

**A STUDY ON THE PROBLEMS OF DISPLACEMENT
CAUSED BY THE ICTT PROJECT (VALLARPADOM)**

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CERTIFICATE

This is to certify that the dissertation "A STUDY ON THE PROBLEMS OF DISPLACEMENT CAUSED BY THE ICTT PROJECT (VALLARPADOM)", submitted in partial fulfillment of the requirement for B.A Degree in Economics to the Mahatma Gandhi University, Kottayam, is a bona fide record of the work done by the candidate under my supervision and guidance.

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Guide and Supervisor



DECLARATION

I hereby declare that the dissertation titled “A STUDY ON THE PROBLEMS OF DISPLACEMENT CAUSED BY THE ICTT PROJECT (VALLARPADOM)”, submitted by me for the B.A Degree in Economics is my original work.



Signature of the Supervisor



Signature of the Candidate

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CHAPTER -1
INTRODUCTION

INTRODUCTION

Each year, millions of persons are forcibly displaced by development projects. While such projects can bring enormous benefits to society, they also impose costs, which are often borne by its poorest and most marginalized members. Assessments sponsored by the World Bank have estimated that every year since 1990, roughly 10 million people worldwide have been displaced involuntarily by infrastructural development projects¹. In India alone, during the last 50 years, an estimated 25 million have been displaced by development projects². The India Social Institute estimated there were currently 21.3 million persons displaced because of development projects³; Such displacement can be termed forced migration, using Nicholas Van Hear's definition of forced migration, as, "individuals or communities compelled, obliged, or induced to move when otherwise they would choose to stay put; the force involved may be direct, overt and focused, or indirect, covert, and diffuse"⁴. Forced population displacement is always crisis-prone, even when necessary as part of broad and beneficial development programmes. It is a profound socioeconomic and cultural disruption for those affected. Dislocation breaks up living patterns and social continuity. It dismantles existing modes of production, disrupts social networks, causes the impoverishment of many of those uprooted, threatens their cultural identity, and increases the risks of epidemics and health problems⁵.

The best example of displacement can be seen in certain areas of the Ernakulam district of Kerala, where people and families were evicted from their homes as a result of a prominent development project – The International Container Transshipment Terminal (ICTT) at Vallarpadom. This thesis is an attempt to study the problems of displacement of people caused by this transshipment terminal constructed at Vallarpadom. Efforts have also been made

to assess the extent and effectiveness of rehabilitation measures provided by the Government.

Vallarpadom is one among the group of islands in the state of Kerala, situated in the Vembanad Lake. It is one of the two islands (the other being Willingdon Island) around which the Port of Kochi is situated⁶. The **International Container Trans-shipment Terminal (ICTT)** located here, the first transshipment terminal in India and the first container terminal to operate in a Special Economic Zone SEZ, makes Cochin a key centre in the shipping world.

Despite the economic advantage the ICTT offers, there is an ugly side to this project, which needs to be highlighted – the resultant displacement of the masses. The commissioning of this project has led to the forced displacement (both direct and indirect) of people and communities, rendering hundreds homeless and without a means of income. The Government has promised rehabilitation packages for the displaced, but has not kept its word in many a case. According to a press release by the coordination committee for those displaced, although the monitoring committee had submitted the estimates for rehabilitation, the work was being put off due to delay in releasing funds by the State Government.

The displacement of people and communities as a result of the ICTT project at Vallarpadom has been one of the major challenges of late, giving rise to heated debates and campaigns. The displaced population continues to wallow in misery, as their living conditions move from bad to worse. Though they were given prior notice for their displacement, their financial capacity does not give them the means to afford another home or find another occupation. The displacement of people as a result of development projects, policies and

processes, thus constitutes a social cost for development, which in the case of the ICTT project, is quite very high.

SIGNIFICANCE OF THE STUDY

The issue of displacement caused since the commissioning of the transshipment terminal in Vallarpadom, has become one of the major challenges facing Cochin. The road and railway lines constructed as a part of this terminal necessitated the eviction of many families from their homes. The plight of the displaced worsens daily despite the promises of rehabilitation. It is of utmost importance that the voices of the silenced displaced are heard, and required measures taken. The significance of this thesis can be stated in the light of the following consequences this issue throws forth:

The railway line to the Vallarpadom ICTT is constructed through the residential Mulavukadu, Cheranalloor, Edappally and Vaduthala areas, leading to forced eviction of families residing in these areas. Some of them are deprived of a means of earning a living, since the displacement has resulted in them losing their jobs. It is important to study and understand the problem of these evictees, whose living condition move from bad to worse, as they are left without a concrete roof over their heads.

The construction of road connectivity to the terminal has resulted in displacement in areas like Kadamakkudy, Eloor, Varapuzha, Kadungallur etc. This has caused hundreds to lose their dwelling, causing pain and misery among them.

Those displaced are supposed to receive compensation of their lost assets, and effective assistance to re-establish themselves productively; yet this has

not happened for a large portion of the displaced⁷ in case of the Vallarpadom project. The Ernakulam district administration has claimed that supply of water and electricity on the land allotted to those displaced from Moolampilly to make way for a highway to the terminal will be arranged when they build their houses there. There is criticism, however, that there has been a failure of implementation of several clauses of the Moolampilly package. There were some families who were denied allotment of land under the rehabilitation package.

Most importantly, this project can result in the resurfacing of this issue, and provision of remedial measures by the Government can be assessed.

REVIEW OF LITERATURE

According to Fernandez , Walter, J.C.Das and S.Rao (1981), "Asia has one of the highest rates of development induced displacement in the world. It is reported that India uprooted over 21million people during the period 1950-51, but that 75 percent of them have not be rehabilitated."⁸

A World Bank review (1985) of the states of displacement and rehabilitation has revealed that, "nearly 0.6million of the population displaced in across 192projects has not been accounted at all."⁹

Germen Suet (1988) asserts that "in sharing benefits from development also, the poor lag behind the rich. The rich are quick to seize opportunities which open up with the inauguration of development projects."¹⁰

According to E.G.Thurkal (1992) "the process of resettlement and rehabilitation might overshoot the project cost by double. There is always a

competition to hide the correct figures of displaced population in development projects.”¹¹

To emphasise the importance of attachment people possess to space, and thus the resistance against forced displacement, Setha Low (1992) states that, “the longing of exiled people and refugees to return to their homeland and the importance of the symbolic existence of their homeland, suggests that loss or destruction of place is as powerful an attachment as its presence.”¹²

According to an excerpt from ‘Mitigating Social Impoverishment when people are involuntary displaced’ by Theodore E. Downing, “Victims of involuntary resettlement and natural disasters and refugees experience an unexpected destabilisation of routines. In rural cultures whose group and self-definitions are inexorably interlocked with their knowledge of their local environment, resettlement can devalue their shared survival skills and lead to what Bartolome and Barabas(1992) have called ‘ethnocide’.”¹³

Mathew Simon in his article ‘Devastating Effects of Displacement’ (2006) states that “to minimize displacement and its devastating effects, we need to promote, as far as possible, non-displacing alternatives.”¹⁴

Peter Kurgman in sage publications (2006) reported that "the last two decades have witnesses an enormous increase in the number of internally displaced people in the countries of South Asia, with eviction of indigenous people from their lands a recurrent them in many development projects".¹⁵

According to Fernandez (2006) in development project “there is a possibility of advance planning unlike in other cases. As such, if there is a will

displacement can be minimised and when inevitable, rehabilitation can be planned. But in reality neither is done.”¹⁶

Peter Drucker in ‘Journal of Refugee Studies’ (1989) explains the devastating effects of displacement in the following words. “The people displaced by development projects must move elsewhere. They have no choice in the matter. There is a strong element of compulsion in displacement, as it affects entire communities. It evicts the literate, the weak and the strong, skilled and unskilled, the poor and the wealthy, the healthy and the crippled alike. It disrupts long established social networks, and with the social support system, through which the very young, the very old, the poor and the other members of the community are sustained; whether they are capable or not, they all must go.”¹⁷

According to S P Misra and S N Pandey, "resettlement and rehabilitation is a process of preparing and helping displaced people to cope with their new environment with physical sensory and emotional development.”¹⁸

Michael Cornea, (1999) a sociologist, who has researched development- induced displacement and resettlement for the world bank, points out that “being forcibly ousted from ones land and habitat comes with the risk of becoming poorer, than before displacement, since a significant portion of people displaced do not receive compensation for their lost assets and effective assistance to re-establish themselves productively.”¹⁹

In ‘Understanding Impoverishment: the consequences of development induced displacement’, Chris McDowell states that “Development projects involving large-scale infrastructure and/or environmental changes currently provide the most conflictive context of resettlement cases. As the scale

of these projects tends to be vast, informing the people to be relocated has generally had a fairly low priority. Usually the projects are already underway by the time the people to be resettled are informed.”²⁰

According to Theodore E Downing, “Reconstruction of the lives of the displaced demands carefully coordinated economic and social action. It requires a theory capable of explaining how displacement leads to social impoverishment.”²¹

According to Thayer Scudder who authored ‘Development-Induced Impoverishment, Resistance and River-basin Development’, “Before project induced displacement can be reduced, let alone prevented, its extent must be better understood as must, the rationale behind those projects that impoverish.”²²

According to Revenue Minister Thiruvanchoor Radhakrishnan in his inaugural address at the Round-Table Conference on Moolampilly Struggle, organised by the Sociology Department of the Loyola College (2011), “In any development activity, the persons who give up their land are the ones who sacrifice the most for the cause of development. Society has the responsibility of resettling and rehabilitating them. These persons would also be made part of the development activity coming up at that area”.²³

Francis Kalathingal, General Convener of the Coordination Committee of people displaced by development projects (2011) points out that, “If the Government cannot rehabilitate the few families at Moolampilly, how are they going to resettle the thousands who will be displaced for widening of the highways? Land acquisition is still done according to an outdated draconian

Land Acquisition Act of 1894, which has a clause only for compensation and not rehabilitation.”²⁴

The former adviser to State IT Department, Joseph Mathew (2011) suggests that “The unused land or the vacant area can be used to rehabilitate those who had to give up their land. This way, no one gets displaced from their native place and they also get the fair benefits of land value appreciation.”²⁵

Francis Kalathungal, general convener of the Coordination Committee of people displaced by development projects (2012) states that “Not only does the promise made by the Chief Minister in June to provide basic facilities including power, road, and water at rehabilitation plots in a time bound manner remain on paper, but the very conversion of the rehabilitation site in to a dumping yard is an affront to the evictees.”²⁶

OBJECTIVES

- To study the extent and problems of displacement resulting from the ICTT project.
- To determine the effectiveness of compensatory measures provided to the displaced by the Government.

DEFINITION OF TERMS AND CONCEPTS

Displacement: Displacement means to move or shift from the usual place or position, especially when to force to leave a homeland. It is the project impact that necessitates resettlement of affected persons.

ICTT: The International Trans-shipment Terminal located at Vallarpadom in Kochi, is the first of its kind in India, providing facilities for handling mother ships and thereby obviating the need for transshipment of Indian containers through other countries.

Resettlement: Resettlement refers to the operations involving the planned and controlled transfer of people from one area to another. In India, it means simple relocation after physical displacement from the original habitat.

Rehabilitation: Rehabilitation is defined as grafting a community at a new place and nurturing it to ensure its steady and balanced growth basically rehabilitation focuses on achieving sustained development for displaced people.

SCOPE OF THE STUDY

This critical issue of displacement has to be redressed. Displacement may be necessary for the sake of development, but not at the cost of lives being affected. In the case of the Vallarpadom ICTT project, the Government has promised to compensate the displaced and to ensure that they are not adversely affected. The Government is obliged to fulfill these promises, and is not in a position to provide excuses for non-fulfillment. This thesis aims to not only understand the problems of the displaced, but to enquire whether the due compensation is provided, and this is where the scope of the project lies in. The further scope can be stated in terms of the relief it could provide to the residents

who have been displaced, since it will create awareness of their plight as well as the true extent of rehabilitation provided to them. Necessary action can be taken in the light of our findings. Also, it can serve as a base to further such projects, and will bring out the social cost of development projects.

METHODOLOGY

Selection of sample

The sample size includes 32 households and the method of sampling used is random sampling within the confines of area sampling. The areas to be studied were first selected and then the members of the displaced population were selected at random for the survey. The main tool used was questionnaire.

Source of data

A combination of both primary and secondary methods of data collection is followed. The condition of the displaced and the problems they face will be gleaned through primary data. On the other hand, a majority of the information regarding the rehabilitation packages and official reports on displacement is a part of the secondary data.

Area of study

Manjummal, Moolampilly, Kothad, Vaduthala, Varapuzha, Cheranallur, Edapally, Elamakkara have been selected as areas for the study.

Method of analysis

The percentage distribution method of analysis, along with diagrammatic and tabular representation has been used to study and analyze the collected data.

Type of analysis

The study is both descriptive and analytical. It is descriptive in the sense that a theoretical background is used and the second chapter describes the issue of displacement and rehabilitation on detail. It is analytical because it analyses the primary data and interprets it to form conclusions.

Period of study

The study has been conducted over the period 2011 – 2012.

CHAPTER SCHEME:

CHAPTER 1: The first chapter consists of a general introduction about the entire thesis. The objectives are clearly stated, and so are the significance and scope of the study. A review of existing literature and definitions of key terms have also been added. The methodology used and limitations encountered are mentioned here.

CHAPTER 2: This chapter contains a write up on the location and features of Vallarpadom and a general overview and history of ICTT project. An issue of displacement in general is discussed, after which specific displacement due to the ICTT project is mentioned. The theory of the Moolampilly rehabilitation package announced by the Government is also included.

CHAPTER 3: Analysis and interpretation of data is undertaken using tables and diagrams. The prime issues of displacement and the conditions of the displaced are analysed here, from which conclusions can be drawn.

CHAPTER 4: The fourth chapter contains the findings and conclusion. A few recommendations and probable solutions are also mentioned.

LIMITATIONS

- Limited time period to conduct survey.
- Due to resistance from respondents to divulge information such as their income, correct information may not have been received.
- The sample size of 32 households is limited when compared to the magnitude of the problem.

CHAPTER-2

THE ICTT AND

DISPLACEMENT

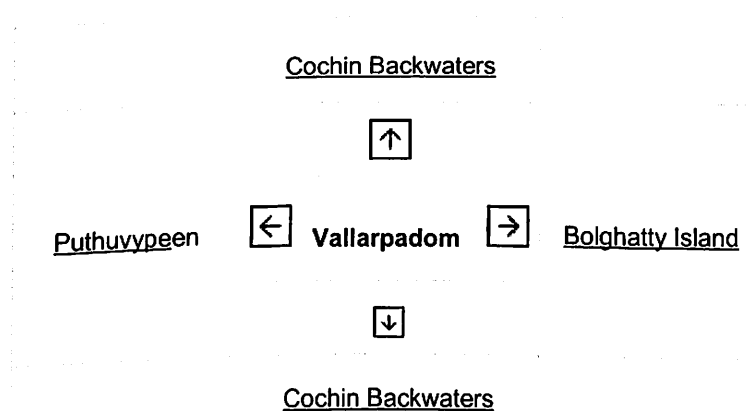
- An Overview

AN OVERVIEW

The Cochin International Container Transshipment Terminal (ICTT), locally known as the Vallarpadom Terminal, is a container trans-shipment facility which is part of the Cochin Port. The ICTT is deemed as a dream come true for India. However, the adverse social cost of this terminal takes the form of displacement of hundreds of families from their homes. This chapter provides an overview of the terminal, the issue of displacement and the rehabilitation package schemes announced by the government to the evictees.

VALLARPADOM:

Vallarpadom is a group of islands in Kerala. It is situated next to Bolghatty Island on the west, and linked to the Ernakulam mainland via the new Goshree bridges. It is about 3.5 kilometers in length in the north-south direction. It is about one kilometer away from the Ernakulam mainland. Seventy percent of the island group consists of paddy fields. It has a population of over 10,000 and the economy principally consists of inland fishing by traditional methods and cultivation of rice. The International Container Transshipment Terminal is situated entirely on Vallarpadom.



Source: www.wikipedia.com

THE ICTT PROJECT

The International Container Trans-shipment Terminal, located in Vallarpadom, is a revolutionary project that will change the face of Kerala in the world of trade. Approval for the project was given by the Cabinet Committee of Economic Affairs of the Government of India and the Ministry of Finance. DP World, a company which undertakes international marine terminal operations and logistics related services, will manage and subsequently transfer its operations at the 'Rajiv Gandhi Container Terminal' (RGCT) in Cochin Port to the new terminal. DP World has been granted a 30-year agreement for the exclusive operation and management of the site.

However, with the shifting of the container handling business now to Vallarpadom, the Cochin Port is left with more than 350 workers without work. The contract with DP World, the company which has been granted a 30-year agreement for the exclusive operation and management of the site on a BOT basis, does not allow the Cochin port to operate container berths till Vallarpadom achieves a cargo throughput of 2.5 million Twenty foot Equivalent Units (TEUs). This can take up to five years²⁷. Moreover, this terminal has resulted in displacement of about 326 families from their homes. Forced to leave their homes, this displaced population has become impoverished.

Overview of the ICTT project

Vallarpadom Terminal, the largest single operator container terminal in India, making Cochin a key centre in the shipping world and reducing India's dependence on foreign ports to handle transshipment, was proposed to be completed in three phases:

- In the **first phase** there will be 600 m Quay length and a draft of more than 15 m, when the terminal may handle 1 million Twenty foot Equivalent Units (TEU) container annually by the end of 2012.
- In the **second phase** the capacity will be enhanced to 3 million TEU's by the end of 2014.
- In the **third phase** the terminal may handle even up to 5.5 million TEU's

DP World has estimated that the total initial investment required will be approximately US\$20 million which includes the immediate provision of four RTGs and two Mobile Harbor Cranes to the Terminal -to improve yard handling, truck turnaround time and quayside operations.

Strategically, located on the main east-west global shipping lines and offering draft of about 16 m, Cochin is destined to develop as the premier gateway to southern India, as also offering an alternative to Sri Lanka and Singapore for containers being transshipped for the Indian market.

History

On 16 February 2005, Dubai Ports World announced that it had formally signed an agreement with the Cochin Port Trust to construct, develop and operate an International Container Transshipment Terminal (ICTT) at Vallarpadom.

Going back two decades, Cochin Port trust had prepared a preliminary report on Vallarpadom Container Terminal 1985. In 1991, the Dutch consultants started to prepare a detailed project report and in 1992, the Cochin port trust invited offers to build the terminal. But no one came forward. In 1999 they worked on the project report again, and the first tender was floated. The bid was however discharged by the Central Government and invited the next year, for which, two bidders came up - CSX World Terminals and Maersk. The latest bid was for the Vallarpadom project and eventually DPI was selected as the promoter

of the ICTT. It was with this, that the Vallarpadom Container terminal project received a nod from Central Government of India, and the work on the premier gateway to South India took wings.

The project was, formally, launched with the laying of the foundation stone by Mr. Manmohan Singh, the Prime Minister of India and was attended by many dignitaries. Approval for the agreement was given by the Cabinet Committee of Economic Affairs of the Government of India, Ministry of Finance. DP World will manage and subsequently transfer its operations at the Rajiv Gandhi Container Terminal in Cochin Port to the new terminal upon its completion. The company has been granted a 38-year concession for the exclusive operation and management of the site. ICTT is a project designed with a wide vision and potential to alter the development of the state.²⁸

Development- induced Displacement

As Walter Kälin writes, “Large-scale development projects can contribute significantly to the realization of human rights. Such projects might, however, lead to involuntary displacement and resettlement.” As the problem of development-induced displacement has attracted more attention, various ideas have been put forward to minimize the problem or mitigate its consequences. Key among these is the *Guiding Principles on Internal Displacement*, formulated by a team of international legal scholars and presented to the United Nations in 1998.²⁹ The language of the Guiding Principles ensures that development cannot be used as an argument to disguise discrimination or any other human rights violation. Principle 6, moreover, states that “Every human being shall have the right to be protected against being arbitrarily displaced from his or her home or place of habitual residence;” which “includes displacement in cases of large-scale

development projects which are not justified by compelling and overriding public interest.”³⁰

Development-induced displaced are the people who are compelled to move as a result of policies and projects implemented to supposedly enhance ‘development’. Examples of this include large-scale infrastructure projects such as dams, roads, ports, airports; urban clearance initiatives; mining and deforestation. Affected people usually remain within the borders of their home country. Although some are resettled, evidence clearly shows that very few of them are adequately compensated.

As a multi-year study of development-induced displacement by the World Commission on Dams (WCD) concluded, "Impoverishment and disempowerment have been the rule rather than the exception with respect to resettled people around the world." The impact has been felt most heavily, according to the WCD study, by marginalized and vulnerable populations.³¹ The outcomes of displacement have included unemployment, debt-bondage, lack of assets, hunger, and cultural disintegration, and has affected women and children.

Populations that are displaced—that is, forced or obliged to move—by development projects pose a special challenge to the international community. They may not have crossed a border and may not be considered to be in "refugee-like" circumstances within their own country. Nevertheless, they have been evicted from their homes, had their lives disrupted, and face the uncertainties of resettling in unfamiliar and often inhospitable locations.³² Michael Cernea, a sociologist who has researched development-induced displacement and resettlement for two decades, writes that "Like becoming a refugee, being forcibly ousted from one's land and habitat by a dam, reservoir or highway is not only immediately disruptive and painful, it is also fraught with serious long-term risks of becoming poorer than before displacement, more vulnerable economically, and disintegrated socially." Cernea's impoverishment risk and reconstruction model

(IRR) proposes that "the onset of impoverishment can be represented through a model of eight interlinked potential risks intrinsic to displacement"³³. These are

1. Landlessness
2. Joblessness
3. Homelessness
4. Marginalization
5. Food Insecurity
6. Increased morbidity and mortality
7. Loss of access to common property
8. Social disintegration

Others have suggested the addition of other risks such as the loss of access to public services, loss of access to schooling for school-age children, and the loss or abuse of human rights.³⁴

Thus the issue of displacement is a matter of major concern, a problem of vast magnitude and an issue for which a complete solution is yet to be arrived at.

The issue of Displacement due to the ICTT project

The commissioning of the ICTT project has displaced over 300 families. Land was taken over for rail and road connectivity to the project site. Families in seven villages — Mulavukadu, Kadamakkudy, Cheranalloor, Eloor, Kadungallur, Edappally North, and Edappally South — were affected by the project. The committee spokesperson said a total of 326 families had been displaced. Of this, 143 families had to give up their land for the railway link and 183 for the road link to Vallarpadam.

A majority of the displaced continue to live in make-shift homes and small hutments. Their sad plight is accompanied by the fact that the promised rehabilitation packages have not reached most of these families. Though the State government had identified 299 plots — varying in area between four and six cents — for their rehabilitation, only a few of the families could actually begin building their houses on these plots, as there were no basic facilities such as electricity or water connection, drainage, and roads. ³⁵ Compensation given to the families amounted from Rs.5000/- (for paddy fields) and Rs. 30,000/- for one cent of land. But the real cost of the land in these areas is Rs. 2,00000 for a cent. ³⁶

The following tables show the displacement caused by the connectivity to the project in the form of rail and road construction:

Table 2.1: Displacement due to rail connectivity

Sl. No	Village	No. Of People Displaced	Area Of Land Acquired
1	Cheranellor	125	258.8248
2	Edappally North	10	23.5
3	Edappally south	45	71.1
4	Edappally North village additional	18	47.61
5	Mulavukad village additional	7	11.64
6	Edappally south village additional	67	589.8292
Total		272	1002.504

Source: Railway Tahzildar Office, Ernakulam South

Table 2.2: Displacement due to road connectivity

Sl No.	Name of Village	District Land Purchasing Committee					
		House hold			Non-house hold		
		No.	Extent in cents	Amount	No.	Extent in cents	Amount
1	Thrikkakkara North	-	-	-	8	319.900	125996433
2	Kadungallur	11	110.000	38210343	13	41.000	11559975
3	Eloor	28	261.550	34812442	74	2734.000	290442263
4	Varapuzha	0	-	-	1	8.003	524480
5	Cheranallur	63	616.907	135193826	102	1755.000	278464086
6	Mulavukad	1	1.581	338989	19	409.057	10492307
7	Kadamakkudy	47	500.000	53642555	102	1218.797	70358171
	Total	150	1490.038	262198155	319	6485.757	787837715

Sl No.	Name of Village	Land Acquisition					
		House hold			Non-house hold		
		No.	Extent in cents	Amount	No.	Extent in cents	Amount
1	Thrikkakkara North	-	-	-	4	28.7300	2010880
2	Kadungallur	3	14.473	5376450	4	11.905	1384931
3	Eloor	2	13.920	1577925	37	103.32	11625435
4	Varapuzha	-	-	-	-	-	-
5	Cheranallur	2	43.669	3478986	18	218.249	17373819
6	Mulavukad	-	-	-	34	1862.030	19328738
7	Kadamakkudy	5	173.960	8096211	41	964.575	13802960
	Total	12	251.023	18529572	138	3158.659	65526763

Sl No.	Name of Village	Additional Acquisition					
		House hold			Non-house hold		
		No.	Extent in cents	Amount	No.	Extent in cents	Amount
1	Thrikkakkara North	1	5.19	1804965	19	95.1700	33223239
2	Kadungallur	-	-	-	2	1.728	229590
3	Eloor	-	-	-	-	-	-
4	Varapuzha	-	-	-	2	33.295	2977815
5	Cheranallur	1	1.80	687783	22	131.008	20639683
6	Mulavukad	-	-	-	28	2155.520	31568283
7	Kadamakkudy	-	-	-	1	25.786	742244
	Total	2	6.993	2492748	74	2442.507	89380854

Source: Special Tahazildar ICTT Road Office, Eloor

Thus, the advantages offered by the ICTT project, to an extent, overshadowed by the large scale displacement effects it has caused. Though the

Central Government is said to be drafting a new Act which calls for the approval of at least 80 percent of the displaced for acquisition, several dimensions of displacement such as social, psychological, environmental and ethical dimensions remain unaddressed.

The Moolampilly rehabilitation package

The government and representatives of people evicted from Moolampilly for the Vallarpadom Transship Container Terminal Project in Kochi reached an agreement to settle outstanding issues regarding rehabilitation, which is popularly known as the 'Moolampilly package'.

As per the package, the Government would provide water supply, electricity, and road connectivity to a common point in each of the plots earmarked for resettlement of the evictees who had lost their homes. The area would be demarcated in such a way that coastal zone regulations would not come in the way of constructing two-storied buildings with sufficient built-up area. A sum of Rs.75,000 would be given to each family for piling as the land given was marshy. The government would continue to provide rent at Rs.5, 000 a month to the evictees up to six months after the establishment of the infrastructure facilities promised by the government. The arrears in rent for the past 27 months would also be paid to them. It offered five cents of government land to those who had lost less than five cents; and, six cents to those who lost more than five cents. The government would make the resettlement plots inhabitable by providing roads, electricity and water. Qualified evictees would get jobs at ICTT and Rs. 50,000 would be paid to each family for renting out houses for ten months, plus Rs. 10,000 as cost of relocation. And there would be no taxes on the cash compensation. The State Government would take up, with the Cochin Port Trust, the issue of providing jobs to a member of each of the evicted families at the Vallarpadom project. The government would withdraw all cases against the

evictees and those who assisted them in their agitation excluding those involving violence and destruction of property. The Revenue Department would write to the Centre seeking exemption of compensation paid to the evictees from income tax on capital gains. Conditions on titles given under the rehabilitation package would be relaxed to enable the evictees to pledge the land to banks for availing loans. It was also decided at the conference that 12 families who had been denied allotment of land under the rehabilitation package would be given titles. They would be given all the benefits under the package upon their forfeiting compensation paid under the Land Acquisition Act and withdrawal of cases filed by them against the government. Two of the evictees, Joy John and John Joseph, who lost their livelihood, would be given assistance to start a trade. A monitoring committee headed by the District Collector would oversee implementation of the agreement and bring issues, if any, to the notice of the government. The rehabilitation programme is backed by finance from the Union government.¹⁸ The Cochin Port Trust is learnt to have released the money required for the rehabilitation of people affected by land acquisition.

The Moolampilly Package was to be revolutionary, going by the nation's land acquisition history. It conceded the evictee's right to resettlement and rehabilitation. With the intervention of the Kerala High Court, the package, with certain modifications, was extended to the entire 326 families evicted for the highway and rail link.¹⁹

CHAPTER -3

ANALYSIS AND

INTERPRETATION

ANALYSIS AND INTERPRETATION

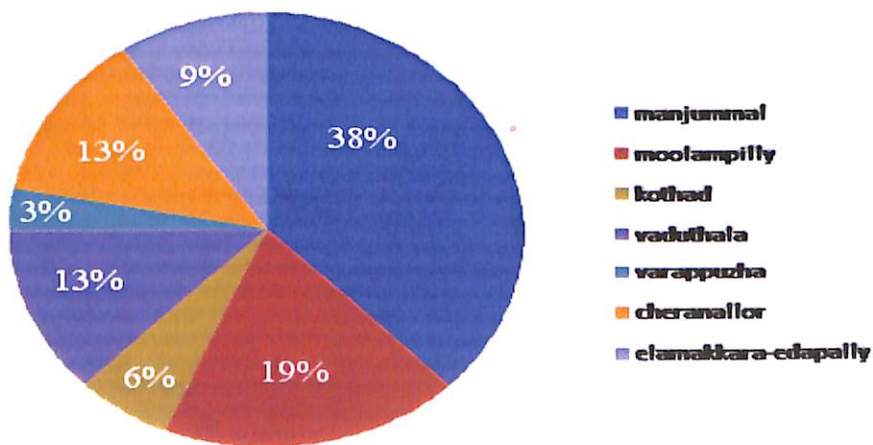
Table 3.1 Area of respondents

Area	Number of Respondents	Percent
Manjummal	12	38
Moolampilly	6	19
Kothad	2	6
Vaduthala	4	12
Varapuzha	1	3
Cheranallor	4	13
Elamakkara- Edappally	3	9
TOTAL	32	100

Source: Primary data

Seven areas were covered for the purpose of data collection. Out of this, a majority of the respondents (38 percent) were contacted in Manjummal, as there is a huge concentration of the displaced people living in this area. Moolampilly was also given importance as the 'Moolampilly package' is based on this area. 9 percent of the respondents were from Edappally, who were displaced due to rail connectivity to the ICTT terminal.

Figure 3.1 Area of respondents



Source: Primary data

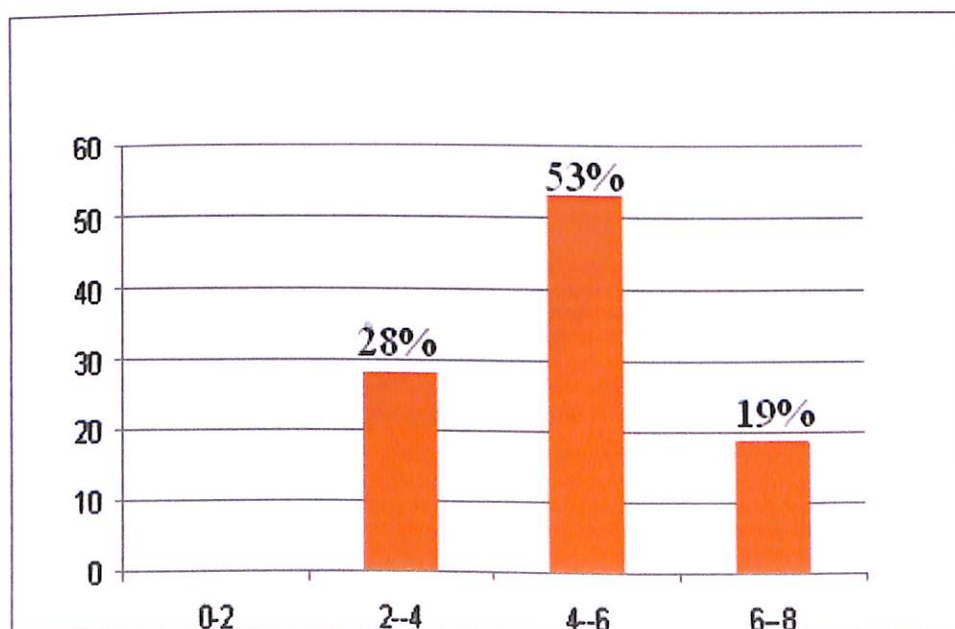
Table 3.2 Number of family members

Number of family members	Number of respondents	Percent
0-2	0	-
2-4	9	28
4-6	17	53
6-8	6	19
TOTAL	32	100

Source: Primary data

A majority of the houses (53 percent) have four to six members residing in one small hutment, pointing to a trend of joint family. This was followed by 28 percent of the houses with a maximum of 4 family members, which is commonly seen in Kerala in the present age. There were no houses in the survey with less than 2 members per house, which in most cases is a husband and wife, or a mother and daughter.

Figure 3.2 Number of members per house



Source: Primary data

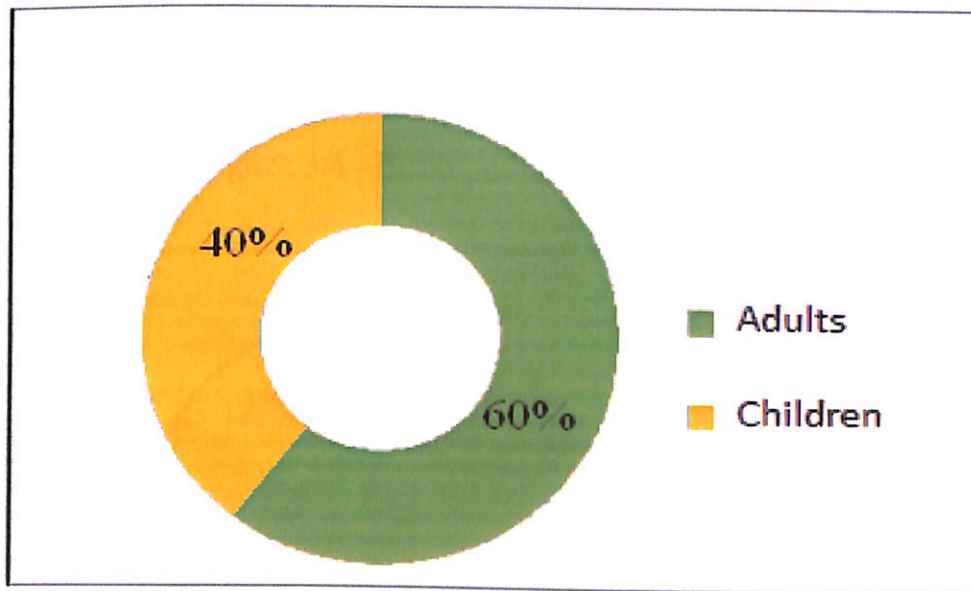
Table 3.3 Composition of Adults and Children

Number Of Adults	83	60
Number Of Children	54	40
TOTAL	137	100

Source: Primary data

Out of the total of 137 members residing in the 32 households, 40 percent were children, defined by the age group 'below 18 years'. The majority was adults and the normal trend observed was two to three children per couple.

Figure 3.3 Composition Of Adults And Children



Source: Primary data

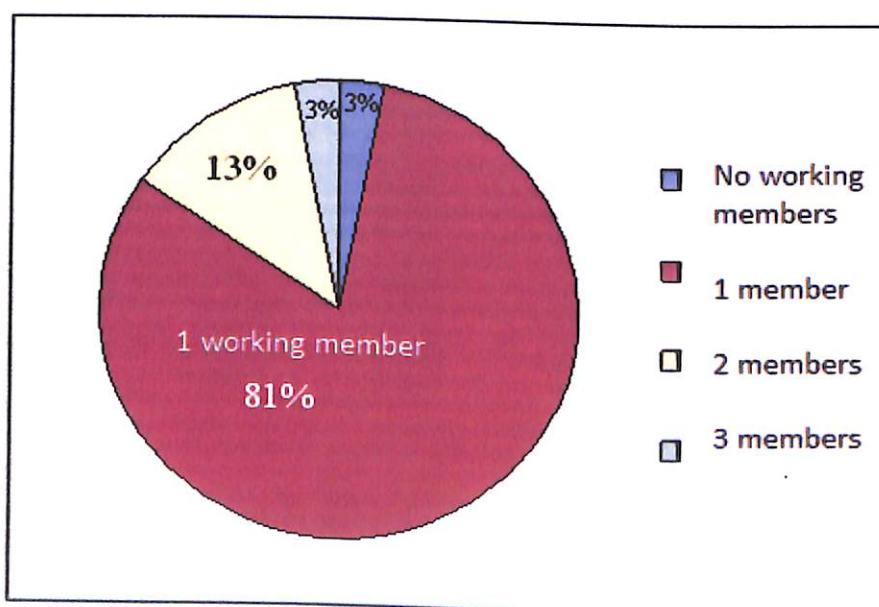
Table 3.4 – Bread Winners in the Family

Bread Winners in the Family	Number of respondents	Percent
0	1	3
1	26	81
2	4	13
3	1	3
TOTAL	32	100

Source: Primary data

81 percent of the households have only 1 employed member, usually the male member, and this is a matter of great concern to the displaced as the income earned is insufficient to meet their needs. A very rare 3 percent of them have 3 working members. However, it is to be noted that the current source of employment of all these members are of their own employment seeking efforts, and not provided by the government as promised in the rehabilitation packages.

Figure 3.4 - Bread Winners in the Family



Source: Primary data

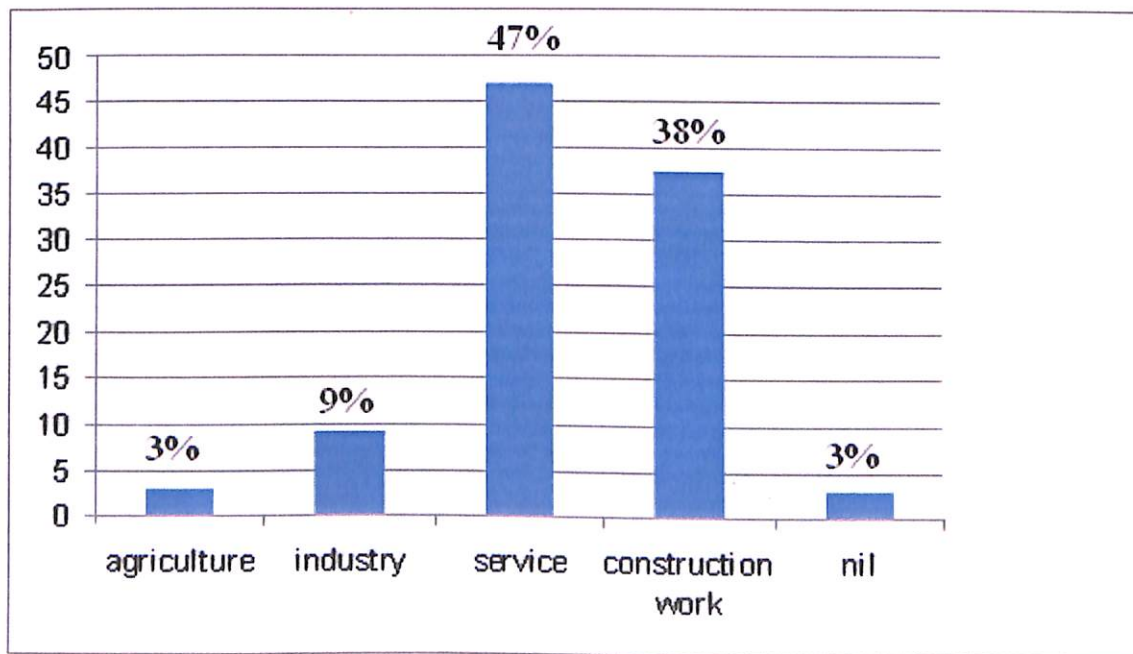
Table 3.5 – Occupation of Residents

Occupation of Residents	Number of respondents	Percent
Agricultural sector	1	3
Industrial sector	3	9
Service sector	15	47
Construction work	12	38
Nil	1	3
TOTAL	32	100

Source: Primary data

A majority of the respondents (47 percent) works in the service sector. This includes a large number employed as taxi drivers, which do not provide a constant source of income. This is followed by 38 percent of them who are involved in construction work. We also encountered a respondent who was unemployed.

Figure 3.5 - Occupation Of Residents



Source: Primary data

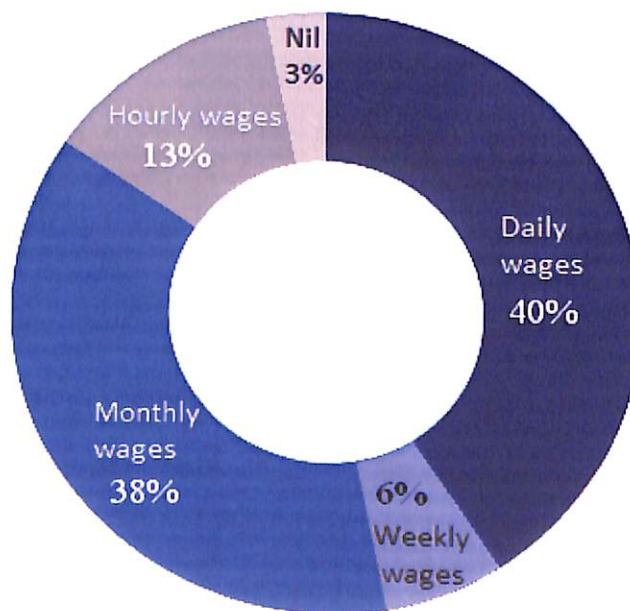
Table 3.6 Type of Income Earned

Type of Income Earned	Number of respondents	Percent
Daily	13	40
Weekly	2	6
Monthly	12	38
Hourly	4	13
No wage	1	3
TOTAL	32	100

Source: Primary data

Daily wage earners formed a majority of the respondents, who claim that the wage rate is extremely low to sustain them. This is followed by 38 percent of them who earn a monthly income, which provides a constant and secure flow of income. All the respondents, however, are not satisfied with their earnings.

Figure 3.6 - Type Of Income Earned



Source: Primary data

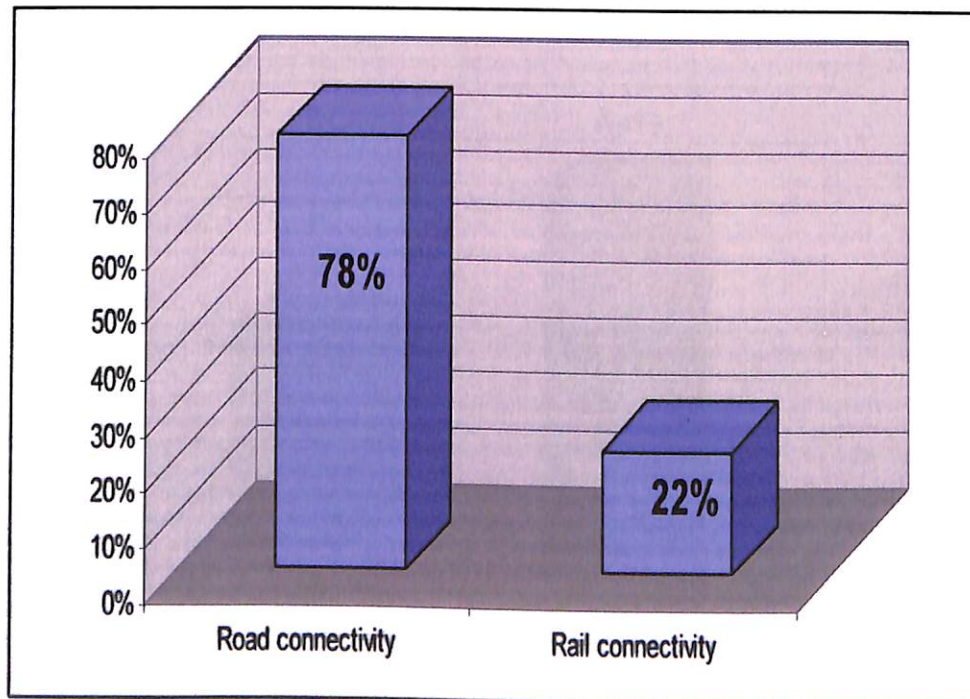
Table 3.7 Reason For Displacement (Connected To The ICTT Terminal Construction)

Reason For Displacement	Number Of respondents	Percent
Road connectivity	25	78
Rail connectivity	7	22
TOTAL	32	100

Source: Primary data

78 percent of the respondents in the survey were displaced due to rail connectivity to the ICTT site, and the rest due to road connectivity.

Figure 3.7 - Reason For Displacement (Connected To The ICTT Terminal Construction)



Source: Primary data

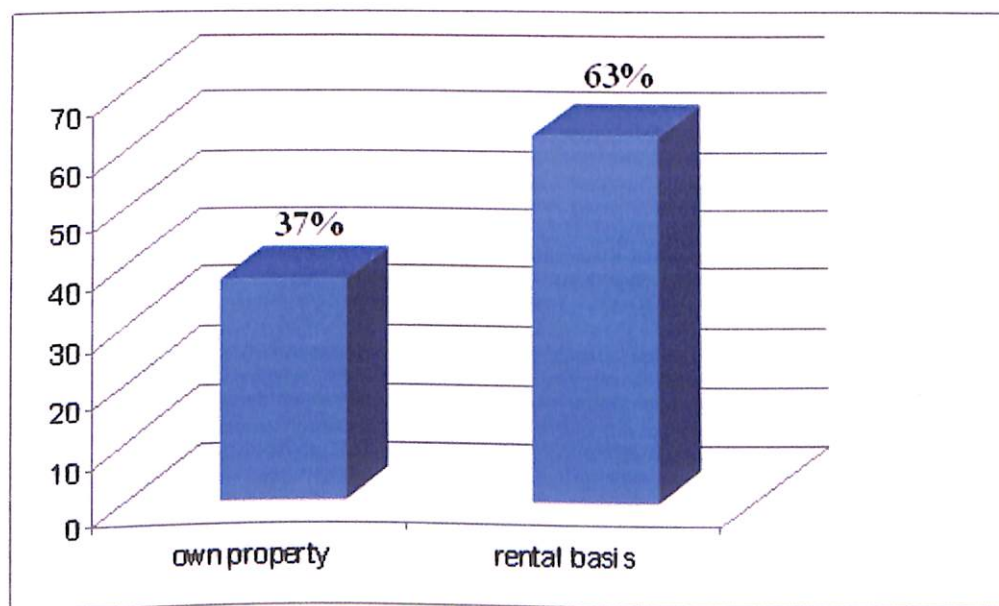
Table 3.8 – Ownership of Residential Property

Ownership of Residential Property	Number Of respondents	Percent
Own property	12	37
Rental basis	20	63
TOTAL	32	100

Source: Primary data

Only 37 percent of the respondents live on their own property. The majority pay a monthly rent for the homes/ residential quarters they reside on. Efforts to acquire property in their own name have only been in vain since they have insufficient savings and lack the assets to pledge as security for loans.

Figure 3.8 - Ownership Of Residential Property



Source: Primary data

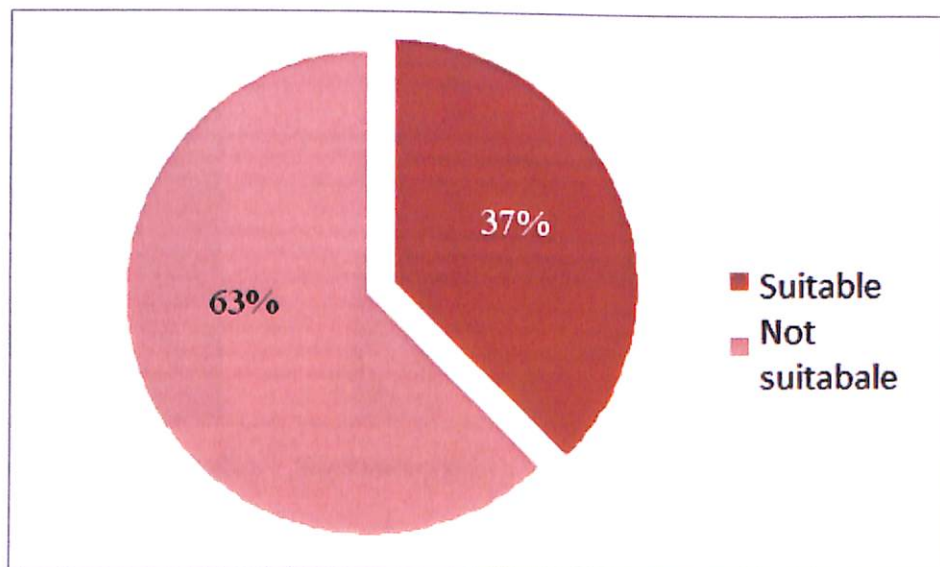
Table 3.9 Suitability of Land

Suitability Of Land	Number Of Respondents	Percent
Suitable	12	37
Not suitable	20	63
TOTAL	32	100

Source: Primary data

A majority of the respondents claim that the land they live on is unsuitable for living. This is taking into account the instability of the foundation, dearth of clean water and fresh air, and the close proximity to the main road which results in increased air and noise pollution. A major concern was the flooding of low-lying areas during the monsoons. However, 37 percent of the respondents have no complaints in this regard

Figure 3.9 - Suitability Of Land



Source: Primary data

Table 3.10 – Effect of displacement on standard of living

Effect of displacement on standard of living	Number of respondents	Percent
Yes	22	69
No	10	31
TOTAL	33	100

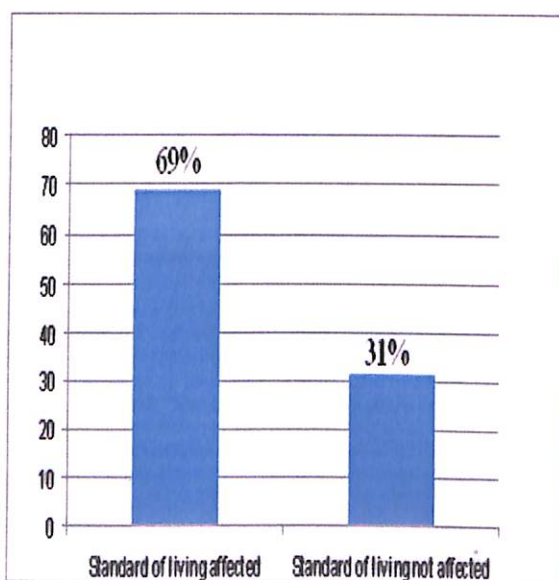
Source: Primary data

A majority of the respondents lost their jobs as a result of displacement. The reason for this is stated as the difficult access to their place of work as a result of displacement. Also, the promised employment to one member per family has not been adhered to by the Government.

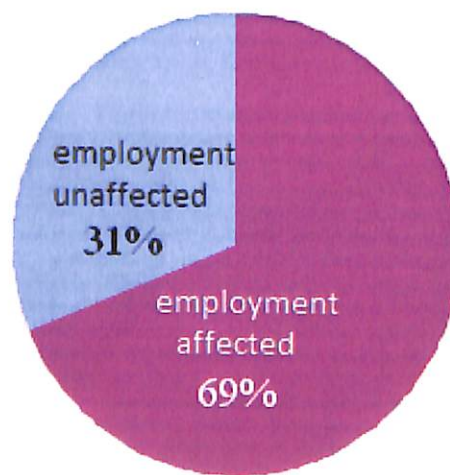
Figure 3.10 Standard Of Living

Figure 3.11 Impact Of Displacement

On Employment



Source: Primary data



Source: Primary data

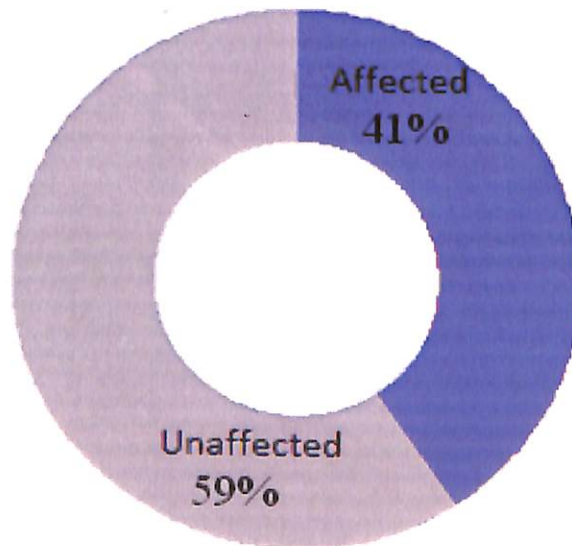
Table 3.11 – Impact of displacement on education

Impact of displacement on education	Number of respondents	Percent
Education affected	13	41
Education not affected	19	59
TOTAL	32	100

Source: Primary data

Education of a majority of the respondents' children was unaffected by displacement. However 41 percent of them face problems regarding education. This is owing to the fact that means of transportation to their schools was disrupted due to displacement to new areas. The lack of proper connecting roads from their dwelling areas to the main roads is a problem.

Figure 3.12 - The impact of displacement on education



Source: Primary data

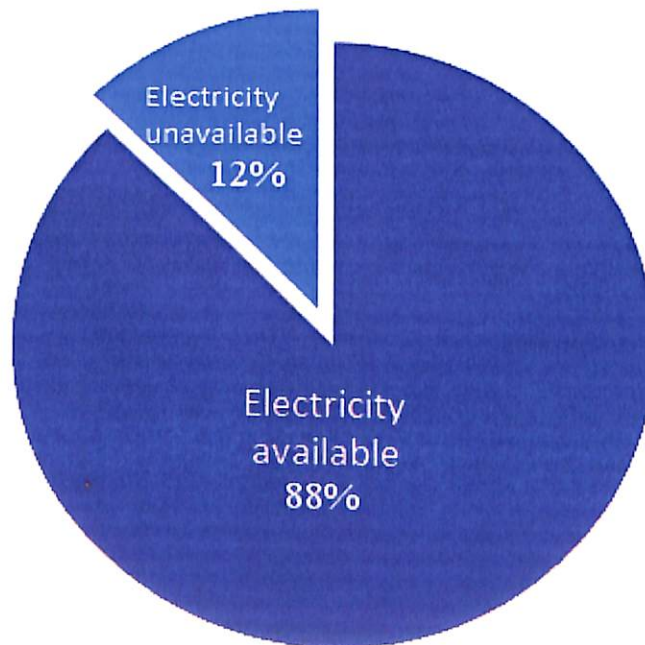
Table 3.12 – Problems regarding electricity

Problems regarding electricity	Number of respondents	Percent
Yes	4	12
No	28	88
TOTAL	32	100

Source: Primary data

Only 12 percent of the respondents faced problems of electricity in their current area of residence. This shows a positive trend in the availability of the basic amenity of electricity

Figure 3.13 Availability Of Electricity



Source: Primary data

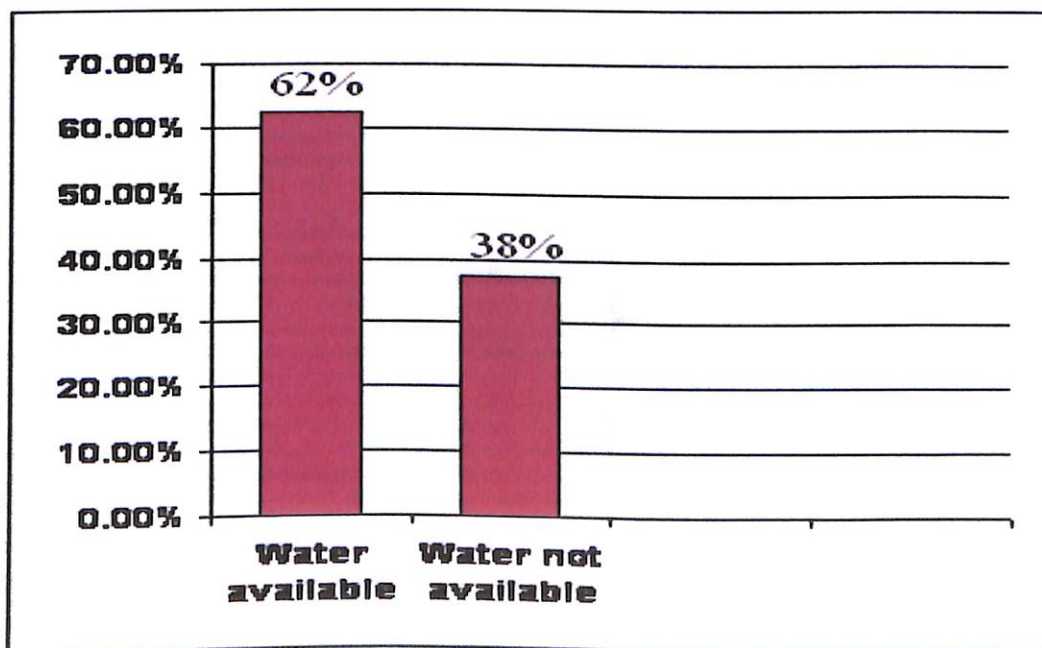
Table 3.13 – Problems Regarding Water

Problems Regarding Water	Number of respondents	percent
Yes	12	38
No	20	62
TOTAL	32	100

Source: Primary data

Only 38 percent of the displaced respondents suffered from water availability. This is mainly because they can obtain water from nearby wells.

Figure 3.14 Availability of water



Source: Primary data

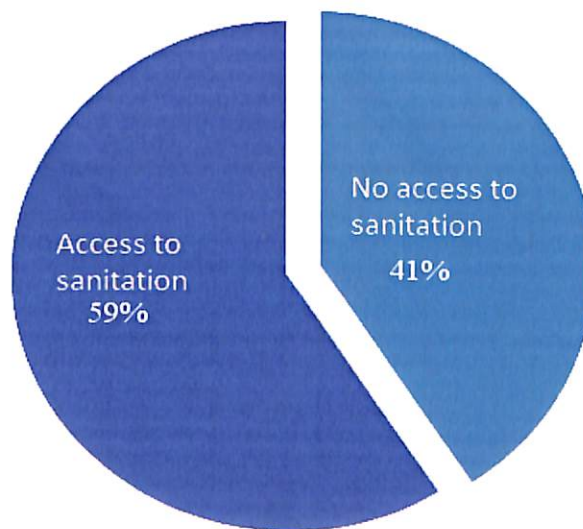
Table 3.14 – Access to sanitation

Access to sanitation	Number of respondents	percent
Yes	19	59
No	13	41
TOTAL	32	100

Source: Primary data

Only 41 percent of the residents face problems regarding sanitation. For a slight majority, access to proper sanitation is not a matter of concern since this aspect has not been affected as a result of displacement.

Figure 3.15 - Access to sanitation



Source: Primary data

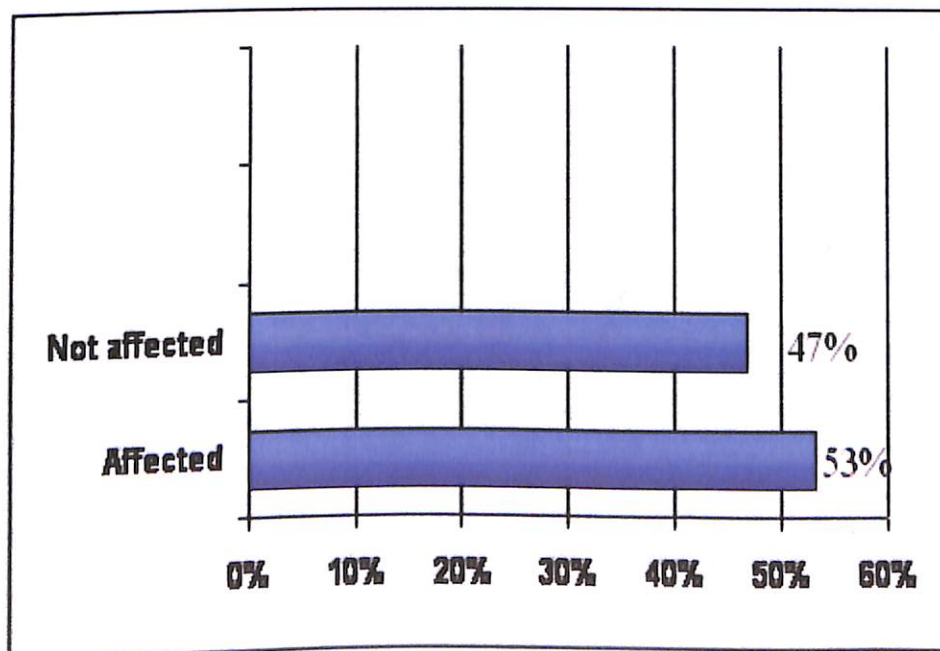
Table 3.15 – Impact of displacement on security of the girl child

Impact of displacement on the security of the girl child	Number of respondents	Percent
Affected	17	53
Not affected	15	47
TOTAL	32	100

Source: Primary data

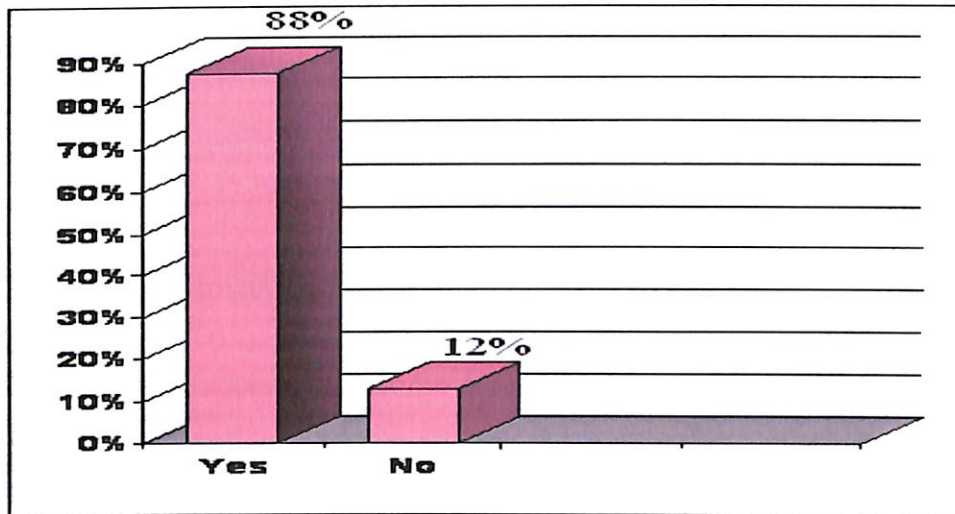
Majority (53 percent) of the respondents claim that, due to displacement and current residence on small and unsuitable land, the security and future prospects of the girl child is at stake. Marriage proposals get hindered when the family has hardly any asset in their name. With a majority of the residents living in small makeshift houses or on rents, this aspect is thus affected.

Figure 3.16 Impact of displacement on security of the girl child



Source: Primary data

Figure 3.17 - Moolampilly Package Beneficiaries



Source: Primary data

88 percent of the respondents came under the Moolampilly package, but all of them are yet to receive the entire amount of compensation. A huge majority of 85 percent are highly unsatisfied with the compensatory measures taken by the Government.

Figure 3.18 - Satisfaction with the Compensation



Source: Primary data

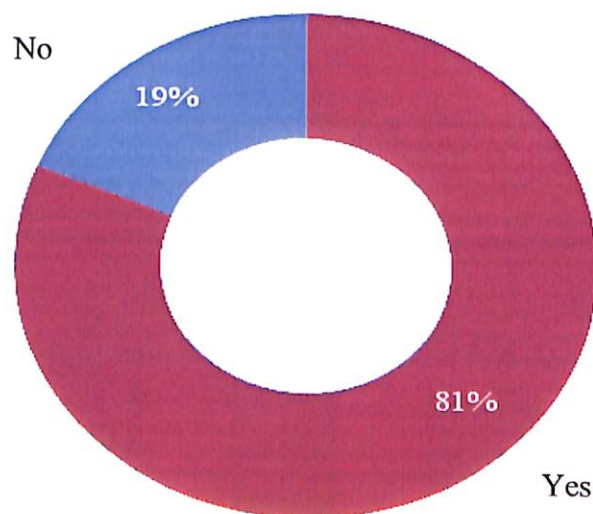
Table 3.16 Support from Social Workers In Redressing Problems

Support From Social Workers In Redressing Problems	Number of respondents	Percent
Yes	26	81
No	6	19
TOTAL	32	100

Source: Primary data

In many areas the society has come forward with support for the displaced and their families. The people who work for the welfare of the displaced and offer their support for their cause include Christian priests, college professors and to a certain extent, the media, since they spread awareness about the plight of the displaced. Thus 81 percent of the respondents receive support from the social workers

Figure 3.19 Support From Social Workers In Redressing Problems



Source: Primary data

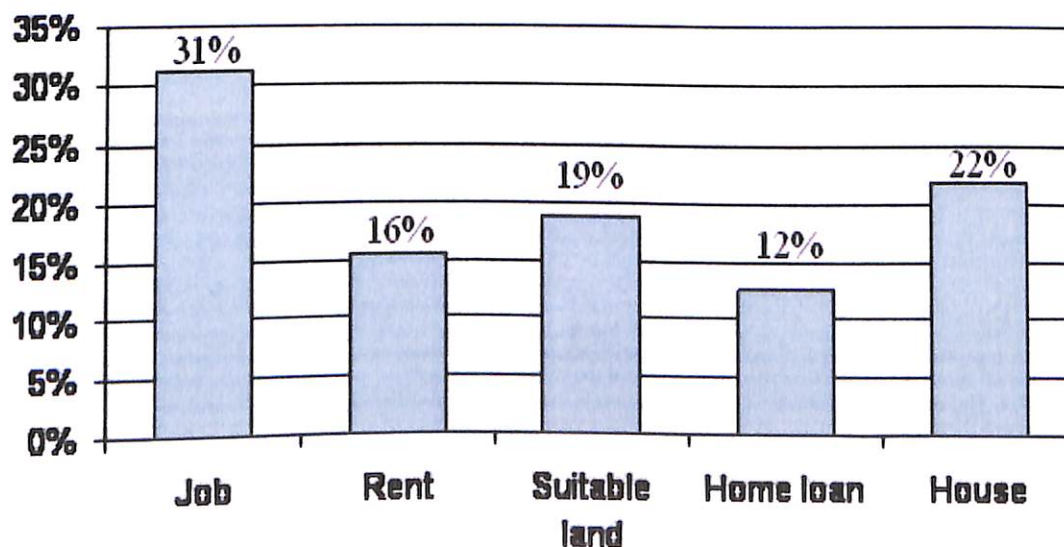
Table 3.17 – Demands/ expectations from the Government

Demands/ expectations from the Government	Number of respondents	percent
Provision of work	10	31
Outstanding Rent to be paid	5	16
Suitable land for living	6	19
Home loan provisions	4	12
House to be constructed for them	7	22
TOTAL	32	100

Source: Primary data

A majority (31 percent) of the displaced want the Government to provide them with the promised employment, which has still not been provided. Many of them (22 percent) want a home to be constructed for them by the Government, since they do not have the means to do so themselves. If not that, they want a home loan to be provided, by making necessary concessions for pledging of securities. The whole amount of the rent should also be given on time.

Figure 3.20 - Demands/ expectations from the Government



Source: Primary data

CHAPTER - 4

FINDINGS, RECOMMENDATIONS AND CONCLUSION

FINDINGS

The study on displacement due to the ICTT project at Vallarpadom has revealed the true condition of the evictees and the effectiveness of the rehabilitation measures provided by the Government. The following are the prime findings:

- Out of the seven areas covered for the study, 38 percent forming the majority of the respondents were contacted in Manjummal. This shows that there is a huge concentration of the displaced living in this area.
- 53 percent of the households surveyed have four to six members residing in one small hutment which points to a trend of joint family. Also, the proportion of adults: children are 61:39.
- 81 percent of the households have only 1 employed member and 47 percent of them work in the service sector primarily as taxi drivers and teachers. The income earned from a single bread winner and from such irregular sources is insufficient to meet their needs.
- A majority of 49 percent the respondents belong to the category of daily wage earners, which again points to irregular wages.
- The study of the reason for displacement revealed that 78 percent of the respondents in the survey were displaced due to rail connectivity and the rest due to road connectivity to the terminal.
- Out of the total respondents, 63 percent do not own the property they live on and have to pay monthly rents.

- 63 percent of the respondents are unhappy with the land they reside on due to instability of the foundation, dearth of clean water and fresh air, and the close proximity to the main road.
- The standard of living and employment of 69 percent of the displaced respondents were affected. This not only shows the impact of displacement on their lives, but also the direct relationship between income and standard of living.
- Though education of the children was affected by relocation to a new location, 59 percent of the children's education remains unaffected.
- Of late, 88 percent of the respondents do not face problems of electricity, water availability problems accrued to only 38 percent of the residents (as they make use of nearby wells) and access to proper sanitation of 59 percent is also unaffected. Thus, basic amenities like water, access to sanitation and electricity are gradually being made available to the displaced.
- The security and future prospects of the girl child is at stake according to 59 percent of the respondents. This is due to current residence on small and unsuitable land, and absence of assets.
- 88 percent of the respondents came under the Moolampilly package, but a huge majority of 85 percent is highly unsatisfied with the compensatory measures taken by the Government.

- It is relieving to know that 81 percent of the respondents receive support from welfare workers and other members of the society in redressing their grievances.
- 31 percent of the displaced want the Government to provide them with the promised employment and 22 percent want a home to be constructed for them by the Government, since they do not have the means to do so themselves. The other demands primarily include the payment of outstanding rent, and provisions for home loans and suitable land for living.

Recommendations

- Prior importance should be given to the provision of a suitable source of income to the displaced since their standard of living and access to basic amenities is directly proportional to this. Thus, the Government can pay special attention to the displaced population while assigning employment via the Government employment generation schemes such as NREGP, registration in employment exchanges etc.
- A social Impact Assessment can be followed for calculating compensation instead of providing a fixed amount as monetary compensation. This ensures that the subsequent problems of loss of employment, social surroundings and emotional trauma are accounted for while calculating the compensation to be paid to the displaced.
- The system of Panchayati Raj can be used effectively as a platform for the opinions and grievances of the affected people. Since such a system can

focus on the grass root level problems, it can result in the formation of interest groups who can ensure that their grievances do not go unheard.

- 'Land for land' is a suitable method of rehabilitation only if the land provided in return for their sacrificed land is suitable for living conditions. If the Government cannot effectively provide this, it may be in the best interest of the displaced if the government were to construct houses or a township for them, or make provisions for home loans at low interest rates.
- The only legislation pertaining to land acquisition currently in place is the Land Acquisition Act, 1894, which, though amended several times, is criticized to retain its colonial flavour by granting unfettered powers to the Government. The new democratic India requires legislations that consider the rights of the displaced. Bills such as Rehabilitation and Resettlement Bill, 2007 and Land Acquisition (Amendment) Bill, 2007 are now being considered by the Parliament and various Committees. It would be beneficial if these laws were passed without delay to maximize the advantages to the displaced.

CONCLUSION

The issue of displacement of population in the name of development has been a prime concern to the society at large. Not only does such displacement render hundreds homeless, it is also often accompanied by corruption, undemocratic imposition of projects, use of violence to force people from their settlements and failure to uphold obligations to compensate, resettle and rehabilitate them. A majority of the 326 families displaced due to the commissioning of the Vallarpadom ICTT project continue to live in a sorry state despite four years of displacement. The compensation provided is inadequate according to a majority of the respondents, and this deprives them of an adequate roof over their heads. The employment and standard of living of the displaced have been severely affected, though provision of electricity and water is gradually being taken care of.

The packages for rehabilitation announced by the Government seem impressive on paper, designed to effectively solve all the problems of the displaced. But stark reality proves otherwise, as the process of implementation lags behind tremendously. This has resulted in the displaced feeling cheated out of their homes and left helpless. It must be realized that if the displaced are not properly resettled and their capacity to earn a means of living is not restored, then such a development project that overrides public interest, becomes irrelevant and meaningless to the society. Thus a combined effort of the Government and the citizens is required to ensure that the real advantages of the project accrue to the masses. Only then does any development project become a complete success.

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QUESTIONNAIRE

1) Name:

Age:

Sex:

Place:

2) Number of family members:

Adults

Children

3) Number of working members in the family :

0-2

2-4

4-6

6-8

4) Occupation:

Agriculture

Industry

Service sector

Others

5) Monthly income:

6) What type of wage do you get?

Daily

Weekly

Monthly

Hourly

7) Do you think this income is sufficient?

Yes

No

8) Do you own the property you live on?

Yes

No

If 'no', what type of agreement is it?

Free of cost

Monthly rent

Lease

Yearly payment

9) How long have you been residing here? _____

10) Is this land suitable for living?

Yes No

11) Where were you residing formerly? _____

12) For how long did you reside in that area? _____

13) What is the reason for the change in residence?

Site of the ICTT project Rail connectivity

Road connectivity

14) Has displacement affected your job?

Yes No

15) Are you able to maintain the earlier standard of living?

Yes No

16) Is education of children affected?

Yes No

17) Does the Government provide assistance in paying fees?

Yes No

18) Are you facing problems regarding water?

Yes No

19) How do you get your supply of water?

Well Corporation provides Tankers bring water

Other

20) Is electricity being provided?

Yes No

If 'no', on an average, how many hours of electricity per day are available? _____

21) Do you think access to proper sanitation is a problem?

Yes No

22) Does the area flood during the monsoon season?

Yes No

23) Is security of the girl child at stake?

Affected Not Affected

24) Are future prospects such as marriage proposals for the girl child affected due to displacement?

Yes No

25) Have you heard of the Moolampilly package announced by the Government?

Yes No

Are you a beneficiary of this package?

Yes No

26) Did you get compensation after displacement?

Yes No

If 'yes', what was the amount provided? _____

27) How much of land was provided by the Government? _____

28) Are you satisfied with the compensation?

Yes No

29) How much do you think the Government should have provided instead?

30) Has at least one member of the family been provided with employment as per the package?

Yes No

31) Was there any delay in receiving compensation?

Yes No

32) Have you held campaigns/ rallies at public places to redress the problem of delayed compensation?

Yes No

33) Have welfare workers/NGOs come forward to help?

Yes No

34) Other than land, was there any other compensation provided?

Yes No (Please specify.)

35) What further steps do you want the Government to take in this regard?