Thevara Police Station Junction Jn in Kollam- Salem NH and 3km from Ernakulam South junction.



1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

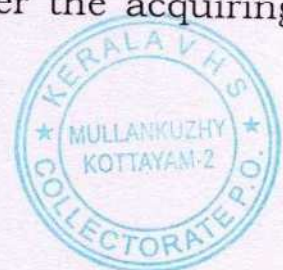
Land acquisition Special Tahsildar (LA) office, Cochin Corporation, Vyttila prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. List of Title holders are also prepared by the acquisition Authority. Deputy Collector (LA), Ernakulam is supervising the acquisition process for District Collector.

Details of project affected families

The social Impact Assessment Survey finds that twenty-five residential plots affected and one residential house displaced by the project. Twenty-three title holders are losing their land. Eight building belongs to seven title holders are also affected by the project. The socio-economic details show that no vulnerable title holders are affected by the project.

Details of the acquiring land

The total land acquiring for the project is 0.5099 Hectares. 85% land is residential but commercially important due to its nearness to major roads and important residential areas. The remaining is belonging to an educational institution and a commercial workshop. No agricultural land affected by the project. Eleven residential houses are partially affected by the project. Three title holders are losing their house. Most of the displaced residential property holders are holding ancestor property. Few squatter houses are also displaced. These squatters are residing in the area more than 30 years. Many are having multiple families. None of them is having land or property other than the affected one. Three commercial structures are affected by the project. Land of an Education Institution, One Automobile workshop, existing road, a Canal and railway land are the major properties coming under the acquiring



land other than residential structures and properties. Five residential squatters and one commercial squatter are displaced. Compound walls and other structures of three residential flats are affected. 15 affected properties are categorized as low land in revenue records but people claimed that all these lands were converted as residential well before 1990.

Socio Economic and Cultural Profile

The Socio Economic and Cultural profile of the area shows that 100% of title holders are holding the affected land more than 35 years. Out of 28 Project Affected people five are squatters, 23 are Title Holders one belongs to an Educational Institution. All title holders are middle and upper middle economic status. The occupational distribution shows that 59% of title holders are doing jobs in private institutions. 32% doing own business and 7% are government employees. Others are doing self-employment or daily wage activities. The economic status shows that 55% of title holders are having a monthly income of more than Rs. 15,000. 28% are having monthly income more than 50,000. But squatters are economically vulnerable. The land holding pattern shows that 79% of title holders are having total holdings less than 10 cents. 20% is having 10 cents -20 cents. Only 3 THs have more than 1 acre of land. Six scheduled cast families holding land in the project affected area.

1.4. Alternatives

Sl.No.	Alternatives	Remarks
1	Constructing the railway over bridge and approach road in the existing road itself with necessary widening.	Residential houses will not have affected and less area to be acquired. But more NTHs and buildings will be affected. The junction development is



		needed. Traffic through the existing road will be totally interrupted during construction.
2	Construct a flyover starting from Thevara Police Station Junction.	Huge investment and detailed studies are needed.

1.5. Social Impact

The visible impact of the project is the displacement of 13 houses including five squatters and two commercial establishments, loss of structures like compound walls of nine residential houses, two residential flats and an educational institution and lose of land of 23 title holders. The project is implementing over a railway track and a canal so length of the ROB is slightly longer than the normal ROB. This may affect some residence remaining near to the ROB for getting approval and sanction for renewing their building structure or constructing the new building. This may consider as a foreseen impact and include mitigation solution like granting exception exemption in building rules in the rehabilitation and resettlement package. The proposed project is a very long due project of Indian Railway and people are facing multi-dimensional problems like difficulty in getting non objection certificate for new construction and land transaction. Speedy implementation may reduce these difficulties of people residing in the area. More over government acquired some building and structures by giving compensation and people evicted from these buildings. Because of the delay these buildings are misused for anti-social activities. So, it is very necessary to complete the acquisition process at the earliest. The project is affecting approach roads in both sides of the canal which is the major access of several residences in the area. So,



replacement of these service roads is one of the major resettlement tasks of the project.

1.6. Mitigation Measures

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Residence	Rehabilitation/ Compensation	Compensate the loss.
2	Loss of part of residence	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc.
3	Loss of land	Compensation	Compensate the loss.
4	Loss of part of land	Compensation	Compensate the loss.
5	Loss of Building	Compensation	Compensate the loss.
6	Loss of part of Building	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in Licensing and Panchayath Act etc.



7	Loss of structures	Compensation	Compensate the loss.
8	Loss of Part of structure	Compensation	Compensate the loss.
9	Loss of Business	Compensation	Rehabilitation
10	Loss of employment	Compensation/Rehabilitation and Resettlement.	Rehabilitation and Resettlement
11	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
12	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
13	Loss of drinking water source.	Control	Compensate /Resettle
14	Loss of community properties	Resettle	Resettle
15	Loss of access to sub roads	Control & Resettle	Prepare a resettlement plan in consultation with Project Affected people.



16	Involved in land acquisition process	Control	Ensure community participation in the whole process.
17	Grievance	Control	Functional grievance redressal committee at village and district level.

1.7 Detailed Mitigation Plan

Potential Impact	Positive / Negative	Likelihood	Magnitude	Pre-Mitigation	Post - Mitigation	Mitigation Measures
Loss of Residence	Negative	Possible	Maximum	Medium	High	Ensure rehabilitation because the affected family is women headed. The Compensation to the loss. title holder is an aged widow.



Loss of Part of Residence	Negative	Possible	Maximum	Medium	High	Ensure rehabilitation because the affected family is women headed. The Compensation to the loss. title holder is an aged widow.
Loss of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Loss of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Relaxation in municipal Act



Loss of Part of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
Loss of structures	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.



Loss of business	Negative	Possible	Low	Minimum	Low	Compensation & Resettlement
Loss of Employment	Negative	Possible	Low	Medium	Low	Compensation & Resettlement
Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.



Loss of Drinking water sources	Negative	Possible	Low	Minimum	Low	Resettle
Loss of community Properties	Negative	Possible	Low	Minimum	low	Compensate or Resettle
Loss of access to sub roads	Negative	Possible	Moderate	Medium	Medium	Prepare a resettlement plan in consultation with Project Affected people.
Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.



Grievanc e	Positive	Possible	Minimu m	Minimu m	Low	Functiona l grievance redressal committee at village and district level.

1.8 Assessment of Social Costs and Benefits

Since nine economically vulnerable residential title holders and five residential squatters displaced by the project the overall impact of the project seems to be high in the pre mitigation phase. A maximum total 0.5099 hectare of land is required for the proposed railway over bridge construction. For this requirement of land, some people will have to leave their place and relocate especially five squatter residences. The social Impact Assessment Survey finds that 9 economically vulnerable residential title holders are also displaced. Twenty-Eight title holders are losing their land. Properties and some structures belong to two residential flats, One Commercial building, Structure belongs to an Education Institution, Properties of Nine residential houses are the other properties affected.

The people in the area is whole heartedly support the over bridge project except few. This project is a long due development initiative of Indian Railway. The Atlantis Rail way cross is one of the important sub ways which connecting West and East part of Kochi city. The proposed project will bring a free flow of traffic in Atlantis road and its benefits thousands of public and private vehicle travelers and motorists. In the other side the project displaced



thirteen residence including five squatters one commercial structure and compound walls and structures of two residential flats and an educational institution. The rehabilitation of displaced residential title holders and squatters will mitigate the impact marginally. Because of the long delay in land acquisition people in the area are facing several problems in land transactions, construction of structures etc. The project may appreciate the commercial importance of the area further.

One newly constructed building is affected by the project. Even though the owners are having other property the loss of building may affect their business and development plans. This should be considered during the time of resettlement. Include certain relaxation in building rules without compromising the safety in developing the resettlement package for those who are loss the commercial buildings will marginally mitigate the impact. The affected Anganwadi to resettle within 100mts of the present place, therefore the children can able to continue their studies without interruption. A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation. Government will prepare a plan for the existing road which will be non-traffic after the completion of the over bridge, otherwise encroachment and anti-social activities will be taken place in the area.

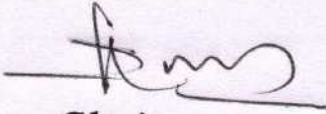
In short, the social impact due to the project of construction of railway over bridge at Atlanta road will be minimum in post mitigation phase in compared to the overall benefit of the project.

The proposed acquisition does serve public purpose. There was an overwhelming consensus among people, people' representatives, resident's associations, trade associations too with regard to the benefits accruing due to the proposed project.

The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition,



Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. Considering the public importance and interest the project is an inevitable need and the project is able to address the social impact of the project. Therefore, the project has to be implemented.



Chairman

SIA Unit

Kerala Voluntary Health Services



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കേരള സർക്കാർ
Government of Kerala
2021



Regn.No. KERBIL/2012/45073
dated 05-09-2012 with RNI
Reg No.KI/TV(N)/634/2018-20

കേരള ഗസറ്റ് KERALA GAZETTE

അസാധാരണം
EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

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(ചട്ടം 11 (3) കാണുക)

വിജ്ഞാപനം

C2-2381/19/DCEKM

2021 ഫെബ്രുവരി, 15

ഇതോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിട്ടുള്ള ഭൂമി ഒരു പൊതു ആവശ്യത്തിന് അതായത് എറണാകുളം അറ്റ് ലാന്റിംഗ് റെയിൽവേ ഓവർ ബ്രിഡ്ജ് -ഫേസ് II- നിർമ്മാണത്തിന് വേണ്ടി ആവശ്യമുണ്ടെന്നോ ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടിരിക്കുന്നതിനാലും ;

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തീരുമാനിച്ചിരിക്കുന്നതിനാലും ;

ഇപ്പോൾ തന്മൂലം ജില്ലാതല സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ പഠന യൂണിറ്റായ കേരള വോളണ്ടറി ഹെൽത്ത് സർവ്വീസസ്, കോട്ടയം എന്ന യൂണിറ്റിനെ നിയമം അനുശാസിക്കുന്ന രീതിയിലുള്ള സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ പഠനം നടത്തുന്നതിനും സാമൂഹ്യ പ്രത്യാഘാത നിർവ്വഹണ പദ്ധതി തയ്യാറാക്കുന്നതിനും ചുമതലപ്പെടുത്തുന്നു. ഈ പ്രക്രിയ 30 ദിവസത്തിനകം തീർക്കേണ്ടതാണ്. ഒരു കാരണവശാലും 2 മാസത്തിൽ കൂടുവാൻ പാടുള്ളതല്ല.

പട്ടിക

(ഏകദേശ വിസ്തീർണ്ണം ചേർത്തിരിക്കുന്നു)

ജില്ല : എറണാകുളം താലൂക്ക് : കണയന്നൂർ

വില്ലേജ് : എറണാകുളം

ക്രമ നമ്പർ	സർവ്വേ നമ്പർ	വിവരണം	വിസ്തീർണ്ണം ഹെക്ടറിൽ (ഹെ-ആർ-ച.മീ)
1	1008	നിലം	0.0016
2	1017	പുരയിടം	0.0018
3	1017	പുരയിടം	0.0003
4	1027	നിലം	0.0324
5	1027	നിലം	0.0152
6	1028	നിലം	0.1253
7	1028	നിലം	0.0180
8	1028	നിലം	0.1228
9	1028	നിലം	0.0110
10	1028	നിലം	0.0310
11	1028	നിലം	0.0005
12	1191	നിലം	0.0121
13	1222	പുരയിടം	0.0202
14	1221	പുരയിടം	0.0482
ആകെ			0.4404



വില്ലേജ് : എളംകുളം

ക്രമ നമ്പർ	സർവ്വേ നമ്പർ	വിവരണം	വിസ്തീർണ്ണം ഹെക്ടറിൽ (ഹെ-ആർ-ച.മീ)
1	906	നിലം	0.0445
2	1066	പുരയിടം	0.0050
3	1046	നിലം	0.0200
ആകെ			0.0695

ആകെ വിസ്തീർണ്ണം ഹെക്ടറിൽ 0.5099

(ഒപ്പ്)

ജില്ലാ കളക്ടർ, എറണാകുളം



അറ്റോർണിസ് റെയിൽവേ മേൽപ്പാലം - രണ്ടാംഘട്ടം

പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ

ക്രമ നം.	സർവ്വേ നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	1016/2	ചീഫ് ജനറൽ മാനേജർ എച്ച്.ആർ. ഇന്ത്യൻ ഓയിൽ കോർപ്പറേഷൻ ലിമിറ്റഡ്, കേരള സ്റ്റേറ്റ് ഓഫീസ്, പനമ്പിള്ളിനഗർ, കൊച്ചി - 36	0484 2825404	ഭൂമി നഷ്ടം, ചുറ്റുമതിൽ
2	901/1	രാധാമണി, വിജയൻ, മധു, സുഗത പുളിത്തറ വീട്, പനമ്പിള്ളിനഗർ, കൊച്ചി - 36	8089197071	ഭവന നഷ്ടം (കോൺക്രീറ്റ്, ഡബിൾസ്റ്റോർ)
3	പുറംപോക്ക്	പി.കെ.ശശി, പുളിത്തറ വീട്, പനമ്പിള്ളിനഗർ, കൊച്ചി - 36	9562404964	ഭാഗിക ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)
4	906/1	എം.സി. ആന്റണി, മൂന്നുകുട്ടുകൾ, പനമ്പിള്ളിനഗർ,	7012661524	ഭാഗിക ഭവന നഷ്ടം
5	പുറംപോക്ക്	സുരേന്ദ്രൻ, പെരുമ്പിള്ളിത്തറ, പനമ്പിള്ളിനഗർ,	9349247400	ഭാഗിക ഭവന നഷ്ടം (ഷീറ്റ്)
6	പുറംപോക്ക്	പി.കെ. തങ്കമ്മ, പെരുമ്പിള്ളിത്തറ, പനമ്പിള്ളിനഗർ,	9349247400	ഭവന നഷ്ടം
7	906/1	എൻ. എൻ. വിശ്വൻ(എൻ. എൻ.പോൾ,) നടുവിലവീട്ടിൽ, റെയ് ഷൈൻ കോളനി, പനമ്പിള്ളിനഗർ,	9847254569	ഭാഗിക ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)
8	(പുറംപോക്ക്)	എൻ.എക്സ് . ജോർജ്ജ് (ജോയി) നെടുമ്പിലത്ത്, റഷ്യൻ കോളനി, പനമ്പിള്ളിനഗർ,	9495157542 9746752613	ഭാഗിക ഭവന നഷ്ടം (ഷീറ്റ്)
9	906/1	കെ.എൻ. രവി, (അഡ്വ. കെ. ആർ. വിനോദ്, നന്ദനം, ആർ.എം.വി.റോഡ്, എളമക്കര, കൊച്ചി 26	9846091338	ഭാഗിക ഭവന നഷ്ടം (ഷീറ്റ്),വാടക
10	1191/3 1009/6	സെക്രട്ടറി, സ്കൈലൈൻ എമറാൾഡ് അപ്പാർട്ട്മെന്റ് ഒണേഴ്സ് അസോ	9447056888	ഭൂമി നഷ്ടം



		സിയേഷൻ, പനമ്പിള്ളി നഗർ, കൊച്ചി - 36		
11	1008/5, 6,7,8,9,10,11 1017/1, 2 1221	സെക്രട്ടറി, ലിങ്ക് ഹൈറ്റ്സ് ഒണേഴ്സ് അസോസിയേഷൻ പനമ്പിള്ളിനഗർ, കൊച്ചി - 36	9744466999	ഭൂമി നഷ്ടം
12	പുറംപോക്ക്	തങ്കച്ചൻ		ഭവന നഷ്ടം (ഷീറ്റ്)
13	പുറംപോക്ക്	റോമിയോ വർഗ്ഗീസ്, കൊച്ചു കാരോട്ട്, പനമ്പിള്ളി നഗർ, കൊച്ചി - 36	9496068927	ഭവന നഷ്ടം (ഷീറ്റ്)
14	പുറംപോക്ക്	വിനോദ് രാജൻ	9061107336	ഭവന നഷ്ടം (ഷീറ്റ്)
15	പുറംപോക്ക്	ലാലി , വലിയപറമ്പിൽ		
16	പുറംപോക്ക്	താമസം ഇല്ല		
17	1027/3	ജിജോ കെ.ജെ. കുട്ടിക്കാട്ട്, പറമ്പത്ത് റോഡ്, പനമ്പിള്ളിനഗർ ക്രോസ്റോഡ്,	9847447231	ഭാഗിക ഭവന നഷ്ടം (കോൺക്രീറ്റ്, ഡബിൾസ്റ്റോർ)
18	1027/1	പി.പ്രേംദാസ്, പെരുമ്പിള്ളി തറ, പറമ്പത്ത് റോഡ്, പനമ്പിള്ളിനഗർ ക്രോസ്റോഡ്, കൊച്ചി - 36	9744550041	ഭാഗിക ഭവന നഷ്ടം
19	1221	മോനിക്ക സെലിൻ പ്ലേമേന മോളി, ജോർജ്ജ് മാളിയേക്കൽ പനമ്പിള്ളിനഗർ ക്രോസ്റോഡ്, കൊച്ചി - 36	9995218521	ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)
20	1066	എ.വി. ജോർജ്ജ് ആഞ്ഞിലിത്തറ ഹൗസ് പനമ്പിള്ളിനഗർ ക്രോസ്റോഡ്, കൊച്ചി - 36	7356927286	ഭൂമി നഷ്ടം
21	1027/1	എൻ.എ. ജോസഫ് നടുവിലപ്പറമ്പിൽ പറമ്പിത്തറ റോഡ്, പനമ്പിള്ളിനഗർ	9746611833	ഭാഗിക ഭവന നഷ്ടം (കോൺക്രീറ്റ്, ഡബിൾസ്റ്റോർ)
22	1027/1	എൻ.എ. ജോർജ്ജ് നടുവിലപ്പറമ്പിൽ പറമ്പിത്തറ റോഡ്, പനമ്പിള്ളിനഗർ	9847166914	ഭൂമി നഷ്ടം



23	1027/1 1027/3	ജോസഫ് പി.ജെ. പറമ്പിലോത്ത്, ജോർജ്ജ് ഇന്റർനാഷണൽ, പനമ്പിള്ളി നഗർ	9562289564	ഭൂമി നഷ്ടം
24	1027/1 1027/3 1221 1046	ഫ. ജോൺ ബർക്കുമാൻസ് കോയിത്തറ, കണ്ണാർകാട്ട് കെ.പി.പാപ്പൻ (late)	9447459901 8078145944	ഭൂമി നഷ്ടം
25	1028/1,2,3,4,5,6,8	സ്കൈലൈൻ പീവീസ് പ്രോപ്പർട്ടി പ്രെ.ലി. പീവീസ് ഹൗസ്, കളത്തിപ്പറ മ്പിൽറോഡ്, കൊച്ചി - 16	9745997997	ഭൂമി നഷ്ടം കെട്ടിടം ഭാഗിക നഷ്ടം
26	2391/3	വി.സുകുമാരൻ (Late) കുഞ്ഞുമോൾ, വിനോദ്, ത്യാഗി കുഞ്ഞുമോൻ, അഭി രാമ, റ്റി.എസ്.വർഗ്ഗീസ്, റാണി തൊട്ടിൽപുതിയവീട്, പെരുമാനൂർ, കൊച്ചി - 16	9995151913	ഭാഗിക ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)
27	2391/3	റോസിൽ ലയോൺ നെടുംപറമ്പിൽ, പെരുമാനൂർ, കൊച്ചി - 16	9947896424	ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)
28	1222	സെന്റ്രൽ ബോർഡ് ഓഫ് ആഗ്ളോ ഇന്ത്യൻ ചാരിറ്റി ബിൽ സൊസൈറ്റി, സി.സി.പി.എൽ.എം. ആഗ്ളോ ഇന്ത്യൻ ഹൈസ്കൂൾ, പെരുമാനൂർ, കൊച്ചി - 16	9400667039	ചുറ്റുമതിൽ, ഭൂമി നഷ്ടം

