Chapter 4

DISPLACEMENT DUE TO THE DEVELOPMENT OF VALLARPADAM CONTAINER TERMINAL, KOCHI

4.1 International Container Transshipment Terminal
4.2 About Container Transshipment Terminal
4.3 Container Transshipment in India
4.4 About Vallarpadam International Container Terminal Transshipment Terminal (VICTT)
4.5 Growth of ICTT
4.6 Impact of Vallarpadam Container Terminal
4.7 Displacement of People caused by the Commissioning of International Container Transshipment Terminal, Kochi
4.8 Vallarpadam Rehabilitation Package
4.9 Vallarpadam Evictees Awaiting Rehabilitation

Cochin (Kochi), Queen of the Arabian Sea is believed to be the finest natural harbour in the world. Kochi is the oldest European settlement in India recording a history of visitors who came, saw and stayed for hundreds of years. Layered impressions - Chinese, Arab, Jewish, British, French and Portuguese, are contained within its environment. In the recent history of Kerala especially for Kochi, one of her milestone is the establishment of International Container Transshipment Terminal, locally known as the Vallarpadam Terminal, is a container transshipment facility which is part of the Cochin Port. The terminal paved way for an increased connectivity through new bridges, national highways, rail links and through the waterways. In short, Kochi’s trade links will increase tremendously. Vallarpadam Island where the International Container Transshipment Terminal is located is connected to the main land by constructing bridges across the bays and a container terminal road connecting Vallarpadam with NH 47 and NH17. A railway
link is also constructed in order to handle the containers at Vallarpadam Terminal in Kochi, Kerala.

4.1 International Container Transshipment Terminal

The Kochi International Container Transhipment Terminal is the only transshipment port in India, and is situated in Kochi, in the state of Kerala. On 16 February 2005, Dubai Ports World announced that it has formally signed an agreement with the Cochin Port Trust to construct, develop and operate an International Container Transshipment Terminal (ICTT) – An India Gateway Terminal – at Vallarpadam. Strategically, located on the main east-west global shipping lines and offering draft of about 16 m, Kochi 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. On 11 February 2011 the terminal was inaugurated by the Dr. Manmohan Singh, Prime Minister of India¹.

![Dedication of ICTT to the nation](image)

**Source:** Survey Data

**Figure 4.1 Dedication of ICTT to the nation**

ICTT will make the markets closer and cheaper for the Indian importer and exporter by avoiding a foreign transshipment location. Moreover, the inventory carrying costs of the Indian trade will also be positively impacted by the commissioning of the ICTT. A transshipment hub within the country will give importers and exporters alternative solutions to moving their cargo at lower costs. The trade can now choose from road, rail, coastal and inland waterways - an inter-modal transport mix best suited to their requirement of cost and time.

The Cochin Port is an all weather port, unlike most Indian Ports, and is not affected even by the vagaries of the monsoon. It is also a 24x7 port as the tidal variations are insignificant. This is a tremendous advantage to the vessel operators as they will be able to work their berthing windows without fail. Moreover, the ICTT will have a draft of 14.5 meters which will, with the latest generations of STS cranes in support, facilitate the handling of the largest container vessels afloat on date. The productivity at the ICTT will compare with the best in the world with the deployment of the new generation cranes.

The ICTT will provide varied opportunities for entrepreneurship. They are related to development of Container Freight Station (CFS), Inland Container Depot (ICD) water transportation (Ro-Ro, etc.), road transportation, warehousing/logistics centres and private rail transportation. While a CFS is in the immediate vicinity of the port, an ICD is a 'dry port' located in the hinterland.

---

4.2 About Container Transshipment Terminal

A container transshipment terminal is a facility where cargo containers are transshipped between transport vehicles, for onward transportation. It acts like a hub into which smaller feeder vessels bring in cargo which then gets loaded on to larger ships.

These larger ships are main-line vessels that can accommodate 2000 or more containers, and they are called mother ships. So, the feeder ships carry empty or full containers, which are then loaded on to the mother ship and taken to their final destination. Transshipment is the shipment of goods or containers to an intermediate destination, then to yet another destination.\(^3\)

4.3 Container Transshipment in India

Before the inception of VICTT, since most Indian ports could handle only small ships, the mother ships would be anchored at big ports like Dubai, Singapore and Colombo and containers from India were transported to them using smaller feeder ships. This resulted in an additional expenditure of USD 300 per container and delays ranging from 7 to 10 days transit time. But with the completion of ICTT, the scenario has changed. The ICTT provides facilities for handling mother ships and thereby eliminate the need for transshipment of Indian containers through other countries. With the building of this terminal our exports can now access mainline container vessels calling at one of the most well located ports of India. Not only will ICTT benefit the trade in lower freight rates, and get their goods faster to market, ICTT will also

\(^3\) http://en.wikipedia.org/wiki/Container_terminal
reduce shipping lines operational costs considerably, and make the business a lot more profitable, as the shipping lines will have an opportunity to reduce feeder cost.

4.4 About Vallarpadam International Container Terminal Transshipment Terminal (VICTT)

For generations, Kochi has been the ideal location for international trade and commerce. The ancient port of Muziris, which dates back to 1st century BC, stands evidence to the history of international trade in Kochi.

With the commencement of the International Container Transshipment Terminal, Kochi is poised to become India’s gateway to International markets, competing with other transshipment ports in the region.

Located 11 nautical miles off the Middle East trade route and 76 nautical miles off the Suez route, Kochi’s proximity to these trade routes makes the terminal attractive as a hub to the vessels operating in this route.

A dedicated 4 lane highway connecting the major national highways, direct rail connectivity to the terminal and excellent Coastal connectivity to all the ports in the country offers multimodal options to the trade using ICTT. Furthermore barging operations using the wide inland waterway network of Kerala significantly reduces time and cost for the local businesses.

http://www.igtpl.com/
Chapter 4

With its formal dedication to the nation by our Prime Minister Dr. Manmohan Singh, it is positioned as India’s first international transshipment hub. As the largest individual terminal, Vallarpadam is destined to develop as the premier maritime gateway to India while offering an alternative to Sri Lanka and Singapore for container transshipment. It is also the first port based Special Economic Zone in the county. The terminal makes Kochi a key centre in the shipping world, reducing India’s dependence on foreign ports to handle transshipment. According to a CNBC report, the ICTT project will enable India to move into the top 20 maritime nations.

Dubai Ports International (DPI) has emerged as a successful bidder for developing and operating the project on a Built-Operate-Transfer (BOT) basis for 30 years by the quoting the highest revenue share of 33.30% to the Port Trust. The International Container Transshipment Terminal in Vallarpadam is a milestone in the development of our country’s logistics infrastructure and marks a new era in cargo handling.
4.4.1 History of ICTT at Vallarpadam

International Container Transshipment Terminal development terminal is the largest single operator container terminal currently in India and the first in the country to operate in a special economic zone. The ICTT has been developed under the public-private partnership model.

Being constructed in three stages, the first phase of the terminal was commissioned on 11 Feb 2011. This can handle cargo up to one million TEUs (twenty-foot equivalent units) per annum. On completion of the third phase, the terminal will be able to handle 4 million TEUs of cargo per annum. The terminal is presently being operated by the Dubai Ports World (DPW), which will operate it for 30-years after which the control will come back to the Cochin Port Trust.

The International container transshipment terminal located at a green blob of Vallarpadam Island is going to be the fulcrum of development of the entire state of Kerala. It took nearly two decades to conceive the ICTT terminal which is now a reality. The ICTT is a dream come true for the people of Kochi.

ICTT is a project designed with a wide vision and potential to alter the development of the state. A project with such a vast potential to transform the fortunes of the state, nevertheless, took a long time coming. It was way back in 1985 that the Cochin Port Trust prepared a preliminary report on the Vallarpadam Container Terminal. Later, in 1991, a detailed feasibility report was prepared by the Dutch consultants, M/S Frederic R Harris B.V, Netherlands to establish technical, economic and financial suitability for setting up a transshipment container terminal. The next year the Port Trust invited offers to build the terminal, but no one came forward.
The same consultants reworked on the report and the first tender for the project was floated in 1999. Though P&O Ports submitted the lone bid, the Central Government wanted the Port Trust to reconsider the proposal and subsequently the bid was discharged in 2002. Bids were again invited in the same year and this time around, two bidders – Maersk and CSX World Terminals – qualified for the project. But this tender too did not come through. The latest bids were out again in 2004 and eventually the DPI was selected as the promoter of the ICTT.

As approved by the Cabinet Committee on Economic Affairs (CCEA), the Letter of Intent (LoI) was issued to DP World on September 16, 2004.

While approving the proposal, the CCEA had specifically directed that issues relating to building up traffic of 4 lakh TEUs per annum at RGCT (Rajiv Gandhi Container Terminal), declaration of the ICTT project site as an SEZ, and identify the specific areas requiring follow-up action be addressed effectively.

As traffic build-up is principally vested with the terminal operator, DP World was requested to furnish a concrete proposal for building up the traffic at RGCT. Responding to this, it furnished a detailed proposal for a time-bound commissioning of the terminal within four years. The Cabinet Committee on Economic Affairs in 2005 cleared the revised proposal for the time-bound implementation of the ICTT project. The BOT contract for establishing the ICTT was executed with India Gateway Terminal Private Ltd, a subsidiary of DP World on January 31, 2005.

The Licence Agreement contemplates the development of the terminal in phases. The ICTT project envisages development of facilities for handling mother container ships of 8000+ TEU capacities. This will be
a modern terminal with a 1800-m berth and supporting handling equipment with an annual throughput of 3 million TEUs when in its fully developed phase\textsuperscript{5}.

On 16\textsuperscript{th} February 2005, Dubai ports World announced that it has formally signed an agreement with CoPT to construct, develop and operate an International container transshipment terminal - An Indian Gateway Terminal – at Vallarpadam.

The project was formally launched with the laying of the foundation stone by Dr. Manmohan Sigh, the Hon’ble Prime minister of India. Approval for the agreement was given by the Cabinet Committee of Economic affairs of the Government of India, Ministry of Finance and meanwhile, the DP world will manage and subsequently transfer its operation at the Rajiv Gandhi container terminal at Cochin port to the new terminal upon its completion. The DP world had been granted a 38 year concession for the exclusive operation and management of the site\textsuperscript{6}.

This envisions development of facilities for handling mother container ships of 8000+ Twenty Feet Equivalent Units (TEUs) capacities. The facilities include 1800 metres berth and supporting handling equipments for annual throughput of 3 million TEU along with supporting infrastructure. According to the Licence Agreement between Cochin Port Trust and M/s India Gateway Terminal Private Ltd (IGTPL), the terminal is to be developed in different phases.

\textsuperscript{5} Metamorphosis, Statistical Department, Planning and Research Division, Cochin Port Trust
\textsuperscript{6} http://www.vallarpadamterminal.com/History-of-the-ICTT-of-vallarpadam.shtml
**Implementation 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 TEU containers 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. The total cost of the project is estimated at ₹3200 crore.

**4.4.2 Features of Vallarpadam International Container Transshipment Terminal**

- India's first International container transshipment terminal
- The project is a shot in the arm for the Cochin port, and is sure to catapult it to among the likes of the Singapore, Dubai and Colombo ports.
- The International Container Transshipment Terminal was built on a BOT basis by Dubai Ports International (DPI).
- The project will be operated by DPI for a period of 30 years, during which it has pledged 33.33% of the profits to the Kochi Port trust.
- According to the contract, the existing Rajiv Gandhi terminal at the Cochin port will be leased to DPI for 10 years.
- "Mother ships" that currently offload at ports such as Colombo, Singapore and Salalah can enter the Cochin port
- Over 70% of cargo for India is being handled by Colombo. This causes a loss of close to ₹2000 crore annually to the country.
With the launch of ICTT, exporters from India will be able to save close to $200 per container once the terminal is realised.

The sophisticated facility is expected to transform both Kerala and the Kochi port as the international logistic hub in India.

The Rs 3,200-crore ICTT, together with the ancillary projects, is expected to accelerate economic development of Kerala as well as the whole country.

The terminal is the largest of its kind and first in the country to operate in an SEZ.

Mega mother ships and Panamax vessels can directly reach Vallarpadam. It will also save the cost of transportation by $300 per container, making export and import cheaper.

The dawn of a new era in the history of Cochin has thus begun. The ICTT together with the ancillary economic projects initiates an integrated development plan, which will accelerate economic development of Kerala as well as the whole country. Vallarpadam Terminal is the largest single operator container terminal in India and the first in the country to operate in a special economic zone. The terminal makes Kochi a key destination in the shipping world and reduce India’s dependence on foreign ports to handle transshipment cargo. The ICTT project has also kick-started other development work near Kochi. It is ultimately expected to attract over US$ 2.15 billion in investments, boosting economic growth in the southern state and also generating thousands of jobs. Besides international trade, tourism

---

7 https://sites.google.com/site/cochinmetro/vallarpadtranshipmentterminal
is also expected to witness buoyant growth, as a cruise terminal is also being planned.

**Timeline**

- 1 February 2005: Commenced Construction for Phase 1
- 16 February 2005: Concession Agreement Signed
- 9 February 2011: First Train arrived at ICTT
- 11 February 2011: Dr. Manmohan Singh Prime Minister Of India Dedicated ICTT to the nation
- 12 February 2011: First Containers Arrived at ICTT
- 18 February 2011: First Vessel Arrived at ICTT (OEL Dubai)
- 21 July 2011: MV. Maersk Sembwang (largest vessel handled at ICTT) arrived.

The development of the ICTT and attendant infrastructure has a natural 'spin-off' benefit for the State of Kerala - it provides an opportunity to the State to showcase an 'image makeover'. An improved image of Kerala as an investment destination will attract additional investments and generate employment to meet the aspirations of the educated and attitudinally well aligned youth.

**4.4.3 Location**

The terminal is located in the Vallarpadam Island in Kochi. Kochi, the queen of the Arabian Sea, is one of the important towns when it comes to tourists visiting the southern part of India. It offers the nature lovers the

---

beauty of coconut palms, and endless blue sea all around. It houses some of the most beautiful beaches, churches, forts and museums which are considered to be prime tourist destinations. The port also has a large green-field area for future development. Considering these advantages, Cochin Port Trust had mooted a proposal in the early 1990s for establishment of an ICTT. Taking into account the potential, the Government of India took a decision to develop Cochin Port as a Container Transshipment Port.

Mr. Ramachandran, former chairman, Cochin Port Trust pointed out that the container traffic in India is growing at a fast pace. To ensure economies of scale, the international trend is to develop hub ports for handling mainline container vessels, and connect them to nearby smaller ports through feeder services. Owing to the lack of adequate facilities in any of the Indian ports, much of the Indian container traffic is transshipped through foreign transshipment terminals such as Colombo, Salalah, Dubai and Singapore.

This is resulting in additional costs and time delays. The Vallarpadam terminal will provide facilities for handling mother ships and, thereby, obviate the need for transshipment of Indian containers through other countries. He pointed out that with reduced transportation costs, India's produce will become more competitive in the international market and, consequently, foreign trade volume will increase.

Economic utilisation of the cargo-carrying capacity of the railways and the national highways will also be possible as a substantial volume of containers will be transported between the hinterland and the port.9

9 The Hindu-Business line, February 10th 2011
4.4.3.1 Natural gateway

With its strategic location on the south-west coast of the country and at the crossroads of the east-west ocean trade, Kochi is a natural gateway to the vast industrial and agricultural produce markets of south-west India. A study on the traffic flow in the hinterland of the port indicates that about 97 per cent of the traffic volume is accounted for by Kerala. The hinterland has further spread to different areas with the growth of containerisation and establishment of Inland Container Depots (ICDs) at different load centres.

Kochi, with its proximity to the international sea route between Europe and the Far East and Australia, can attract a large number of container lines offering immense sailing opportunities. The Willingdon Island, where the present port facilities are located, is fully developed and, accordingly, the future development of the port facilities has been planned on the port's land at Vallarpadam and Puthu Vypeen Islands. No other Indian port enjoys this closeness to the maritime highway\(^\text{10}\).

4.4.4 Route

The link from Edappally to Vallarpadam starts from Edappally running 3 km parallel to an existing track until it reaches Vaduthala. The rail line then passes through the Vembanad bridge through 3 small islands, including the Idyakkara, Mulavukadu islands to reach Vallarpadam. 80 % of the bridge is constructed over water. a four-lane highway linking Vallarpadam and Kalamassery for International Container Transhipment Terminal was developed. The NHAI was the designated authority for implementing the road connectivity for the project\(^\text{11}\).

\(^{10}\) http://www.alfaventures.com/horizon/news/Kochi_New_terminal.html
\(^{11}\) The Hindu, September 7th 2007
4.4.5 Longest Rail Bridge in India

The scenic Kerala backwaters can now boast of an engineering marvel — the longest rail bridge in the country at 4.62 km. The bridge is part of a 8.6-km railway link connecting Edappally to Vallarpadam in Kochi. Built by the Rail Vikas Nigam Ltd at ₹ 200 crore, the bridge came up in a record 28 months.

The rail link between Edappally railway station and ICTT can also boast of green technology to address environmental concerns. The new bridge eclipses Dehri-on-Sone's record as the longest rail bridge in the country. The longest Railway Bridge of 4.62 Km was made ready in a period of 2 years which equates to building 190 m of bridge per month or 6.3 m of bridge every day. An enviable record considering the fact that about 80% of this bridge is built in the back waters. This bridge is constructed over pile foundations at 133 locations.

The bridge has 132 spans consisting of 33 spans of 20m and 99 spans of 40m which is made of PSC girders and caters to electric traction. A total of 231 girders, each girder weighing 220 tonnes have been cast at Vallarpadam and were transported to the location through motorized trolleys and launched in position by the completely automatic launching girder which was fabricated and imported from China. This assumes importance since the bridge runs mostly over the back waters. Latest design concrete sleepers, modern rail fastenings and head hardened rails are being utilized to construct the track over the bridge. The bridge took 18000 tonnes of steel, 50000 tonnes of cement and is founded over piles totalling to about 64000 m for the complete bridge put together including foundation for the future track. Concerted efforts of about 700 workers every day and
50 engineers of the contractors under the supervision of Rail Vikas Nigam Limited have made this a reality.

The rail-link forms a crucial project for commissioning operations of the ICTT as it will be exclusively used for goods container traffic to and from the terminal. A successful trial run was conducted on March 31, 2010 on the route. The railway line and allied infrastructure were built at a cost of ₹ 350 crore and was entirely funded by the Central Government through the Ministry of Shipping¹².

### 4.4.6 The National Highway Connectivity

The four-lane connectivity is one of the pre-requisites to the setting up of the ICTT project of the Kochi port at Vallarpadam. Vallarpadam Island where the International Container Transhipment Terminal is located is connected to main land by constructing bridges across the bays connecting Vypeen Island with Vallarpadam, Vallarpadam with Bolghatty Island and Bolghatty Island with Ernakulam Town and which had been done by Goshree Island Development Authority. With the functioning of the new ICTT at Vallarpadam the intensity of vehicular traffic over this route will be very high and will cause continuous traffic blockage. Hence, an alternate proposal for connecting Vallarpadam with NH 47 and NH17 was proposed by constructing this Project Corridor. The new NH47C connectivity to the terminal at Vallarpadam comprising of four lane road and bridges with a route length of 17.2 km from Kalamassery to Vallarpadam is executed by NHAI.

The connectivity comprises of a Fly-Over along NH 47, 11 major bridges and a minor bridge across back waters connecting various islands. Cochin Port Trust was entrusted with the work of handing over of 6.70 Km of land by dredging in the back waters and forming embankment along the back waters, which was completed by the Port in August 2009. Two lane connectivity was completed in October 2010 and work of the additional two lanes is in progress.13.

4.4.7 Vallarpadam Island

Before the launch of ICTT, Vallarpadam, a small idyllic island on the Vembanad Lake with a serene atmosphere, was famous as major Catholic Pilgrim Centre. The historic church of Our Lady of Ransom was built by Portuguese missionaries in 1524. It is said that the missionaries discovered a painting of the Lady of Ransom and later in a dream, they were asked to establish a church at Vallarpadam. Many miracles have been attributed to the church. It is believed that people are saved from mishaps at sea. This Church forms part of the diocese of Verapoly and is revered by Catholics as a very sacred church. Today rightfully the island is going to be famous for its global positioning in transshipment trade. Seventy percent of the island consists of paddy fields. The economy depends on fishing by traditional methods and the cultivation of rice. Vallarpadam is an island which is environmentally fragile. It is very famous for its diverse flora and fauna and also its mangroves14.

14 Media & Communication Officer, Press Information Bureau, Cochin RTS/VN SS-33/SF-33/14.02.2010
4.4.8 Why Vallarpadam?

The container traffic in India is on a fast growing pace. Due to economies of scale for transportation, the international trend is to develop hub ports for handling of mainline container vessels, connected to the nearby ports through feeder services. Due to the lack of adequate facilities in any of the Indian ports, a substantial quantity of the Indian container traffic is transhipped through foreign transshipment terminals like Colombo, Dubai and Singapore.

The Cochin port having the essential feature required for developing as a container transshipment terminal like proximity to the trunk sea trade routes from Europe and West Asia to Far East and Australia and well established connection to the length and breadth of the country through national network of railways and highways, served to be a ideal location for the development of an International Container Transshipment Terminal\textsuperscript{15}.

The Vallarpadam Island had all the requirements and qualifications of a ship terminal. It has a well developed connection to the National highways and railways. It is one of the best hub ports in the world. Vallarpadam is a part of the existing Cochin port. The Cochin port became a major port under the Major port trust act 1963 and now has crude handling facilities, containerization of cargo and electronic data interchange facilities, which have put Kochi in the front as far as port development in the country is concerned. The Cochin port has unique geographical advantages as it is near to international sea trade route which connects Europe and Gulf to South East Asia and the Far East.

\textsuperscript{15} Metamorphosis, Statistical Department, planning and Research Division, Cochin port Trust
The close proximity of the Cochin Port to the east-west trade routes gives her a geographic advantage over other Indian ports. Despite such a location advantage the potential of the port is yet to be fully leveraged. In an era of containerisation, this resulted in the emergence of transshipment hubs like Colombo and Salalah, leading to additional handling and higher transportation costs which made Indian goods less competitive overseas as compared to China, Vietnam and South East Asian countries.

The commissioning of the ICTT and the consequent calls of mother vessels to it will make the markets closer and cheaper for the Indian importer and exporter by avoiding a foreign transshipment location. Moreover, the inventory carrying costs of the Indian trade will also be positively impacted by the commissioning of the ICTT. A transshipment hub within the country will give importers and exporters alternative solutions to moving their cargo at lower costs. The trade can now choose from road, rail, coastal and inland waterways - an inter-modal transport mix best suited to their requirement of cost and time.

The Cochin Port is an all weather port, unlike most Indian Ports, and is not affected even by the vagaries of the monsoon. She is also a 24x7 port as the tidal variations are insignificant. This is a tremendous advantage to the vessel operators as they will be able to work their berthing windows without fail. Moreover, the ICTT will have a draft of 14.5 meters which will, with the latest generations of STS cranes in support, facilitate the handling of the largest container vessels afloat on date. The productivity at the ICTT will compare with the best in the world with the deployment of the new generation cranes.

The ICTT will provide varied opportunities for entrepreneurship. They are related to development of Container Freight Station (CFS), Inland Container Depot (ICD) water transportation (Ro-Ro, etc.), road transportation, warehousing/logistics centres and private rail transportation.

4.5 Growth of ICTT

India’s first International Container Trans-shipment Terminal in the Special Economic Zone at Vallarpadam Island will turn India into a key player in International trade map. The Centre has issued orders relaxing cabotage restrictions for transhipment of export-import containers at the International Container Transshipment Terminal, Vallarpadam.

The decision, which will permit foreign flagged vessels to move containers transhipped through the ICTT to other Indian ports, is expected to scale up the volume of trade and revenue of the terminal. The relaxation is subject to 100% radiological scanning of containers arriving at the port as suggested by the defence ministry.

The Ro-Ro vessel ferrying container trucks between Willingdon Island and International Container Transshipment Terminal (ICTT), Vallarpadam has helped the crowded roads in Kochi remain free of more than one lakh trucks in the last 18 months of its operation.

The vessel, which has a capacity to carry fifteen 20-TEU container trucks on a trip and 500 TEUs a day, on an average carries about 2,800 containers per month. The proposed LNG terminal near the ICTT site when completed will bring an added vibrancy to the project area. This will also give way for a power plant and seafood processing and storage stations.
Economic utilisation of the cargo carrying capacity of Indian railways and Konkan Railways and National Highways will be possible since a substantial volume of containers will be transported between hinterland and port by land mode. The terminal opens up immense potential for allied industries like Container Freight Stations, Inland Container depots, port based Special Economic Zones, transportation of cargo through inland waterways, logistics and warehousing centres. Being labour intensive industries, these are expected to generate substantial employment opportunities in the state. Better port facilities will also give a thrust to agriculture and related farm sector. Farmers in the entire southern peninsula will be able to take advantage of the port.17

Suresh Joseph, General Manager, DP World Kochi, believes that the collective efforts of him and his team to build the International Container Transhipment Terminal at Vallarpadam near Kochi will herald a new dawn in the maritime history of the country. “The development of the ICTT presents Kerala and India with bountiful economic possibilities and opportunities,” he says.

The ICTT Vallarpadam is arguably the most ambitious integrated port development undertaken in post-Independent India. In an environment studded by die-hard sceptics, unrepentant obstructionists, vicious political diatribes, exemplary welfare measures built on unsustainable economic and social policies; tempered by an ambitious Gen Next, an expectant society, a supportive media and an educated and attitudinally motivated workforce provide a vibrant atmosphere never before experienced in Kerala. The project is the culmination of efforts by Kerala, which has put its past well

behind it and wants to move on to a new dawn of opportunities and fulfilled promises. The ICTT is positioned as ‘the transshipment hub’ of India. Transshipment presupposes exceptional sea route connectivity’s of Indian and international ports and the interfaces among them.

The ICTT Vallarpadam will put Kerala firmly back on the international maritime map. The signing up of major customers into the run-up of the commissioning of the ICTT will see the rapid ramping up of throughput in the ICTT. If all goes well, I foresee a “filled up to Phase 1A capacity terminal” in the second full year of business at the ICTT.

The ICTT Vallarpadam presents Kerala and India with business opportunities. It will take the next two years for many of those opportunities to be economically assessed and worked on. In the immediate vicinity of the ICTT, the setting up of container freight stations, warehousing centres and logistics parks are what he envisions in the next two years. Greener transportation alternatives such as water transportation between the ICTT and other coastal business districts of Kerala such as Quilon, Calicut and Cannanore should see major initiatives in the next few years. The first link has been laid with the Ro-Ro transportation between the Willingdon Island and Bolgatty. The development of the National Waterway 3 and freight stations linked to them will provide the necessary fillip to hinterland waterway connectivity. The supply of fresh water to the ships calling at the ICTT presents the entrepreneurial possibility of putting up water purification plants at Vallarpadam and Vypeen. This initiative can also address the drinking water supply concerns of these thickly populated islands and those nearby.

4.5.1 The factors which make ICTT special

ICTT is a promise of efficiency and the reputation for efficiency and expertise is driven by our leadership in innovation and our unyielding commitment to our customers all around the world.

**Faster Vessel turn around:** The 4 Super Post Panamax Quay cranes and 2 Mobile Harbor Cranes, both capable of twin lifts ensure faster loading and discharge from vessels.

**Faster Truck turn around:** With 15 RTGCs, 3 Reach Stackers and automated yard management is resulting in speedy container delivery. Easy documentation: ICTT documentation centre is has been adequately staffed to ensure faster minimum waiting time for trucks. The documentation procedures have been simplified. An eForm13 has been proposed, to further reduce the work and time at the documentation centre.

**Multi modal connectivity:** ICTT is blessed with multimodal connectivity few terminals can boast of.

- A dedicated 4 lane highway connects to NH-17 through Mangalore, Goa to Mumbai and NH-47 through Coimbatore, Salem to Bangalore and NH 49 to Madurai.
- Direct rail connectivity to the terminal with the longest rail bridge in India spanning 4.62 kms connects ICTT to markets like Coimbatore, Bangalore, Chennai, Hyderabad, Nagpur, Delhi etc.
- Coastal connectivity to the ports in the west coast of the country offers multimodal options to the trade using ICTT.
- Barging operations using the wide inland waterway network of Kerala, which can significantly reduces time and cost for the local businesses is also on the way.
**Terminal Operating System:** ICTT uses Navis Terminal Operating System (TOS), which is the most widely used TOS across the globe.

- Navis SPARCS, our real time container management software solution is the leading container management software solution for real-time graphical planning and control of container terminals, and has been embraced as the industry standard by container terminal operators worldwide.

- Navis Express our database management system optimizes productivity by managing and maintaining terminal business transactions and data processing while accurately recording and invoicing all transactions and services. Express automates your bookings, billing, data exchange and reporting functions while capturing a complete history of all transactions and work. Dynamic reporting capabilities put key information at the terminal managers' fingertips, enabling them to track performance, improve customer service and increase profitability.

**Round the clock terminal operations:** The terminal operates 24/7 x 365 days. There are no closed holidays for the terminal.

**Flexible cut off time:** Export containers can be gated in 6 hours prior to berthing of the nominated vessel. Relaxation on case-to-case is allowed on Special Service Request (SSR). This allows last minute shipments to connect to desired vessel.

**Theft/pilferage-free operations:** Round the clock inside terminal security at strategic locations ensure theft and pilferage free operation.
State-of-the art work shop: The state-of-the art engineering work shop ensures maximum up-time of the equipments.

E Invoicing: Planning to introduce e invoicing in which registered lines can log in and get details of each container live.

SMS tracking: Vessel details and containers can be tracked by sending SMS.

Check post Facilitation Centre, Walayar: DP World has been jointly running a facilitation centre along with Kerala Chamber of Commerce and Industry at Walayar from July 2011. The objective of this centre is to assist the trade in getting speedy clearance from the check post at Walayar.

The centre will act as the first point of contact for the trade from the hinterland with DP World. The centre has all the communication facilities like telephone, email, fax and Photostat, which can be used by the EXIM trade free of cost. E filing of Declaration and Transit Pass can also be done from the centre for EXIM trade free of cost.

4.6 Impact of Vallarpadam Container Terminal

4.6.1 Economic Impact (Spin-Off Projects)

The International Container Transhipment Terminal at Vallarpadam on the outskirts of Kochi has triggered off a flurry of infrastructure development projects in and around the commercial capital of Kerala. The major projects worth over US$ 2.15 billion include:

- A 4.62-km railway bridge, India’s longest, connecting Vallarpadam to Edapally at a cost of US$ 65 million
- A liquefied natural gas (LNG) terminal to handle 1 million tonnes of LNG, costing nearly US$ 350 million
A 1,250 MW power plant at Puthuvype near the LNG terminal
A US$ 325 million port-based special economic zone (SEZ)
An international ship repair complex costing nearly US$ 70 million
Single buoy moorings for Kochi Refineries Ltd at a cost of US$ 155 million
A US$ 1.5 billion petrochemicals complex (at a later stage)
An international cruise terminal at Willingdon Island costing US$ 85 million
International bunkering terminal
International marina

The face of Kochi will be altered soon, numerous job placements will be created, many may establish new businesses on their own in and around Vallarpadam. The life style of the people will change in near future. The Indian national highways are going to make new face of roads in Vallarpadam. Many of the investors with crores of money are investing in various fields in and around Vallarpadam. The trade of Kochi, Kottayam, Alleppey, Trivandrum, Kollam etc will have a new life and development. The commissioning of the terminal ensures many advantages

It is a source of employment opportunity- Kochi is one of the fastest growing centers for logistics professional due to its series of port based projects. ICTT of Vallarpadam, LNG terminal are expected to raise fresh demand for logistics professionals. Moreover the future will witness huge

---

19 http://www.ibef.org/download/Ports_150410.pdf
investments on infrastructure development for highways, shopping malls and housing projects which will result in land price hike. ICTT at Vallarpadam will help to bring transshipment of Indian cargo back to India. Suresh Joseph, general manager, DP World Kochi, says “Since Vallarpadam is a part of the existing cochin port, the strategic advantage of line owners to the international route will be fully utilized by this terminal”. Thus, projects like ICTT will be helpful in bringing up India to the mainstream in the international maritime industry. In sum, VICTT will handle the bulk of the cargo from this terminal, which is trans-shipped via Dubai, Colombo etc. The project will reduce container traffic and save time. The completion of such projects will surely be helpful in placing the Indian maritime industry on the global map.20

4.6.2 Socio –Cultural Impacts

Kerala is witnessing large inflow of migrant labour from different parts of the country in recent years. Within the state, Ernakulam accounts for the largest number of migrants. While a relatively small section of the migrants from other states are professionals and skilled workers, large majority of them are unskilled or semi skilled workers engaged in construction, road works, pipe laying etc. According to the census 2001, 1.3 percent of the population of Kerala is migrants from other states.

Vallarpadam project will also attract huge number of in-migrants to its area. This will have far reaching impacts on the local culture and lifestyle. According to ‘push and ‘pull’ theory, migration may occur as a result of the search for an opportunity to improve one’s lot in life. The destination exerts a

‘pull’ on the migrants. Migration can also occur as a flight from undesirable social or economic situations which constitute an expulsive push by the community. In case of Vallarpadam, migration may occur due to pull factors.

Migration can have both positive and negative impacts on the host region. Vallarpadam is basically a rural area and increasing amount of immigration is expected to bring economic development in that area. There will be an increasing rate of population in that area leading to urbanization. One of the important aspects of ICTT is its increased employment opportunities. But due to increased immigration, local people may lose these opportunities, because the migrant labourers are more willing to work at low wages with minimum facilities21.

### 4.6.3 Environmental Impact

The construction of a road bypass system and site buildings, and the resurfacing of the terminal will modify the topography and the surrounding area. While this modification is long-term, there will be no sensitive ground areas if all improvements are within a dedicated existing industrial zone. The overall effect on transportation is that circulation will be more fluid on improved roads; therefore the risk of accidents will be lessened. A potential off site and indirect impact could occur from the use of quarries by the company carrying out the construction work for sourcing materials.

Another potential negative risk exists with regard to ground pollution by hazardous liquids used by the contractors. Site plant, equipment and machinery could lead to pollution. The resulting impact would be

---

contamination of surfaces, subsoil, ground water and aquatic life. The work for this project will directly affect the water environment because of dredging activity. According to the Britannica Encyclopaedia, “Dredging is the deepening or widening of a channel for the passage of ships, whether in tidal waters or in an inland waterway”. Unscientific dredging activity is a potential threat to sea. According to K.J.Sohan, former mayor of Kochi, the move of the authorities to deepen the Fort Kochi seabed from the existing 13.8 mt to 17 mt so as to facilitate the entry of big ships in the Vallarpadam transshipment container terminal is causing anxiety among the fisher folk in the area. The studies have found that the main reason for beach erosion is the unscientific dredging being held in the area as part of the Vallarpadam project.22

Development interventions have varying impacts on the lives of people, but accurately assessing their effects and forming a balanced view of overall patterns especially over the long term is quite a challenge. The aim of the study was to complement the qualitative analysis of the impact of development interventions taking place at Vallarpadam with qualitative analysis, drawing from participant’s perspectives and exploring the causal mechanisms observed to have contributed to improvement or decline in people’s life circumstances.23

4.7 Displacement of People Caused by the Commissioning of International Container Transshipment Terminal, Kochi

“Like becoming a refugee, being forcibly ousted from one’s land and habitat by a dam, reservoir or highway is not only immediately disruptive

22 The Hindu, July 2011
and painful, it is also fraught with serious long-term risks of becoming poorer than before displacement, more vulnerable economically, and disintegrated socially\textsuperscript{24}.

Development in all its forms is inherently a spatial activity. Form the most grandiose mega project employing armies of development experts, to the smallest scale community-based resource management plan, all development projects involve reorganizing the meaning and control of space.

Even the provision of basic infrastructure such as roads, health services, schools, is a spatial activity-some areas gain access to these services and others do not. In this massive reorganizations of space and lives produced by mega-projects like dams are only the most obvious examples of a broader process of the redefinition of space that is inherent to development. Because development is fundamentally about reorganizing space, all development has the potential of causing displacement.

“Most large forced dislocations of people do not occur in conditions of armed conflict of genocide but in routine, everyday evictions to make way for development projects. This development cleansing may well constitute ethnic cleansing in disguise, as the people dislocated so often turn out to be from minority ethnic and racial communities\textsuperscript{25}.


“Forced population displacement is always crisis-prone, even when necessary as part of broad and beneficial development programs. It is a profound socio economic and cultural disruption of those affected. Dislocation breaks up living patterns and social discontinuity. It dismantles existing modes of production, disrupts social networks, caused the impoverishment of many of those uprooted, threatens their cultural identity, and increased risks of epidemics and health problems”\textsuperscript{26}.

In 1994, a study by world bank of all development projects from 1986-1993, shows that the construction of 300 high dams each year had displaced 4 million people\textsuperscript{27}. Urban and transportation infrastructure projects accounted for 6 million more displaced each year. Not only is development induced displacement a widespread and growing phenomenon, but evidence suggests that the beneficiaries of development are numerous, the costs are being borne disproportionately by the poorest and most marginalized populations. As author Arundhati Roy observed,” the ethnic otherness of their victims takes some of the pressure off the nation builders. It’s like having an expense account. Someone else pays the bills.”\textsuperscript{28}

Development induced displacement is a kind of involuntary migration. When people are induced to move, that is, when they are displaced, there occurs forced migration. The ICTT project is a dream come true for many. But for some it is a dream project turned sour’. Like many

other development projects, the ICTT at Vallarpadam also includes a story of displacement. Displacement at Vallarpadam was not for the construction of the ICTT but for its Road and Rail connectivity.

4.7.1 Displaced Households and Population

The commissioning of the ICTT project has displaced 326 families. However the land acquisition process did not turn out successfully. There had been some tensions between officials and evictees. The eviction process at Moolampilly was without any prior notice. That made the situation worse. The Moolampilly package was revolutionary, going by the nation's land acquisition history. It conceded the evictees 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.

4.7.2 Area Submerged

For developing the road and rail connectivity to ICTT, 48.3706 hectares of land were acquired for road connectivity and 4.3076 hectares for railway connectivity. For road connectivity, land was acquired from the villages of Thrikkakkara north, Kadungallur, Eloor, Cheranalloor, Varapuzha, Kadamakkudy, Mulavukad. Land was acquired from 695 households for the road connectivity. For rail connectivity, land was acquired from 265 households of Edappally north, Edappally South, Cheranallor, Mulavukad villages.

For road connectivity 165 households were displaced and for rail connectivity 143 households were displaced. 308 families were displaced.

29 Source: LA Section, Collectorate, Right to Information Act 2005
for the rail and road connectivity. 18 families were partially displaced. Of the total 326 families, 316 families who lost their dwelling and land went for the agitation. As a result, for those who have lost their dwelling; the government of Kerala announced a rehabilitation package on 19/3/2008.

Table 4.1 ICTT Project-Land Acquired and Displaced for Rail Connectivity

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Name of village</th>
<th>Land Acquisition under LA Act</th>
<th>Land Acquisition under DLPC</th>
<th>Total</th>
<th>No. of families displaced</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Edappally North</td>
<td>1</td>
<td>37</td>
<td>38</td>
<td>12</td>
</tr>
<tr>
<td>2</td>
<td>Edappally South</td>
<td>3</td>
<td>87</td>
<td>90</td>
<td>46</td>
</tr>
<tr>
<td>3</td>
<td>Cheranalloor</td>
<td>6</td>
<td>103</td>
<td>109</td>
<td>71</td>
</tr>
<tr>
<td>4</td>
<td>Mulavukad</td>
<td>2</td>
<td>26</td>
<td>28</td>
<td>14</td>
</tr>
</tbody>
</table>

Source: Land Acquisition section, Collectorate, Right to Information Act, 2005

Table 4.2 ICTT Project-Land Acquired and Displaced for Road Connectivity

<table>
<thead>
<tr>
<th>Sl.No</th>
<th>Name of village</th>
<th>Land Acquisition under LA Act</th>
<th>Land Acquisition under DLPC</th>
<th>Total</th>
<th>No. of families displaced</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Thrikkakara North</td>
<td>24</td>
<td>8</td>
<td>32</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Kadungallur</td>
<td>9</td>
<td>24</td>
<td>33</td>
<td>14</td>
</tr>
<tr>
<td>3</td>
<td>Eloor</td>
<td>39</td>
<td>102</td>
<td>141</td>
<td>30</td>
</tr>
<tr>
<td>4</td>
<td>Chernalloor</td>
<td>43</td>
<td>165</td>
<td>208</td>
<td>66</td>
</tr>
<tr>
<td>5</td>
<td>Varapuzha</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>6</td>
<td>Kadamakudi</td>
<td>47</td>
<td>149</td>
<td>196</td>
<td>53</td>
</tr>
<tr>
<td>7</td>
<td>Mulavukadu</td>
<td>62</td>
<td>20</td>
<td>82</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>226</td>
<td>469</td>
<td>695</td>
<td>165</td>
</tr>
</tbody>
</table>

Source: Land Acquisition section, Collectorate, Right to Information Act, 2005
Government as per Government Order’s GO (Ms)62/08/RD dated, 19/03/08 and GO Ms) 163/08/RD dated 26/05/08, declared a package for the displaced families in Moolampilly (Kadamakudy Village), Kanayannur Taluk and other village in Ernakulam district consequent of the acquisition of land for road and rail connectivity to the ICTT project Vallarpadam. As per this package, the displaced families are eligible to get 5 cents of land if the land taken over from them i.e. below 5 cents and 6 cents of land. If the land taken over is above 5 cents, they are eligible to get more of 4 cent of land. In addition to this, the evictees of all village were offered house rent at the rate of 5000 /- per month and shifting charges of ₹ 10,000/-.

Steps for land acquisition were initiated against the requisition of Deputy General Manager (Constructions), Southern Railway, Ernakulam for construction of rail connectivity to the ICTT project site. An office was established under the district administration for acquisition of land for the above project, headed by a Tahsildar. Survey works were completed by the district administration in four villages for acquisition of land (including rehabilitation) and the report subsequently submitted to the Government of Kerala for further action such as publication of notice for land acquisition, rehabilitation of evictees, compensation payable, etc.

The publication of the first phase 4(1) notification for acquisition of land was made on 9 April 2007. Subsequent to certain changes in the alignment of the rail connectivity, the second phase 4(1) notification (for a different stretch of land) was published on 10 October 2007. The basic land value was approved first by the District Level Purchase Committee (DLPC) and subsequently by the State Level Empowered Committee. The project was exempted from registration charges and stamp duties etc. by the government in November 2007 vide a government order. The registration
of land under the DLPC scheme was started on 1 January 2008. The land owned by the owners, those who had given consent for acquisition under DLPC value in two villages, Cheranelloor and Mulavukad, was handed over to the railways following completion of the registration formalities. But in several cases, people were unwilling to give up their land, leading to agitation during the course of survey and the land acquisition procedure.

The people belonging to these two villages formed the Peoples’ Council under the banner ‘Janakeeya Samara Samithi’ and strongly protested against the alignment. An indefinite hunger strike and relay sathyagraha by the Vaduthala Janakeeya Samithi lasted for several months. It was the forced eviction of unwilling owners initiated at Moolampilly, which intensified the protests. Media covered these evictions widely, generating strong public opinion against them. The famous environmentalist Medha Patkar was among those who supported and headed the agitators. To overcome the protests, the government of Kerala issued an order announcing Rehabilitation and Resettlement (R&R) package for the people who were going to lose land. The package comprised 4–6 cents of land, which was considered enough to build a house. People who got 4 cents felt discriminated against and filed writ petitions at the High Court. Land for rehabilitation was to be given to the people either in the same village where they were living or in close proximity. The Hon’ble High Court passed an order reducing disparities substantially and in areas where there was shortage of land, the Court directed that monetary compensation be given for 0.5 cent of land. This satisfied everybody and as per the direction of the Court, all landowners (for both Phase I and Phase II) surrendered their land on or before 15 July 2008, bringing to an end the acquisition process for both phases. The land was subsequently handed over to
the railways. Thus, from the dates of initial notification, the acquisition for Phase I took about 15 months and Phase II about 9 months.

There are some important points to note from this case. First, the average size of land holding was very small. Second, forced eviction provoked wide public protests, which compelled the government to consider the R&R package, even though it was not due as per the National Rehabilitation and Resettlement Policy (NRRP)-2007, which makes R&R mandatory for only those projects that involve displacement of more than 400 families en masse in the plains. Third, a major feature of the R&R package that made it largely acceptable to the project affected families was that it was offered in terms of land for land and the land that was offered was in close proximity to where the displaced used to live.

4.7.3 Displacement, Dispossession and Compensation

Development projects may benefit some people, but it begets social disruption and undesirable consequences for some sections of the population. Displacement of population is the best example of the disruptive changes that may occur as by-products of such development projects. This is usually referred to as development induced displacement. The people who generally bear the cost of development projects are known as 'project affected people'.


All project affected need not experience similar losses, some in addition to their livelihoods may lose their homes, while some may experience partial loss. Those falling in the former category may have to physically relocate themselves. They are referred to as 'resettlers' in most other countries and as 'oustees' in India.

At present, there is only one law, which caters to the regulation of displacement and rehabilitation of persons displaced by development projects. The basic act, which has guided the resettlement and rehabilitation of displaced people in India, is the Land Acquisition Act 1894. Under a sub act 4(1) of this act, the government is empowered to acquire any land for 'public purpose' and pay cash compensation determined by it a prescribed procedure.

4.7.4 Issue of Vallarpadam Displacement

The ‘Moolampilly evictees’ rehabilitation problem, which the great Bengali poetess Maheshweta Devi termed as Kerala’s Singur, became an issue due to the unwillingness of people to give up their land which led to agitation. The protest and agitation led to the formation of People’s council. Indefinite hunger strike and protests increased as people were dissatisfied with notification for DLPC scheme.

The authorities were in a hurry to get a long stretch of land cutting across Moolampilly and five other nearby islands to be handed over to the National Highway Authority of India (NHAI) for building the 18-km NH 47-C for the ICTT project. In a very brutal manner houses of 10 families at Moolampilly of Kadamakkudy Grama Panchayat were demolished with the help of large police force on 5.2.2008 without prior intimation to them. In view of the above facts, there were violations of human rights by both revenue and police officials on account of which the residents including
ladies and children suffered. The said eviction process was carried out by violating all the directions of the Court and the Government have not given any rehabilitation facilities to the evictees. Celestine and eight others of Moolampilly Island filed a Writ Petition in WP(C). No. No. 4728/2008 before the High Court of Kerala which directed the petitioners to file consent to DLPC before the Land Acquisition Officer on or before 13.2.2008 with a further direction to the Land Acquisition Officer that if they do not submit their consent for DLPC before the said date, the compensation amount due to them is to be deposited in the revenue deposit.

The provision of national Rehabilitation and Resettlement Scheme was not formulated and no package scheme was published apart from the statement of the District Collector in news papers. The High Court of Kerala, relying upon the judgment of the Supreme Court in N.D.Jayal Vs. Union of India (2004(9) SCC 362), held that “to rebuild livelihood by ensuring necessary amenities of life and rehabilitation of oustees under massive development projects is a logical corollary of article 21 and that the Government and the requiring authorities have the obligation to provide for rehabilitation of the oustees”.

### 4.7.5 Intervention of High Court in the Issue

The High Court referred to National Rehabilitation and Resettlement Policy 2003 and the National Rehabilitation and Resettlement Policy 2007 published in the *Gazatte of India* and stated that the main objects of the National Rehabilitation Resettlement Policy 2007 is to ensure adequate rehabilitation package providing a better standard of living to the persons

---

32 Kerala State Human Rights Commission, 2009
33 Pragati Quarterly Research Journal January-March 2011
who are compulsorily displaced on account of the exercise of powers of eminent domain for acquisition of their properties for providing public facilities or infrastructure. The High Court quoted paragraph 1.1 and 1.2 and also referred to paragraph 1.3. After referring to various paragraphs of the National Rehabilitation and Resettlement Policy 2007 like the definition of expression “affected family”, “Project”, etc; also dealt with paragraph 6.9 and 6.10 in Chapter VI of the National Rehabilitation and resettlement Policy 2007 dealing with Rehabilitation and Resettlement Plan and also referred to paragraph 6.19 which deals with the proper implementation of the rehabilitation and resettlement scheme or plan as well as paragraph 6.22 which deals with payment of compensation and adequate progress in resettlement of affected families.

The Court also referred to paragraph 7.11 in Chapter VII which provides that each family which is displaced shall get one time financial assistance for shifting the family, building materials, belongings and cattle. Similarly, paragraph 7.18 in National Rehabilitation and Resettlement Policy 2007 was also referred to. The High Court also referred to clause (XVII) of Exbt. R2 (a), which is as follows: “It should be ensured that all the Project Affected People are compensated and rehabilitated as per the R & R plan approved by the State Government of Kerala” & “that the Government orders R2 (b) and R2 (c) have been issued in view of the Government’s obligation under clause (XVII) of R2 (a) to provide R&R facilities to the evictees in this acquisition” and “that it cannot accept the argument of the counsel for the petitioners to confer rehabilitation & resettlement benefits as per P2 or any benefit in excess of what is provided under Exbt. P1. (But held that the Government has an obligation under clause XVII of R2 (a) to provide R & R facilities in view of the Government order R2 (c).” The respondents in the writ petitions were also
directed to ensure that the lands which are allotted to the petitioners in the writ petitions irrespective of the villages where from they were dispossessed, are made fit for putting up A-class constructions if necessary by reclaiming the lands up to the standards of consolidation necessary for putting up double storied buildings. The High Court further directed that in case if there is delay on the part of the respondents in obeying these directions issued by the Court the respondents will be liable to pay the evictees rent for the alternate accommodation at the current rate of ₹ 5,000/- per month till such time as these directions are obeyed by the respondents. The High Court also held that the order of the High Court will not stand in the way of the State of Kerala conferring better rehabilitation and other benefits from the State 34.

4.8 Vallarpadam Rehabilitation Package

Vallarpadam Rehabilitation Package was designed by the State Government to rehabilitate the families who have been displaced from their dwellings for the ICTT, the first of its kind in India. The rehabilitation package has been chalked out to alleviate the hardships and inconvenience caused to the people losing their homesteads for the project. The package designed with the involvement of beneficiaries, addresses all relevant requirements of the displaced families. Vallarpadam rehabilitation package reflects the ardent desire of the government to be on the side of those who have been evicted for a public cause so that the hardships are brought to a minimum. The rehabilitation package started in 2008 and the total financial liability incurred to the government for the implementation of package is over ₹40 crores. Vallarpadam Rehabilitation package stands unique from

34 Kerala State Human Rights Commission, 2009
all other similar endeavours for the level of beneficiary participation, comprehensiveness and transparency in the procedures\textsuperscript{35}.

The demand for a transshipment terminal in Kochi is decades old. Of late, after a series of discussions and modifications, the project got clearance from the Ministry of Environment and Forests (MOEF) on 26-07-2004. The total capacity of the terminal will be 3 million TCU. The land required for the terminal is 110 hectares. For the proposed Road connectivity, 45.76 ha and for Rail connectivity 4.3 ha of land was required. The Government have accorded top priority for the timely and successful completion of the project.

Land acquisition proceedings for road and rail connectivity to ICTT project have been nominated under Fast Track project as per GO (MS) No. 331/2004/RD dated 05.11.2004. The government has sanctioned a special Unit for Land Acquisition for Road connectivity on 04.02.2005 vide Go (MS) No 38/05/RD. Majority of the land owners have handed over the land by accepting the DLPC rates. During the acquisition of remaining land, the houses of nine families in Moolampilly in Kadamakkudi village was taken possession on 06.02.2008. The forceful eviction of families in Moolampilly invited harsh criticism from the media and general public. In response to the criticism and agitation, the Government declared a rehabilitation package for the eligible evictees.

To sort out the issues and to propose recommendations to resolve the Moolampilly crisis, the state Government constituted a cabinet subcommittee. The committee, constituting the Ministers for Revenue,

\textsuperscript{35} Souvenir on Vallarpadam rehabilitation package by District Administration, Ernakulam
Fisheries and Law, convened a number of meetings and negotiations with the members of the affected families and recommended a rehabilitation package, Vallarpadam Rehabilitation package (now famously known as Moolampilly Package). This special package was declared by the government vide G.O. (MS) No. 62/08/RD dated 19.03.2008. The Package envisage an all round uplift of the living conditions of the evictees and addresses all the relevant demands put forward by the evictees during negotiations. The package provides the following benefits to the eligible evictions.36

4.8.1 Components of Vallarpadam Rehabilitation Package

- 5 Cents of land free of cost to those who have lost land up to 5 Cents and 6 Cents to those who have lost more than 5 cents.
- The cost of development of these lands to be borne by the cochin port trust.
- House rent @ ₹ 5000/month for 10 months to be given in lump sum to those who have lost their home stead.
- ₹ 10000/- to all families who have lost their homestead as shifting charge.
- Priority to the rehabilitated families for getting electricity and water connection on completion of their homes in the rehabilitated area.
- 4 Cents of land to the families who have lost their home stead in other areas.
- Cochin Port trust to take steps to provide suitable jobs to one member from each of the evicted families on the basis of their eligibility."

---

36 Souvenir on Vallarpadam rehabilitation package by District Administration, Ernakulam
Cochin Port Trust to take steps to avail income tax exemption to the compensation given for the acquired land.

Though, Moolampilly package delighted the evictees in Moolampilly, it evoked protests from those who were not included in the package. The Government have considered their demands and included the eligible evictees from Mulavukad, Cheranalloor, Edappally North & South and Eloor Villages also with in the ambit of the Special Package vide GO (MS) No, l63/2008 RD dated 26/ 5/ 2008.

4.8.2 Rehabilitation Package-Implementation

Implementation of rehabilitation package for the evictees in Vallarpadam land acquisition has been a strenuous endeavour. Elaborate efforts have been made for a successful and meaningful implementation of the package. The following were implemented as part of rehabilitation package

- Disbursed an amount of ₹2, 24, 25,000 as rent for 13 months and shifting charges to 297 families
- Around 18 acres of land identified and selected with beneficiary participation
- Beneficiaries were allowed to select the land for their rehabilitation
- Development of rehabilitation sites with cent percent beneficiary participation

Source: Souvenir on Vallarpadam rehabilitation package by District Administration, Ernakulam
Chapter 4

- Land development works awarded through closed tenders and supervised by government departments and Cochin Port Trust.
- Local monitoring agency was appointed for the proper co-ordination.

On completion of the land development, plots were measured and boundaries fixed in the presence of the beneficiaries and Patta documents were prepared. On 2/2/2009, 162 Pattas were distributed at the Moolampilly Pattayamela.

4.8.3 Vallarpadam Rehabilitation Package - Financials

- 6.20 crores for the development of rehabilitation plots.
- 2.2425 crores distributed as rent and shifting charges.
- 3.88 Crores distributed as Special Rehabilitation Benefit.
- Cost of the land distributed (book value) ₹ 28.28 Crores
- Total liability for the Vallarpadam Rehabilitation Project over ₹ 40.5 Crores
- Per family cost of rehabilitation over ₹ 13.5 Lakhs

4.9 Vallarpadam Evictees Awaiting Rehabilitation

The Vallarpadam rehabilitation package was implemented but the stalemate between district administration and those displaced for the project continued. 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.

---

38 Souvenir on Vallarpadam rehabilitation package by District Administration, Ernakulam
So a Co-ordination committee was set up so as to study the displacement of people due to ICTT. When a new government was formed in 2011, the Moolampilly issue was taken up.

The evictees at Moolampilly for the Vallarpadam Transshipment Container Terminal Project in Kochi entered into an agreement with the government setting all outstanding issues regarding the rehabilitation package in a conference convened by the CM on 6<sup>th</sup> June 2011.

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. 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 ₹ 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.5000 a month to the evictee’s 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. Twelve families who had been denied allotment of land under the rehabilitation package would be given titles and other benefits upon their forfeiting compensation paid under the Land Acquisition Act and withdrawal of cases filed by them against the government<sup>39</sup>.

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 Vallarpadam project.

<sup>39</sup> http://profkurakar.blogspot.in/2011/06/moolampilly-rehabilitation-package.html
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 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. A monitoring committee under the District Collector would oversee implementation of the agreement and bring issues, if any, to the notice of the government 40.

The following table gives the detailed report on the rehabilitation progress of the displaced people. The people who were displaced for the road and rail connectivity were allotted the land in 8 villages. Moolampilly, Kothad, Korampadam, Vaduthala, Cheranalloor (Thaikavukulam), Thuthiyoor-Kakkanad, Thuthiyoor-Vazhakkala, Mulavukad were the allotted villages. Of the total 326 families affected, 10 families were partially affected by the displacement process. Remaining 316 families were allotted the land. 305 families were given the rent till March 2012. The total amount disbursed for rent is 11, 10, 30,700/- 41.

41 Land Acquisition section, Collectorate, Right to Information Act
Table 4.3 Vallarpadam ICTT Project- Rehabilitation of the Displaced Population for the Road/Rail Connectivity

<table>
<thead>
<tr>
<th>Sl.no</th>
<th>Rehabilitated plot</th>
<th>Families who received Pattayam</th>
<th>House construction completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Moolampilly</td>
<td>13</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>Kothadu</td>
<td>13</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Korampadam</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>Vaduthala</td>
<td>89</td>
<td>15</td>
</tr>
<tr>
<td>5</td>
<td>Thaikavukulam</td>
<td>6</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>Thuthiyoor-Kakkanad</td>
<td>56</td>
<td>-</td>
</tr>
<tr>
<td>7</td>
<td>Thuthiyoor-Vazhakala</td>
<td>118</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>Mulavukad</td>
<td>15</td>
<td>1</td>
</tr>
<tr>
<td><strong>total</strong></td>
<td><strong>315</strong></td>
<td></td>
<td><strong>21</strong></td>
</tr>
</tbody>
</table>

Source: LA section, Collectorate, Right to Information Act.

In spite of the government issuing new orders, the rehabilitation issue is lagging. The sad plight of the people still continues. The Vallarpadam ICTT project which displaced 326 families has created a situation of excluding the common people from the development progress of the country.

The coordination committee for those displaced by development projects argues that “All we request is a time-bound implementation of the rehabilitation package already notified by the State government and signed by Nivedita P. Haran, Revenue Principal Secretary,” said Francis Kalathunkal, general convenor of the committee.

At the same time, the district administration maintained that the rehabilitation package has already been implemented. “Except for the provision for providing jobs to the evictees, which is not in the purview of the district administration, every other aspect of the package has been implemented,” The special package announced was actually a step ahead of the announced package and the original package mentioned only that evictees should be given priority while allotting water and power connection as they complete the houses. In place of this, the special scheme envisages to use ₹ 34 lakh
Goshree Island Development Authority (GIDA) fund to provide water and power connection to the plots identified for rehabilitation in Kadamakudy. The title deeds to all displaced families have been handed over. But many of them have not even applied for permission to construct houses at the land allotted to them. The district administration did not make a commitment for time-bound implementation of package then also, said Mr. Kalathunkal. Dreams of the people and their aspirations should not be trampled upon when development projects are planned.\(^{42}\)

Even after six years of the forceful eviction of inhabitants of seven villages for the project, the evictees are far from getting a fair deal.

The sight that welcomed the fact finding team led by social activist K. Aravindakshan at a rehabilitation plot at Thuthiyoor in Vazhakala village stood testimony of the neglect meted out to the evictees.

Occupying a good part of the more than four acres identified for the rehabilitation of evicted families were the rubble and debris resulting from the renovation of the Ernakulam North railway over bridge. “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 into a dumping yard is an affront to the evictees. The evicted families are now pinning their hopes to a decision taken by the cabinet meeting in December to allocate ₹ 4.5 crore to ready basic facilities in all the rehabilitation sites at Mulavukad, Moolamppilly, Kothad, Cheranalloor, and Thuthiyoor.\(^{43}\)

\(^{43}\) The Hindu, January 17, 2012
Official apathy and lack of infrastructure has hindered the implementation of the revised package notified by the State government two years ago for the rehabilitation of families evicted for the Vallarpadam International Container Transshipment Terminal.

This was the main finding in a status report on the implementation of the Moolampilly rehabilitation package submitted to Government by the Coordination Committee for People Displaced by Developmental Projects. In a 10-page report, the committee members C.R. Neelakantan, Francis Kalathungal, and Regikumar details the progress, or rather the lack of it, in the implementation of the package on the basis of their field visit to all seven sites identified for the rehabilitation of the evictees.

“The Chief Minister had asked the Coordination Committee to submit a status report during the course of a meeting following Secretariat march demanding prompt implementation of the package on February 6, which is observed as Moolampilly Day. Accepting the report, Chief Minister acceded to the request of the Coordination Committee to visit the rehabilitation sites shortly.

The report observes that only 19 out of the 316 families have so far shifted to houses built on the rehabilitation land with hardly a month left for the second anniversary of the notification of the revised rehabilitation package. Ground level rehabilitation remains suspended though the monitoring committee chaired by the district collector has been consistently meeting and taking decisions.

The report cites lack of drinking water, sorry state of the road and absence of drainage and waste disposal facility as the main problems
common to most of the rehabilitation plots whereas power connectivity is reasonably satisfactory\textsuperscript{44}.

Even while the state government boasts of having completed the rehabilitation package at Vallarpadam, 316 families from seven villages, who gave their land for the Vallarpadam ICTT, still await the implementation of Moolampilly rehabilitation package.

The state government had promised to 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-storey buildings with sufficient built-up area. The government had also promised to withdraw all cases against the evictees and those who assisted them in their agitation excluding those involving violence and destruction of the property.

As part of the package offer, revenue department would write to the centre seeking exemption of compensation paid to the evictees from income tax on capital gains.

A job to one member of each family evicted for the ICTT project was also promised. The government had also promised ₹75,000 for piling work for constructing the houses. Though more than half the families have filed application for building permits, no progress has been made in this regard. But all these issues still lag behind\textsuperscript{45}.

\textsuperscript{44} The Hindu May 6, 2013
\textsuperscript{45} http://articles.timesofindia.indiatimes.com/2013-02-09/kochi/37007189_1_evictees-ictt-project-rehabilitation-package
The wait has entered fifth year. On the fifth anniversary of the agitation for proper rehabilitation, the joint coordination committee organized a week-long protest which culminated with a march to the legislative assembly.\footnote{The Times of India, February 9th 2013}

Thus, the advantages offered by the ICTT project, to an extent, was 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 new rehabilitation policy, several dimensions of displacement such as social, psychological, environmental, economic and ethical dimensions remain unaddressed.

“It is a matter of shame for a civilised society to still condemn these families who had sacrificed all their hard-earned belongings for a prestigious project, to a sub-human existence.” This was how the fact investigation committee headed by K. Sukumaran, former Kerala High Court judge, started its report on the rehabilitation process of families displaced for the prestigious International Container Transshipment Terminal at Vallarpadam.

But this is the reality for not just the 316 families displaced from seven villages, but to almost all families displaced for development projects. All the chest-thumping lectures of sacrifices made for the greater common good fizzle out when it comes to rehabilitating families who have lost their roofs. Interesting factors about this apathy towards ensuring a decent living for these hapless families has no political colour to it. Irrespective of the government at the helm, the issues of the displaced continue to be the same.