

Draft Report

SOCIAL IMPACT ASSESSMENT STUDY

Trivandrum International Airport Terminal II Phase II

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Executive summary

Project and Public Purpose: The proposed project is intended for the expansion of Trivandrum International Airport Terminal II Phase II. The need for the project arises from the constraints encountered by the present terminal in terms of its operational functions. Increasing number of flight traffic, stringent international standards in airport operations and spurt in the rate of domestic passengers have constrained the terminal operations in terms of facilities and space. Thus the expansion of the current phase becomes imperative for improving the standards of airport operations and services. Since the airport expansion can be done only in the adjacent areas of the present terminal the area proposed for the project seems to be the only one option for the project.

Location: The project is proposed to be located in the Vayyamoola area of Chakai ward of Trivandrum Corporation, which is a strip of land between the new international terminal building (NITB) and *Parvathy Puthanar Canal* behind the Ananthapuri Hospital.

Size and attributes of Land Acquisition: The present project envisages an area of land requirement of admeasures to 18 acres. A part of the proposed area is thickly populated while another portion of the area is lying uncultivated and open.

Alternatives Considered: The airport authorities have considered other possible areas within the airport for developing further facilities. But they are unable to find a suitable area because the present area itself is insufficient to meet the international airport standards. There is another proposal to extend the length of the present runway to meet the international safety standards. Hence the present location is found to be an area with least social consequence.

Social Impacts: The proposed project is likely to be displacing 73 families from their homes and acquiring land of another 32 families. Altogether 444 individuals are directly affected by the proposed acquisition of land. The major impact can be listed as loss of ancestral property and house, loss of employment opportunities, breaking up of social and neighborhood relations, the anxiety on the insecurity after displacement and loss of access to facilities like hospital, school and religious worship.

Mitigation Measures: The mitigation measures suggested to reduce the impact of land acquisition included fair and enhanced compensation for the land and assets which has to be distributed without much delay, establishing a grievance handling mechanism, support services for shifting materials from present house, accommodation facility during the transition period between displacement and resettlement. Employment opportunities to be reserved for the affected population in the project, offering skill training to the needy on selected vocational skills and provision of resettlement site which is reasonably close to the present location can also mitigate the negative effect of displacement of the community. Providing support services of a dependable NGO can also help in alleviating the psycho-social impact of the displacement.

Chapter 1: About the Project

Introduction

Implementation of any development project has both positive and negative outcomes. While a development project brings lot of economic and social benefits, it also creates several negative consequences to the people belonging to the project area. The relentless interventions of social activists and scientists have brought into being several supportive mechanisms to protect the interest of the affected people. One such recent initiative is the enactment of *the right to fair compensation and transparency in Land Acquisition, Rehabilitation and Resettlement act, 2013 (LARR, 2013)*. Section 4 of the act made it mandatory to determine the social impact and public purpose of land acquisition for development projects in our country. Enacting an act of this kind is a welcome move from the part of Government to consider the humane concerns of development projects, in which the affected population has a greater role and involvement in the land acquisition and resettlement process.

The act delineates several purposes of the social impact assessment (SIA). First one is to assess whether the proposed acquisition serves the public purpose. It also specifies to assess the extent of land and other common properties likely to be affected by the proposed project. Studying the social impact of the project and cost of addressing the social issues were also described to be included in the impact assessment (LARR, 2013). In that sense SIA helps to ensure the need for the project proposed and to enhance benefits to the poor and the marginalized while minimizing and mitigating adverse impacts of development projects on the local communities.

Trivandrum International Airport

Trivandrum International Airport, the first airport in the state of Kerala, is an international airport, which, primarily serve the capital city of Trivandrum and its neighbouring districts. The airport was established in 1932 as part of the Royal Flying Club under the initiative of Colonel Goda Varma Raja, Consort Prince of Travancore Kingdom.

In 1935, on royal patronage of H.H Maharaja Chithira Thirunal, Tata Airlines made its maiden flight to the airport using DH.83 Fox Moth aircraft. The first flight took off on 1 November 1935, carrying mails of Royal Anchal (Travancore Post) to Bombay. In 1938, the Royal Government of Travancore acquired a *Dakota* as Maharaja's private aircraft and placed the first squadron of Royal Indian Air Force (Travancore) for protection of state from aerial attacks. After Independence, the airstrip was used for domestic flights with construction of a domestic terminal.

Trivandrum is the fifth international airport of India declared by then Prime Minister of India, V. P. Singh in 1991. There are two terminals. Terminal 1 is for domestic (except Air India and Jet Airways) and Terminal 2 for international flights and all domestic flights of Air India. The domestic terminal has an area of 9,200 m² (99,000 sq ft) and can handle 400 passengers at a time. The Terminal 2 (NITB: New International Terminal Building) can handle 1,600 passengers at a time.

Rationale for the Project Including How the Project Serves the Public Purpose:

The present International Terminal building is confronted with lot of operational limitations. The terminal is having a peak hour capacity of 800 departing passengers and 800 arriving passengers. Four Aircrafts of Code C (medium type aircraft like Airbus 320) or two aircrafts of code D or E (bigger) and one medium type aircrafts (A320) can operate at a time. But requirement is for operating 6 to 8 aircrafts at a time and hence terminal building is congested during peak hours especially early morning. Present availability of operational facilities and requirement of facility is as follows:-

Table 1: Status of Operational Facilities in the Present Airport

Sl.No	Facility	Availability	Requirement
1	Building area	33000 Sq. m	90000 Sq.m
2	Check in Counters	36	60
3	Immigration counter (Dep)	12	30
4	Immigration counter (Arr)	14	30
5	Conveyors	04	06
6	Security check counters with X ray	03	06

(source: Office of the Airport Authority, Trivandrum)

There is a rapid increase in the number of domestic passengers in the recent years. A record of 30% growth in annual passengers in the Domestic flights in 2016 is reported compared to the normal 10% growth per year. A similar surge in cargo operation is also expected with the setting up of Vizhinjam port, which demands more cargo space and operations.

Other major constraints faced by the present terminal includes: limited Parking Bays and Aero-bridges, space constraints in the airline offices/back up operations, restricted parking facilities for vehicles, limited accessibility to passengers to reach the domestic terminal, limited passenger traffic of 4 million passengers per year, limitations in cargo handling due to space constraints, and limitations in allied facilities like control tower, DVOR, administrative building, space for police station and space for fuel hydrant system. Moreover, the present facilities are causing lot of difficulties to the airline operators. Airlines operating in domestic sector like Air India, Jet Airways, Indigo, Spicejet etc., are having hybrid operations e.g., flights coming from Bengaluru (Domestic Terminal) is going to Muscat (International Terminal) and flights coming from Maldives after landing at Trivandrum(International Terminal) goes to Bengaluru from the domestic terminal. Thereby, airlines have to arrange staff and counters at both domestic and international terminals. Moreover, the aircraft has to go from one terminal to other crossing the runway thereby blocking the operations of other aircrafts. This type of operation is not only expensive for the airlines but also time consuming thereby increasing the turnaround time of Aircrafts.

AS per the international standards the minimum land requirement for an international airport is 1000 acres whereas present Trivandrum international Airport has only 600 acres of land. The other two international airports of Cochin and Kannur have already 1000 acres of land each.

Table 2: Facilities Required in the Proposed Expansion Project

Sl.No	Facility	Proposed
1	Building area	55000 sq.mtr
2	Check in Counters	34
3	Immigration counter (Dep)	18
4	Immigration counter (Arr)	16
5	Conveyors	02
6	Security check counters with X ray	03

(source: Office of the Airport Authority, Trivandrum)

Back Ground of Developers of the Project and Their Governance Structure

Airports Authority of India (AAI) is a Category-I Mini Ratna Public Sector Undertaking under Ministry of Civil Aviation, Govt. of India. AAI manages total of 125 Airports, which includes 11 International Airports, 8 Customs Airport, 81 Domestic Airport and 25 Civil Enclaves at different air fields. AAI also provides Aircraft Traffic Management Services (ATMS) over entire Indian Air space and outstanding areas with more installation at all Airports and 25 other locations to ensure safety of aircraft operations.

Airports Authority of India Board approved Master Plan of Trivandrum Airport on 26.01.2006 and submitted a Master Plan to Kerala Government on 4.03.2006 with a requirement of 120 acres on land. 38 acres of land has been handed over and in which International Building has been constructed and balance of 82 acres are pending to be handed over to AAI. Considering the urgency of the requirement, Govt. of Kerala agreed for handing over 18.53 acres of land and Government as per the order issued vide No.363/2014/TRAN dated 20.08.2014. This is the area where the proposed expansion project is envisaged. Airports Authority of India board consists of Chairman and Five Members. In addition to Five Members, DGCA and Joint Secretaries of Ministry of Civil Aviation are also Members of AAI Board. *(Data shared by the Office of the Airport Director, AAI Trivandrum)*

Project Costs and Risks Involved

For Trivandrum Airport at present there are 2 Terminal Buildings. Terminal-1 (for Domestic) and Terminal 2 (for International). Terminal-2 (International) is having an area of 32,528 sq.mtrs and designed for peak hour capacity of 800 arrival and 800 departing passengers. At present peak time passengers is double the capacity for which building is designed. Hence it is proposed for expansion of the building integrated for Domestic also as it is difficult to operate two buildings in two locations due to operations reasons. The projected cost of the proposed project is Rs. 300 crores and it is included in 2017-2021 control period for expansion of the Terminal Building. The projected passenger traffic is 8 to 10% growth per year. Hence the building expansion is justified.

Examination of Possible Alternatives

Airports Authority of India has made the Master Plan for expansion of Terminal Building as the extension of the existing International Building and accordingly 120 acres of land requested to Government of Kerala and there is no alternative site available for expansion.

Phases of the Project

The Project is planned in 2017-2021 Control Period including expansion of terminal building, car park area and other annexure buildings as required.

Core Design Features of Construction

Since only 18 acres of land is being considered at present, a building with two level operations is planned, departure in first floor and arrival in ground floor. The construction proposal is enclosed as Annex-'A' and the anticipated building area is of 55,000 sqmts.

Workforce Requirements (both temporary and permanent)

For construction of the building temporary work force of 250 per day is required. Permanent work force depends on the requirement projected by Airlines, Ground Handling Agencies, Security agencies etc.

Details of Any Impact Assessment/technical Feasibility Studies Done

No impact assessment study has been carried out so far, however with the expansion of the building, the operations in Trivandrum Airport will be increased thereby increase of job opportunities at Trivandrum Airport, as well as economic growth of State.

Applicable Laws and Policies for the Proposed Project

The proposal for expansion is projected in 2017-2021 Control Period and submitted to AERA (Airport Economic Regulatory Authority) and they accepted the proposal in principle. AAI also included the above work in the budget.

Necessary permission shall be obtained from Regulatory Authorities like Pollution Control Board, Director General of Civil Aviation, Fire Department etc. when the project starts.

Chapter 2: Methodology of the Study

List of team members with qualifications

The following are the team members involved in the social impact study.

1. **Dr.Sabu P Thomas** MA (Social Work), Ph.D, Asst. Professor in Social Work, Loyola College of Social Sciences, Thiruvananthapuram.
2. **Dr.Prakash Pillai R**, M S W, Ph.D, Asst. Professor in Personnel Management, Loyola College of Social Sciences, Thiruvananthapuram.
3. **Mr.Biju Franklin**, MA (Sociology) , MBA (marketing), Research Associate , Loyola College of Social Sciences, Thiruvananthapuram.

Methodology

This social impact assessment study had been carried out as per the specifications of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement act, 2013 and its Kerala Rules, 2015.

Objectives of the Study

The thrust of Social Impact Assessment (SIA) is to ensure that the project design and implementation are socially acceptable and have only minimum harmful effect on the inhabitants of the locality. It also facilitates in preparing a good Rehabilitation and Resettlement(R&R) package for the project affected people. The SIA shall identify all potential social issues of the project and shall develop mitigation measures for addressing all these issues.

The **specific objectives of the SIA study of the expansion of Trivandrum International Airport** are as follows:

- To prepare a Socio economic profile of the people belonging to the project affected area
- To assess the major social impacts of the proposed project in the affected area.
- To identify the main stakeholders of the project and ensure their participation in the process
- To understand the perception of the people regarding the proposed project.
- To study the social issues that would be considered in the analysis of alternatives, planning and design of the project and establish their criticality in the context of the proposed project.
- To propose a Resettlement Action Plan and mitigation strategies to be considered to address the social impact of the project.

Key Tasks Carried out in this Study Include:

- Identify likely project affected area (direct/indirect) based on project proposal
- Gather information through desk research and field visits on existing baseline conditions, including all land uses, structures and people (e.g., demography, socio-economic status, vulnerability, status of infrastructure and access to people, livelihood status, legal status of land through revenue records.) within the likely project affected area.
- Study major and minor social impact issues including loss of assets, poverty, gender and health issues and estimate the economic and social impacts on people and land.
- Explore viable alternative project designs to avoid, where feasible, or minimize social impacts in the affected area.
- Suggest broad strategies for social impact mitigation and social value addition in order to optimize the outcomes of the project.
- Identify key stakeholders of the project (project implementing and executing agencies and groups from civil society; description of socio-economic organizations of local communities that may affect project outcomes; carry out public consultation with the

likely affected groups, NGOs, district administration and other stakeholders and document the issues raised and outcomes; and assessment of local capacities).

- Study people's perceptions of the impact of the project and minimum acceptable mitigation measures that will enable them to cope with economic losses and displacement.
- Socio-political analysis of local power relations and institutions available for participation, grievance redressal, and conflict resolution—access to resources and power by different groups and communities / categories of people.
- Propose Resettlement Action Plan and enhancement measures for implementing the Rehabilitation and Resettlement measures.

Methods and Sources of Data

The data for the social Impact Assessment study had been collected by applying a variety of methods and tools. Focus group discussions (FGDs) were conducted with affected population. This includes discussions with the leaders of affected community and the action council members who are engaged in the advocacy for the affected community members. This is followed by the focus group discussions (FGDs) with the community members in the locality which has been conducted in two phases. Firstly a discussion with those who are proposed to be affected by losing their homes had been carried out. The affected people who own land in the project area had participated in another FGD conducted in another location. This had been conducted separately to avoid any possible issues arising out of the conflict in interest of both the groups. The purpose of these FGDs was to gather preliminary information and perspectives about the nature and extent of impact of the project. Another important method applied to collect information for the study was Interviews with officials of the revenue department, and the Airport Authority of India (AAI). The interviews with govt. officials contributed to the basic information about the govt. procedures, the area and intensity of the acquisition. These include the District Collector, Deputy Collector, Special

Tahasildar (LA) and other officials in the LA team in the Collectorate. The interviews with the Director and other officials of Trivandrum International Airport were helpful in gathering the information regarding the project and their requirement of land. The specific details about each affected family had been collected through a survey among all the households likely to be affected by the project. The secondary data for the study had been gathered from internet, published sources and official documents in the collectorate and AAI.

Tools Used

The data collection for this social impact study had been completed with the help of a questionnaire prepared exclusively for the purpose. The main content of the questionnaire includes: Demographic profile of the respondents, details of land and property owned, family profile, extent of impact, their preferences for Resettlement and rehabilitation packages and the perception of the respondents about the positive and negative impact of the proposed project. The questionnaire prepared is pre-tested with a selected number of affected community members before it was finalized. Suggestions were also sought about the questionnaire from the Revenue Officials involved in Land Acquisition. The data collected were analyzed with the help of statistical package SPSS (version 21).

Sampling Design

Since there are only a limited number of families (105) directly affected by the project, this study followed a census method. The respondents of the survey constitute any adult member belonging to the affected households, who was available for sharing information during the survey process.

Table 3: Schedule of consultations with key stakeholders

22-05-2017,MON	Meeting with the District Collector and Special Tahasildar (LA) at the Office of the District Collector 11 AM – 3 PM.
26-05-2017,FRI	Consultation Meeting with Minister, MLA, Councillors, Collector, Govt. Secretary, Airport Authorities & Joint Action Council members at Collectorate-12 Noon – 2 PM.
27-05-2017,SAT	Visited the site with Mr. Bodhkumar, Deputy Tahasildar
30-05-2017,TUE	Discussions with Joint Action Council office bearers in Vayyamoola & visited the site at 3 PM.
17-06-2017,SAT	Meeting with Collector at 3 pm. To assess the progress of work.
18-06-2017,SUN	Meeting of Collector, SA Study team & residence association office bearers at Vayyamoola at 11 AM Fixed the date for marking the land as 28-06-17.
27-06-2017,TUE	Meeting with the Airport Director, AGM& Senior Supdt. at the office of the Director, AA, 2.30 PM
28-06-2017,WED	Measurement and Demarcation of Area (18 acres) proposed for the project in the presence of Spl. Tahasildar- LA (Sajukumar), Surveyer, Airport Representative (Ramakrishnan), SIA Team, and Representatives of Residents Association.
03-07-2017,MON	Meeting with Secretary Revenue (Mr.P H Kurian), District Collector , Spl. Tahasildar- LA (Sajikumar), Airport Director (Mr.Tharakan) , AGM Airport Authority (Mr.James), SIA team at the office of the Revenue secretary, Govt. Secretariat. To discuss the draft proposal of SIA study.
06-07-2017,THUR	Meeting with the Revenue Secretary, at the Govt. Secretariate.
18-08-2017,FRI	Consultation meeting with Ms. Savitha, Deputy Collector (LA) in charge & Ms. Manjula at the Collectorate to discuss the manpower requirement of SIA study.
06-10-2017,FRI	Meeting with Deputy Collector (LA)-Mr. Reghupathy, Manjula & Salila to Sign MOU for the SIA study
11-10-2017, WED	Discussions at Vayyamoola with the Office bearers of Joint Action Council and Residents' Association and planned out the dates for data collection at 5 pm.
13-10-2017, FRI	Training of data collection for the field investigators at 10.30 am- 1.30 pm at Loyola College of Social Sciences.
26-10-2017 to 12 - 12-2017	Survey at the affected areas
2-12-2017, SAT	Discussions with non-resident land owners of Vayyamoola in Mr. Mukundan's house. 20 persons attended.

Chapter 3 : Land Assessment

Entire Area to be affected: The present project of Phase II of the Terminal II is likely to be affected by the families belonging to the 18 acres of land.

Quantity and Location of Land proposed to be acquired: The 18 acres of land required for the Terminal II Phase II of the Trivandrum International Airport is situated in the Chakai ward of Thiruvananthapuram Corporation. This strip of land is situated in between the east boundary of present airport compound and the *Parvathy Puthanar* Canal.

Nature, present use and classification of land, cropping patterns: One part of the proposed land, which is adjacent to the airport compound wall, is thickly populated with most of the families having their homestead only. There are a total of 73 houses in this area, which constitutes 70 per cent of the total affected population. Another portion of the area includes open land which has been unused by several years. This land is distributed to 32 owners (30 per cent of the total affected families) in different land size holding. This land mainly occupies some coconut trees only. The owners of this land are seriously affected because they are not permitted to do any productive initiative in it. There were several notifications for the acquisition of the proposed area. Some of the community members who wanted to build houses in their land shared that the local self government authorities are not giving sanction to any construction in this place as it was proposed to be acquired for the project since long back. Hence the owners had no other choice but to leave the land barren and uncultivated. As per revenue records the land in the affected area can be classified as Nilam (wet land), Purayidam (dry land) , *Tharissu* (open), and *Puramboke* (non-patta). Of these 9.79 acres of land is classified as *Nilam* which is owned by 56 persons. There are 36 owners of Purayidam admeasuring an area of 4.61 acres. The area under *Tharissu* comes to 33 cents distributed over to 13 persons. Puramboke is occupied by 2 persons, which covers an area of 8.75 cents of land.

Size of holding and ownership patterns, and Land distribution

Table 4 : The Size of Land holding of Affected People

Size of Land Holding (in cents)	Number of Families	Percent
Less than 3	39	37.5
3 to 5	13	11.5
5 to 10	15	14.3
10 to 15	8	7.7
More than 15	30	28.6
Total	105	100.0

(Source : primary data)

About 38 per cent of the total affected families occupy an area of less than three cents. Twelve per cent of the affected families had a land ownership of 3 to 5 cents. Another 28 per cent had an ownership of land extending more than 15 cents. Around 21 per cent of the affected families had a land area in the range of 5 to 15 cents. That means about half of the total families had a land ownership of less than 5 cents, indicating that a good number of the affected population belong to small and marginal land holding category. The smallest plot is 0.75 cents and the largest area occupied by a single owner in the affected area is 105 cents with a mean ownership of 14.36 cents of land.

Size of Houses (proposed to be displaced)

Table 5 : Size of the House Proposed to be Displaced

Area of house (in Square feet)	Frequency	Percent
up to 500	34	46.57
501 to 800	18	24.66
801 to 1100	13	17.8
1100 and above	8	10.96
Total	73	100.0

(Source : primary data)

While analyzing the size of the houses likely to be displaced, around half (47 per cent) of the houses had a built-in area of up to 500 square feet. Another 25 per cent of the house owners occupy a house area in the range of 501 to 800 sq. feet. Around 18 per cent of the house owners do have relatively large houses with an area of 800 to 1100 sq. feet. But 8 houses in the area are relatively bigger with a built-in area of more than 1100 sq. feet.

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

Since the owners of land are unable to do commercial transactions, there were no such transactions during the last three years. The last commercial transaction in the affected area happened in the year of 2008. A few transactions had been made between the family members handing over the ancestral property to their successors.

Chapter 4: Number of Families Affected

This chapter delineates the details of the families and people likely to be affected by the proposed acquisition. The data for the analysis in the following sections have been generated through the primary sources.

Families Directly Affected

The land acquisition to the proposed project directly affects 105 families. This includes two categories of affected families namely those who lose their home and those who lose land only. Of this, 73 families will be displaced from their homes and the rest 32 will be directly affected by losing their land alone. These 105 families consist of a total number of 444 members who are directly affected by the proposed project. Almost all the affected population has been residing in the urban areas for the preceding three years.

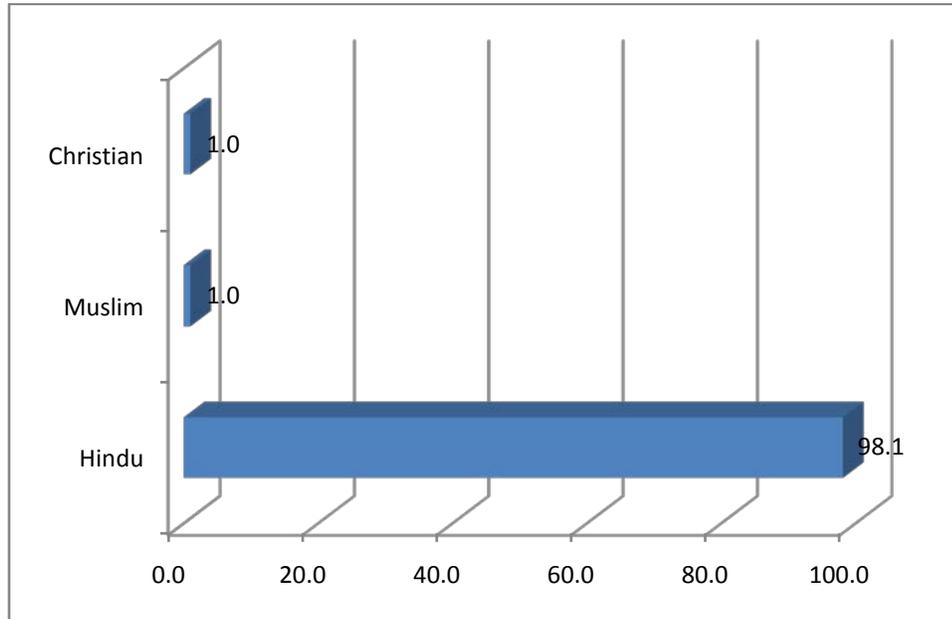
Socio-economic and Cultural profile

Demographic details of the affected people in the project area are discussed in the following section under the subheads of religion, category, family type, occupation and income. In addition to this the gender, marital status, age, education, occupation and income levels of all the people in the affected families are also given.

Religion of Affected Population

Almost all of the families (98%) affected by the proposed projects are Hindus. This area is predominantly a Hindu community area (diagram 1). There are one Christian and Muslim families each among the affected community. The Southern part of the proposed area (Vallakadavu) is a place where a large number of Muslim families are located. Any further acquisition of land may seriously affect a dominant number of Muslim families.

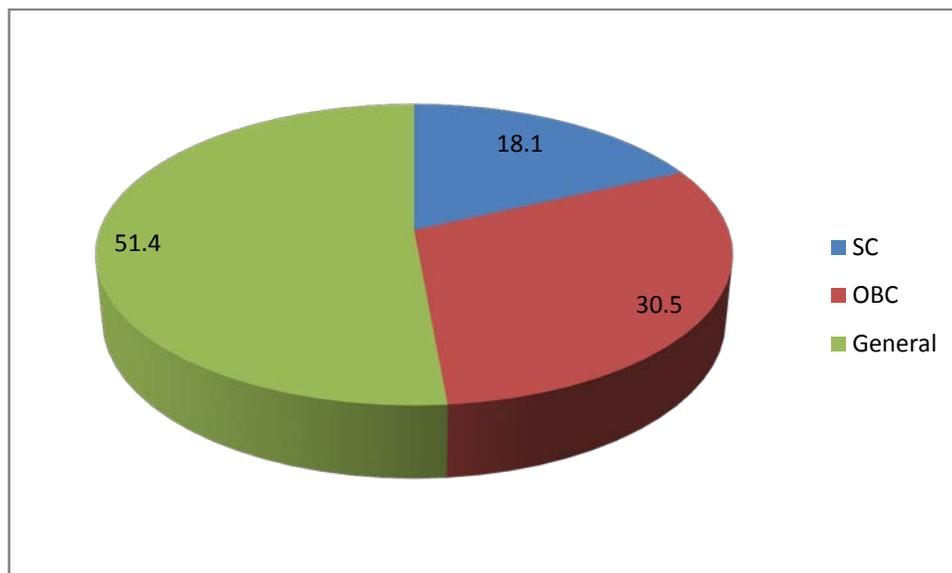
Diagram 1: Religion wise Distribution of the Affected Families



Category of Affected Families

It is clear from the diagram 2 that half of the affected families belong to socially backward categories. This is an indication to the intensity of vulnerability of the affected families due to the proposed project.

Diagram 2: Social Category of Affected Families



Family Income (Monthly)

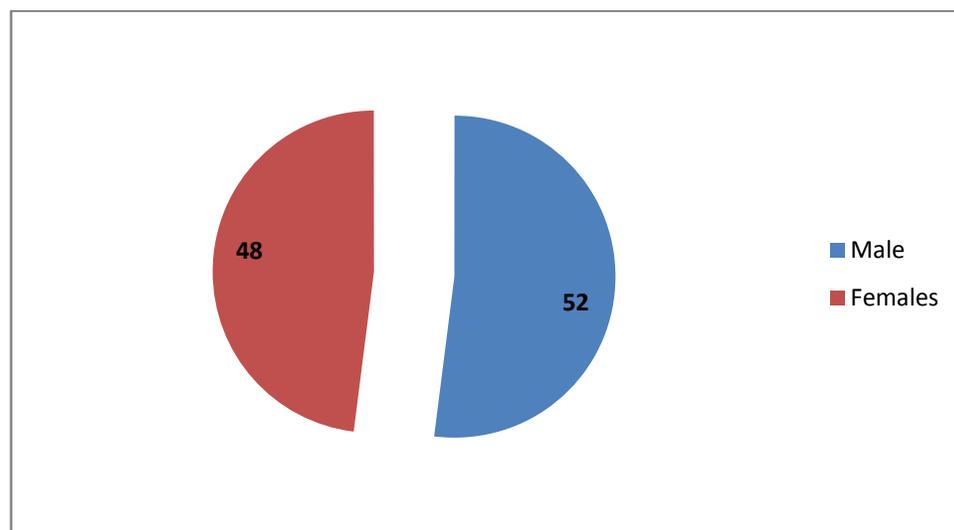
Around 40 per cent of the families belong to an income category of less than Rs. 10000. A fifth of the families are from a relatively higher income group of above Rs.25000 per month. Another 12 per cent belong to Rs. 15000 to 25000 monthly income category.

Table 6: Monthly Family Income

Monthly Family Income	Frequency	Percent
Upto 5000	23	21.9
5001 to 10000	19	18.1
10001 to 15000	10	9.5
15001 to 20000	6	5.7
20001 to 25000	7	6.7
Above 25000	20	19
NA	20	19
Total	105	100

Gender Profile of the Affected Population

Diagram 3: Gender Profile of Affected People



The 105 affected families comprise a total of 444 members. Out of which 231 (52 per cent) are males and the rest of the 213 members (48 per cent) are females.

Age Composition of the Affected People

The largest age group among the affected population is 31- 40, constituting 17 per cent of the total. 15 per cent each belong to the age group of 21-30 and 41-50. 11 per cent are children up to the age of 10 and around one per cent is in the age group of above 80 category.

Table 7: Age Composition of the Affected Population

Age Group	Number	Percent
Up to 10	50	11.26
11 to 20	57	12.84
21 to 30	69	15.54
31 to 40	73	16.44
41 to 50	67	15.09
51 to 60	50	11.26
61 to 70	55	12.39
71 to 80	19	4.28
80 and above	4	0.90
Total	444	100.00

Marital Status

About 64 per cent the affected population is married whereas another 34 per cent of the people are unmarried. There were 4 widowed people among the affected community while two each are either divorced or legally separated

Table 8: Marital Status of Affected Population

Status	Number	Percent
Married	284	63.96
Unmarried	138	34.23
Divorced	2	0.45
Separated	2	0.45
Widowed	4	0.90
Total	444	100.00

Educational Qualification

Around 28 per cent of the family members are high school qualified where as 15 percent are graduates. About 6 per cent of the population does have a PG while 12 per cent are still studying. About 7 per cent are having other qualifications like ITI, Diploma etc.

Table 9: Educational Qualification of the Affected Population

Qualification	Number	Per cent
Primary	85	19.14
UP	38	8.56
High School	122	27.48
Degree	67	15.09
PG	26	5.86
Others	31	6.98
Illiterate	7	1.58
Students	51	11.49
Not Applicable	17	3.83
Total	444	100.00

Employment Status

About 38 per cent of the population is unemployed while 21 per cent are coolie workers. Another 18 per cent of the people are having some private employment where as 5 per cent are employed in govt. sector. The employment profile of the people reveals that most of them belong to the poor socio economic strata, earning their livelihood on a daily basis. This is possible because of the greater accessibility of the place to the city area, where they can find lot of employment options in this category.

Table 10: Employment profile of Affected population

Employment	Number	Per cent
Govt.	16	5.16
Private	58	18.71
Maid servant	14	4.52
Coolie	64	20.65
Unemployed	114	36.77
Gulf	7	2.26
Self employed	3	0.97
Others	34	10.97
Total	310	100.00

Kinship patterns, Social and cultural organizations

One of the main specialties of the community in the proposed area is that the members are predominantly relatives, and they live as a close community. As the residents rightly described it, “this community is a village amidst the city of Trivandrum”. Most of them have received the land through ancestral property transfer. Breaking up of neighborhood and kinship relations is reported to be one of the major threats anticipated by the residents as they are seriously concerned whether they will be getting a rehabilitation option in a single locality itself.

Community Based civil organizations

The locality proposed for the acquisition is covered under two residential associations. One for Vayyamoola and another for Devi Nagar, both of them serve a vibrant platform working for the welfare of the members. 59 out of the 73 affected houses are under the jurisdiction of Vayyamoola and the rest 14 of them are under the Devi Nagar residents association.

Regional dynamics and historical change process

The action council set up for advocacy against airport development is a powerful group in the locality. This is a forum named Vayyamoola-Vallakadavu action council formed to protect the interest of the locality. There were members from Vallakadavu and Vayyamoola in the group because the initial proposal was to acquire 27 acres of the land for the proposed expansion. It is due to the strong resistance from the people that the government has decided to restrict the present expansion to 18 acres. This has been done by excluding the Muttathara area from the present acquisition. The group has been working to protect the interest of the people during the previous acquisition of land by the airport. The people belonging to the area are well organized with the support of this action council.

Chapter 5: Social Impact Management Plan

Any development project has its own negative consequences on the local population where it is located. Since the present project is an Airport expansion, the authorities have only a few options on the location. The neighborhood of Trivandrum airport has been always on the threat of acquisition historically. This is not a scientifically planned airport as in the case of other international airports in Kerala. This was opened as a small airport for family purpose of the then Prince of Maharaja and later developed in to an international airport over the period of time. Hence exploring adequate land for the expansion of this airport has been a serious concern for authorities.

While responding to the queries regarding their perception about the proposed project, 58 per cent of the affected families are negative about the project while 42 per cent have some positive expectations about the upcoming project. The two categories of affected population hold different views about the impact of the project. Those likely to be displaced are predominantly negative about the project while those likely to be affected with loss of land is positive about the project. Among those who would be displaced families, 14 are going to be displaced second time for the same airport expansion project itself. These were families evicted by the previous expansion of new terminal building.

Two predominant negatives anticipated by the affected people are inadequacy in the compensation and loss of employment opportunities. They are seriously worried about the kind of R&R package to be offered. This is a genuine concern because they have witnessed the plight of the people who had been evicted during the previous episodes of airport expansion. Some of them are still awaiting the court decisions to get compensation to their land lost because they have gone to court getting an enhanced amount. Some of them received good compensation of about 8 lakhs per *are* (Rs. 3,23,887 per cent) as per the LAR 20/04, LAR 330/04 AND LAR 83/05 dated 20 March 2009. Another case was an enhanced compensation upto 11 lakhs per *are* (Rs. 4,45,344 per cent) as per the LA 390/2007 Case Record Dated 30 May 2013. Hence many of the

would be displaced population have responded that they are not at all willing to give away their precious land for this project. They are also concerned about whether they will get a place which has great access to hospital and schools as they have now. Some of them are anxious about the breaking of community and neighborhood relationship as they have been residing in this place for long. Many of them consider this as a safe and secure place to live despite very close to the airport. It is quiet normal that the people are concerned about the new place of living in terms of safety, social relationship and employment. This is another major anxiety expressed by the residents as they are seriously worried about the safety and security of living in an unknown place.

The most prominent positive impact expected by the land owners of the community is higher value for their land. They are unable to sell their land because of the 'threat of acquisition' for several years. There were several proposals by different Governments about the expansion of airport at different time periods. There were also lots of rumors about the possible acquisitions. For example, there was a notification in 2007 about the acquiring 27 acres of land. This prevents the land owners to get their land sold to an outsider. They are also deprived of the opportunity for a productive investment in the land either in the form of agriculture or building because they are not sure when the acquisition process will begin. Hence they find the proposed acquisition as a positive opportunity to get a fair and attractive compensation. Some people had purchased the land in this locality to build a house. Since they could not build their houses in the land, they had been staying in rented houses for several years. For them the only option is to sell off the land and find an alternate land to build a house. Even those people who do not have proper *pattayam* for their land are hopeful that the govt. will consider their case positively in the R&R package.

Resettlement and Rehabilitation (R&R)

The affected population of the project can be classified in to three main categories. **Category one** includes the most seriously affected people, those who are going to be displaced from their homes. **Category two** are also going to be displaced people but residing in a non-patta land. **Category three** includes those who lose their valuable land for the project. The following is a detailed description of the various consequences of the land acquisition and possible resettlement measures proposed for various categories of people.

Compensation for Loss of Ancestral Land (category one and three)

The best compensation for the loss of land is providing the value of land which is sufficient enough to replace the loss. For ensuring this, market value of land has to be considered as a criterion rather than fair value of land. Since there is no commercial land transaction in the recent history, the traditional norm of calculating the land value based on the previous transactions become unscientific. Hence a unique and practical mechanism should be developed for assessing the land value of this location. The model of compensation package declared for the GAIL pipeline project in Malappuram and Kozhikode can be taken as a benchmark for this. The criterion fixed for this project was 10 times the fair value of the land in the locality, which seems to be a good compensation. Also there should be a mechanism to offer compensation to the immovable properties in the acquired area.

House for the House Lost: (category one and two)

When asked about the preferences about the location for resettlement, a great number of people suggested that they want a place which is close to the present house. This request has to be addressed with a caution because any other plans for further expansion of airport and acquisition will likely to displace them again. Hence a place which is close to this but not in the possible likely area of airport acquisition should be selected for the resettlement site.

Compensation for the House and Structure Lost(category one and two):

The demolition of house for the purpose of the project has to be also adequately compensated. This has to be done in accordance with the area, quality and age of the structure. A scientific assessment of the same has to be undertaken with the help of experts.

Transit Charges (category one and two):

The families to be provided adequate amount towards the expenses of shifting household materials from the acquired houses to temporary living places. The families are unable to meet the raising expenses of shifting of their household materials and belongings to the new place.

Accommodation during Transition Stage (category one and two):

Another important measure to be provided for the displaced families include accommodation facility during the transition phase till the new resettlement place is ready. The actual rent for stay in a convenient place has to be provided by the requiring agency but can fix the upper limit of such rent according to the prevailing rent pattern in the locality. The alternative house for living at the resettlement site has to be made available within six months of displacing the people. If the requiring body is unable to provide such accommodation during the said period of six months, actual rent has to be provided to the families without limiting the amount of such rent.

Employment Opportunities: (category one and two)

Job in the Project: Many people in the locality are depending on local livelihood options like coolie work and maid servant. The affected people consider the present place as a most convenient place as it is having high accessibility to city. Their options to work are affected if the place of resettlement is far away from the place. One dominant request from the affected population is that they need to be considered first for the jobs available for the proposed project. This can be done by formulating a co-operative

society among the affected population so that they can become more formal and accountable. The jobs to be shared to the affected community can be finalized by matching the educational qualification.

Compensation for Trees and other immovable property (category one, two and three)

Compensation package should also include the provision to compensate the loss of trees and other immovable properties in the land.

Provision of Basic Facilities in the Resettlement Site (category one and two):

The basic facilities required for the people in the new place like road, medical facility, water supply play ground for children, waste disposal and places of worship can be offered at the resettlement site. This can be done in collaboration with CSR programme of the airport authority of India. The displaced persons can be considered as a primary target group while designing the Corporate Social Responsibility (CSR) programmes of airport authority of India, Trivandrum. This will help in reducing the antagonism towards the airport authorities, because at present the people in the locality consider the airport as a destructive agency which is a symbol of destroying the lives of their dear and near ones. If some common community development activities can be organized by the airport authority in collaboration with an authentic NGO, it will be a good platform to create a good will among the displaced people.

Table 11: R&R Package Proposed

Component	Category 1 Displaced from Patta Land	Category 2 Displaced from <i>Puramboke</i>	Category 3 Affected by Acquisition of Land
Fair and adequate compensation based on market value	√	X	√
House for the house lost	√	√	X
Compensation to the house lost (structure)	√	√	X
Transit charges	√	√	X

Adequate compensation has to be designed to the trees and other immovable properties based on current valuation of these assets	√	√	√
Provision of Employment opportunities	√	√	X
Common facilities in the resettlement site (road, play ground for children, drinking water, hospital, religious worship, Waste disposal)	√	√	X
A Lump sum compensation as solatium for the land	X	√	X

Impact Mitigation and Management Plan

The various impacts and the proposed mitigation plan are summarized in the table given below.

Table 12: Impact Mitigation and Management Plan

Impact	Mitigation Measure	Indicators for Monitoring	Responsibility
Anxiety on insufficient compensation	Design criteria for compensation which should be sufficient enough to replace the actual loss so that the affected population Criteria of the compensation to be explained well in advance Maintain a grievance mechanism to record the concerns of the affected people	Transparency in Criteria of compensation Number of grievances on compensation Number of cases for demanding enhanced amount	Revenue Dept.
Inability to purchase an alternate land with the compensation	Design criteria for compensation which should be sufficient enough so that the affected people can purchase an alternative land in similar locality.	Number of people unable to find alternative land	Revenue Dept.
Anxiety on Delay in getting compensation	Finalizing compensation before actual acquisition and handing over the land to the project. Compensation to be distributed without much delay (preferably within one month of	Number of people waiting for compensation after the fixed	Revenue Dept.

	acquisition).	period	
Trauma of Losing Home	Provide Accommodation during the transition phase Offer support services to relocate in to the new place Provide Counselling services to the affected Maintain communication on the rehabilitation package and process	Delay in availability of alternative accommodation facility	Requiring agency
Negative Feeling on employment loss	Introduce a policy of reserving jobs in the Project for the affected population based on their educational qualification. Initiate a co-operative society for the same purpose among the affected population to entrust the co-ordination of this scheme Arrange skill training on basic vocational trades.	Development and implementation of policy	Requiring agency
Feeling of Loss of access to basic facilities like hospital Religious worship and schools	Select a resettlement site where such facilities are available and accessible to the affected population Ensure the support of NGOs for facilitating the community development programme	Availability of support service	Requiring agency
Breaking up of Social Relations	Provide a resettlement site which is not far away from the present location Ensure the support of NGOs for facilitating the social support services	Location of resettlement site	Requiring agency
Feeling of insecurity in a strange and new place	Ensure a resettlement site which is safe and secure Provide the support of NGOs for facilitating the community development programme	Location of resettlement site Availability of Support services	Requiring agency
Anxiety of further displacement for expansion of Airport	Arrange a place of resettlement which is outside the vicinity of airport development	Location of resettlement site	Requiring agency

Chapter 6

Analysis of Costs and Benefits and Recommendation on Acquisition

The proposed project, intended to expand the Trivandrum International Terminal II as Phase II. The need for the project arises from the constraints encountered by the present terminal in terms of its operational functions. Increasing number of flight traffic, stringent international standards in airport operations and spurt in the rate of domestic passengers has constrained the terminal operations in terms of facilities and space. Thus the expansion of the current phase becomes imperative for improving the standards of airport operations and services. Hence the public purpose of the proposed project is cannot be suspected. Since the airport expansion can be done only in the adjacent areas of the present terminal the area proposed for the project seems to be the only one option for the project. The place suggested is the least displacing option among the possible areas surrounding the airport because about half of the area proposed for the project is open land. Also the proposed requirement of land is the minimum for the purpose for the present operational specifications. While analyzing the benefits of the proposed project, a large number of domestic and international passengers of Trivandrum International Airport would be benefited through the project by way of convenience, time, accessibility to services and enhanced reach of airlines.

Definitely the expansion project will cause serious consequences to the affected population. A total of 444 people are directly affected by the project belonging to 105 families. Among these 348 people are going to be displaced from their own natural homes and 96 people are affected by loss of their land. Half of these people are from the socially backward communities having meager income and livelihood options.

Those who are affected by the loss of land are expecting the acquisition as a positive opportunity to sell off their properties in which they have no other option to have a productive investment. They are willing to hand over the land provided they are

compensated for the land according the norms of commercial market. Their demand is to get a land value so that they can purchase an alternative land in a similar nearby locality with the compensation.

However, the majority among the affected are the people anticipating displacement from their own homes. For them the project is a serious threat to life and livelihood. Many of them are not willing to hand over the home to the project as it is having a psychological attachment in their lives. They have serious concerns about their place of resettlement, amount of compensation, nature and quality of house at the resettlement site, accessibility to basic facilities, employment opportunities and their social and community life. No resettlement and rehabilitation programme will completely address the costs of displacement of these people. But a comprehensive and collaborative approach in R&R package will be able to address many of their concerns positively. If the authorities are willing to design and implement the mitigation management plan discussed above in this report, most of these concerns can be addressed positively to a great extent. We believe that a democratic government committed to the cause of the marginalized and downtrodden and a committed bureaucracy, who is sensitive to the humane needs of the affected population, can definitely implement this project with minimum social impact to the affected people. Hence, if the mitigation management plan is effectively implemented, the authorities may proceed with the acquisition of the proposed land for the expansion of Terminal II of Trivandrum International Airport as its Phase II.

References and Annexures

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