

## 12. PCM in Palwal

### (1) Queries and Suggestions:

Major queries and suggestions made by the participants during the Q&A session are as follows-

#### [Environment & Socio-Economic Issues]

- How will the farmers cross the railway track as it will be above the ground level?
- Can the alignment of the track be changed?
- What will happen to the water resources of the area?
- In the material some Japanese Company name is written. Is this a Govt. project or some private company?
- Minimum trees should be cut down for the project. More trees should be planted near the track and proper maintenance of those should be taken.
- They should use such techniques that there will be minimal noise pollution due to the track.

### (2) No. of Participants:

91 men and no woman participated in the PCM.

### (3) Photographs:



出典：JICA 調査団

**Photo 1 PCM in Palwal**



出典：JICA 調査団

**Photo 2 PCM in Palwal**

### (4) Analysis of Feedback Forms:

Out of 91 participants, 47 (52%) filled up the feedback form. Most participants did not give response to all the questions in the feedback form. Most people mentioned largely about issues related to compensation.

[Suggestions for environmental issues]

**Table 1: Classification of Responses for the Environmental Issues**

Sl. No.	Type of Responses	No. of Responses*	Percentage
1	There should be no impact to the environment of the area.	5	24%
2	Health of people should not be affected by the project.	1	5%
3	Compensation amount should be appropriate and realistic.	2	10%
4	Such techniques should be used that minimize noise pollution.	1	5%
5	Minimum trees should be cut for the project. More and more trees should be planted near the track and proper care should be taken.	9	42%
6	We should get permanent job in railway.	3	14%
7	Affected tube wells and bore wells should be restored by the railway department.	0	0%

Note: \*Nearly 55% of feedback forms were blank

出典：JICA 調査団

[Suggestions for social issues]

**Table 2: Classification of Responses for the Social Issues**

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	Person whose land is being acquired should get job in the railway department.	3	19%
2	There should be no harm to the environment, health issues must be taken into consideration, and there should be no littering due to the project.	1	6%
3	A person who will be responsible should be appointed.	1	6%
4	Compensation rate should be proper, like the rates in Noida.	5	32%
5	Appropriate compensation should be given for any kind of destruction to any government or public buildings.	1	6%
6	All residual land which is of no use to the farmers should be acquired at the same rate of compensation.	0	0%
7	Villagers should get some kind of aid from the govt. such as job etc, so that they could earn some livelihood.	3	19%
8	The alignment of the track should be little away from the village.	2	12%
9	The rate of compensation should be same for all.	0	0%

出典：JICA 調査団

[Suggestions for other issues]

**Table 3: Classification of Responses for the Other Issues**

Sl. No.	Type of Responses	No. of Responses	Percentage
1	If house comes in between the project, villagers should get proper compensation for that also.	2	4%
2	Land owners should get jobs.	25	48%
3	Rate of compensation should be equal.	19	36%
4	Track should be away from habitation.	1	2%
5	There should be proper protection barriers along the track.	0	0%
6	Government should try to save the water resources such as tube wells and bore wells, if they can't then alternative solution for the problem.	2	4%
7	Environment should not be harmed and more tree plantation should be done.	0	0%
8	Proper roads should be provided to the villagers and no road shall be closed.	2	4%
9	Every villager whose land is being acquired should get an alignment map showing the details of the land to be acquired.	1	2%

出典：JICA 調査団

### 13. PCM in Faridabad

#### (1) Queries and Suggestions:

Major queries and suggestions made by the participants during the Q&A session are as follows-

#### [Environment & Socio-Economic Issues]

- Will the villagers affected by the project receive 60% more compensation?
- Will the rate of compensation be based on market rate?
- Will the Govt. provide in writing that they will provide road along the track and local farmers will be allowed to use the road?
- Will the villagers get job prior to the start of the construction?
- There should be proper provision of crossings, underpasses and over bridges. None of the roads leading in and out of the village should be blocked due to the project.
- The project should be suspended till the new bill is passed in the Lok Sabha and the compensation rate should be ten times of the collector's rate.
- There is a possibility that vibration due to trains can cause cracks and damages to the houses and other buildings of the village so the alignment of the track should be away from the village. Otherwise appropriate precautionary measures should be taken.
- In no case, water should stagnate near the tracks and lead to health related issues.
- The DFC line should be constructed along with the KMP Expressway which will benefit both rail and road.
- There should be proper fencing on both sides of the new track so as not to affect livestock.
- The project should go through the area which is of no use and minimum agricultural or cultivable land could be affected.
- The government should give the rate of compensation in writing.

#### (2) No. of Participants:

108 men and no woman participated in the PCM.

#### (3) Photographs:



出典：JICA 調査団

Photo 1 PCM in Faridabad



出典：JICA 調査団

Photo 2 PCM in Faridabad

#### (4) Analysis of Feedback Forms:

Out of 108 participants, 5 (5%) filled up the feedback form. Most participants did not give response to all the questions in the feedback form. Most people mentioned largely about issues related to compensation.

[Suggestions for environmental issues]

**Table 1: Classification of Responses for the Environmental Issues**

Sl. No.	Type of Responses	No. of Responses	Percentage
1	There should be no impact to the environment of the area.	0	0%
2	Health of people should not be affected by the project.	0	0%
3	Compensation amount should be appropriate and realistic.	0	0%
4	Such techniques should be used that minimize noise pollution.	1	20%
5	Minimum trees should be cut for the project. More and more trees should be planted near the track and proper care should be taken.	4	80%
6	We should get permanent job in railway.	0	0%
7	Affected tube wells and bore wells should be restored by the railway department.	0	0%

出典：JICA 調査団

[Suggestions for social issues]

**Table 2: Classification of Responses for the Social Issues**

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	Person whose land is being acquired should get job in the railway department.	1	25%
2	There should be no harm to the environment, health issues must be taken into consideration, and there should be no littering due to the project.	0	0%
3	A person who will be responsible should be appointed.	2	50%
4	Compensation rate should be proper, like the rates in Noida.	1	25%
5	Appropriate compensation should be given for any kind of destruction to any government or public buildings.	0	0%
6	All residual land which is of no use to the farmers should be acquired at the same rate of compensation.	0	0%
7	Villagers should get some kind of aid from the govt. such as job etc, so that they could earn some livelihood.	0	0%
8	The alignment of the track should be little away from the village.	0	0%
9	The rate of compensation should be same for all.	0	0%

出典：JICA 調査団

[Suggestions for other issues]

**Table 3: Classification of Responses for the Other Issues**

Sl. No.	Type of Responses	No. of Responses	Percentage
1	If house comes in between the project, villagers should get proper compensation for that also.	0	0%
2	Land owners should get jobs.	2	29%
3	Rate of compensation should be equal.	4	57%
4	Track should be away from habitation.	0	0%
5	There should be proper protection barriers along the track.	0	0%
6	Government should try to save the water resources such as tube wells and bore wells, if they can't then alternative solution for the problem.	1	14%
7	Environment should not be harmed and more tree plantation should be done.	0	0%
8	Proper roads should be provided to the villagers and no road shall be closed.	0	0%
9	Every villager whose land is being acquired should get an alignment map showing the details of the land to be acquired.	0	0%

出典：JICA 調査団

## 14. PCM in Gautam Buddh Nagar

### (1) Queries and Suggestions:

Major queries and suggestions made by the participants during the Q&A session are as follows-

#### [Environment & Socio-Economic Issues]

- I have 30 acres of land which is to be acquired by the railway for this project at two places i.e. in Gurgaon and Faridabad, will all the members of my family get job in the railway?
- Will the villagers get the detailed map of the project?
- The job to be offered by the railway should be according to the capability and qualification of the candidate.
- There should be a proper execution plan for the protection of the environment of village.
- Will the villagers get job prior to the start of the construction?
- The project should go through the area which is of no use and minimum agricultural or cultivable land could be affected.
- The government should give the rate of compensation in writing.

### (2) No. of Participants:

70 men and no woman participated in the PCM.

### (3) Photographs:



出典：JICA 調査団

Photo 1 PCM in G. B. Nagar



出典：JICA 調査団

Photo 2 PCM in G. B. Nagar

### (4) Analysis of Feedback Forms:

Out of 70 participants, 39 (56%) filled up the feedback form. Most participants did not give response to all the questions in the feedback form. Most people mentioned largely about issues related to compensation.

[Suggestions for environmental issues]

**Table 1: Classification of Responses for the Environmental Issues**

Sl. No.	Type of Responses	No. of Responses*	Percentage
1	There should be no impact to the environment of the area.	6	30%
2	Health of people should not be affected by the project.	7	35%
3	Compensation amount should be appropriate and realistic.	1	5%
4	Such techniques should be used that minimize noise pollution.	0	0%
5	Minimum trees should be cut for the project. More and more trees should be planted near the track and proper care should be taken.	4	20%
6	We should get permanent job in railway.	1	5%
7	Affected tube wells and bore wells should be restored by the railway department.	1	5%

Note: \*Nearly 45% of feedback forms were blank

出典：JICA 調査団

[Suggestions for social issues]

**Table 2: Classification of Responses for the Social Issues**

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	Person whose land is being acquired should get job in the railway department.	0	0%
2	There should be no harm to the environment, health issues must be taken into consideration, and there should be no littering due to the project.	2	10%
3	A person who will be responsible should be appointed.	4	20%
4	Compensation rate should be proper, like the rates in Noida.	7	35%
5	Appropriate compensation should be given for any kind of destruction to any government or public buildings.	5	25%
6	All residual land which is of no use to the farmers should be acquired at the same rate of compensation.	1	5%
7	Villagers should get some kind of aid from the govt. such as job etc, so that they could earn some livelihood.	0	0%
8	The alignment of the track should be little away from the village.	1	5%
9	The rate of compensation should be same for all.	0	0%

出典：JICA 調査団

[Suggestions for other issues]

**Table 3: Classification of Responses for the Other Issues**

Sl. No.	Type of Responses	No. of Responses	Percentage
1	If house comes in between the project, villagers should get proper compensation for that also.	0	0%
2	Land owners should get jobs.	2	5%
3	Rate of compensation should be equal.	18	45%
4	Track should be away from habitation.	14	35%
5	There should be proper protection barriers along the track.	0	0%
6	Government should try to save the water resources such as tube wells and bore wells, if they can't then alternative solution for the problem.	0	0%
7	Environment should not be harmed and more tree plantation should be done.	1	3%
8	Proper roads should be provided to the villagers and no road shall be closed.	0	0%
9	Every villager whose land is being acquired should get an alignment map showing the details of the land to be acquired.	5	12%

出典：JICA 調査団

## 15. PCM in Gurgaon

### (1) Queries and Suggestions:

Major queries and suggestions made by the participants during the Q&A session are as follows-

#### [Environment & Socio-Economic Issues]

- Will the villagers get the detailed map of the project?
- The job to be offered by the railway should be according to the capability and qualification of the candidate.
- There should be a proper execution plan for the protection of the environment of village.
- Will the villagers get job prior to the start of the construction?
- The project should go through the area which is of no use and minimum agricultural or cultivable land could be affected.
- There should be proper road on both sides of the track so that villages do not suffer.
- The government should give the rate of compensation in writing.

### (2) No. of Participants:

51 men and no woman participated in the PCM.

### (3) Photographs:



出典：JICA 調査団

**Photo 1 PCM in Gurgaon**



出典：JICA 調査団

**Photo 2 PCM in Gurgaon**

### (4) Analysis of Feedback Forms:

Out of 51 participants, 27 (53%) filled up the feedback form. Most participants did not give response to all the questions in the feedback form. Most people mentioned largely about issues related to compensation.

[Suggestions for environmental issues]

**Table 1: Classification of Responses for the Environmental Issues**

Sl. No.	Type of Responses	No. of Responses*	Percentage
1	There should be no impact to the environment of the area.	6	40%
2	Health of people should not be affected by the project.	2	13%
3	Compensation amount should be appropriate and realistic.	0	0%
4	Such techniques should be used that minimize noise pollution.	1	7%
5	Minimum trees should be cut for the project. More and more trees should be planted near the track and proper care should be taken.	6	40%
6	We should get permanent job in railway.	0	5%
7	Affected tube wells and bore wells should be restored by the railway department.	0	5%

Note: \*Nearly 45% of feedback forms were blank

出典：JICA 調査団

[Suggestions for social issues]

**Table 2: Classification of Responses for the Social Issues**

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	Person whose land is being acquired should get job in the railway department.	3	20%
2	There should be no harm to the environment, health issues must be taken into consideration, and there should be no littering due to the project.	0	0%
3	A person who will be responsible should be appointed.	6	40%
4	Compensation rate should be proper, like the rates in Noida.	4	26%
5	Appropriate compensation should be given for any kind of destruction to any government or public buildings.	0	0%
6	All residual land which is of no use to the farmers should be acquired at the same rate of compensation.	0	0%
7	Villagers should get some kind of aid from the govt. such as job etc, so that they could earn some livelihood.	0	0%
8	The alignment of the track should be little away from the village.	1	7%
9	The rate of compensation should be same for all.	1	7%

出典：JICA 調査団

[Suggestions for other issues]

**Table 3: Classification of Responses for the Other Issues**

Sl. No.	Type of Responses	No. of Responses	Percentage
1	If house comes in between the project, villagers should get proper compensation for that also.	0	0%
2	Land owners should get jobs.	4	20%
3	Rate of compensation should be equal.	7	35%
4	Track should be away from habitation.	2	10%
5	There should be proper protection barriers along the track.	1	5%
6	Government should try to save the water resources such as tube wells and bore wells, if they can't then alternative solution for the problem.	0	0%
7	Environment should not be harmed and more tree plantation should be done.	2	10%
8	Proper roads should be provided to the villagers and no road shall be closed.	4	20%
9	Every villager whose land is being acquired should get an alignment map showing the details of the land to be acquired.	0	0%


出典：JICA 調査団




添付資料 II.4.1 ドラフト ESIA の概要  
 (English, Hindi, Gujarati, Marathi)

[English]

**MINISTRY OF RAILWAYS**  
**DFCC of India Ltd. (DFCCIL)**



**Western Corridor of the DFC Project (phase 2)**  
**JNPI to Vadodara and Rewari to Dadri**  
**Summary of the**  
**Environmental and Social Impact Assessment (ESIA) Study**  
**September 2011**



This summary explains main features of the draft final environmental and social impact assessment (ESIA) study carried out for the Western Corridor of the Dedicated Freight Corridor (DFC) Project Phase 2 between JNPI – Vadodara and Rewari – Dadri. This summary for Draft ESIA is distributed to the public as an information dissemination process under the project by the Dedicated Freight Corridor Corporation of India Limited (DFCCIL) as project implementing agency.

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**The Project Brief**


The Ministry of Railways (MoR), through the Dedicated Freight Corridor Corporation of India Limited (DFCCIL), a Special Purpose Vehicle (SPV), is implementing Compensated Meter Gauge High Axle Load Dedicated Freight Corridor (DFC) Project between Delhi-Mumbai under the Western DFC Corridor. Considering the ever increasing freight traffic movement between the metros and their respective hinterlands, the DFC Project through adoption of improved technologies will result in a paradigm shift of freight transportation from road to the low carbon intensive mode rail transport and inherent improvement in energy efficiency of freight rail for transportation of bulk goods.

The Western DFC is designed to carry a total freight load of 37.7 million tonnes in fiscal year 2013-2014, which would increase to 140.4 million tonnes in 2033-34. Creation of rail infrastructure on such a scale, unprecedented in independent India, is also expected to drive the establishment of industrial corridor, logistic parks and other economic and trade centres along its alignment and will support India's growing economy which is at present levelled as the second fastest in the world.

The Western DFC has two broad streams of traffic, one, between the terminal nodes at either end, Jhansi/Nagpur Port Trust (JNPT) in Mumbai and Dadri in Uttar Pradesh including Tughlakabad (TIBD) in Delhi, and the other, the traffic emanating from branch line feeder routes at the various junction points en route. Implementation of the DFC Project will result in reducing the carbon intensity of India's transport sector.

**The Project Area**

The Western Corridor has been divided into 2 phases, in which Phase 1 covers corridor between Vadodara and Rewari and Phase 2 includes JNPT in Mumbai to Vadodara and Rewari to Dadri as well as a single line from DFC mainline near Fardabad to Tughlakabad (see Figure). This study pertains to Phase 2 part of the DFC Project. The affected project area along with no. of villages and the length of alignment is shown in this



Nearly 70 percent of the alignment length in JNPT-Vadodra section has been kept parallel to the existing Indian Railways (IR) lines. However, it is entirely on a new alignment route from Rewari to Delhi. For providing connections to Tughlakabad ICD, a single TED line is partly on *debour* route and partly parallel to the existing Delhi-Mathura line. The project is now under planning stage. Detailed design is expected to start by the end of 2011.

The Project implementation / construction work is scheduled to be completed in 4-5 years between 2012 and 2016.

Section	State	District	No. of Villages	Length of Alignment
JNPT-Vadodra	Maharashtra	Thane, Raigad	133	420 km
Rewari-Delhi (including TED line)	Gujarat	Vadodra, Bharuch, Surek, Navsari, Valsad	131	145 km including TED-19 km
	Rajasthan	Ajmer	15	
	Haryana	Faridkot, Gurgaon, Karnal, Panipat, Meerut	33	
	Uttar Pradesh	Ganjam, Sonbhadra, Noida	11	
	Delhi	Tughlakabad	-	

### Salient Features of Alignment & Relevant Facilities

The project is planned as double line corridor (except single line in Faridkot-TED) with electrification and advanced signaling system to allow freight trains with an axle load of 23 tonnes and speed up to 100 km/h. The Road over Bridges (ROBs) and Road under Bridges (RUBs) are planned at all existing road crossings and will not lead to any deviation to either road or rail traffic. The major part of the alignment will have well landscaped embankment. The *debour* route has been designed to avoid large settlement heavy built-up area, novel quarry site, topography constraint, design criteria constraint eco-sensitive zone, existing utilities relocation etc. to minimize environmental and social impacts as possible. The planned *debour* route are shown in table.

Name of <i>Debour</i> Section	Between IR Stations	Approximate Length (km)
Kandharali <i>Debour</i>	Itarsi and Purnea	3
Parwal Loop	Dapoli and Kutchipudi	3
Datvali (Dholi) <i>Debour</i>	Miraj and Kolar Road	3
Vasa <i>Debour</i>	Bocharoda and Vitthana	18
Dahanu <i>Debour</i>	Dahanu Road	12
Surat <i>Debour</i>	Sachin and Godhargam	21
Singli -Vadodra <i>Debour</i>	Vadodra and Makarpura	60
Rewari-Delhi (Mainline)	Rewari to Parbhani and Faridkot to Delhi	126
Rewari-Delhi (TED line)	Faridkot and Tughlakabad	11
<b>Total</b>		<b>238</b>

The average Right-of-Way (ROW) width for *debour* alignment is 60 m and for parallel alignment to IR in JNPT-Vadodra section will have a total of three junction stations, nine crossing stations and 11 important bridges whereas Rewari-Delhi section will have a total of three junction stations, two crossing stations and two important bridges.

### Environmental and Social Impact Assessment (ESIA) Study for the Project

Considering the scale, nature and extent of activities envisaged as part of the DFC Project, a detailed Environmental and Social Impact Assessment (ESIA) Study has been conducted on the finalized alignment in order to ensure that all potential environmental and social issues or concerns associated with various project components are addressed and integrated into the project's planning and design at an early stage in order to formulate the DFC Project in a more sustainable and effective manner.

As a result, MOP/DFCC has prepared ESIA for the DFC Phase 2 Project of the Western Corridor under technical support by the Japan International Cooperation Agency (JICA) and following 'MOA Guidelines for Environmental and Social Consideration, April 2007'. The ESIA study is consisted of pollution control study, natural environmental study, social environmental study, public consultation, impacts identification and assessment, preparation of mitigation measures, preparation of environmental and social management plan (EMSP), and monitoring plan (MOP).

Various environmental and social parameters are studied along the proposed corridor route during 2010-11 with the relevant primary data generated on the river water quality, natural environment, land use, sensitive receptors, noise and vibration, hydrogeological and social baseline surveys along with the secondary information collected from various statutory agencies of the State Government to identify, assess and predict potential impacts due to various activities of the project. The public consultation meetings were conducted in various districts of the six states at the beginning of the study and the affected population's responses were recorded.



**Key Survey Parameters for ESIA Study**

Some of the key survey parameters for ESIA study are mentioned in the table. The results of relevant environmental and social parameters in these areas along with detailed analysis are given in Draft ESIA Report.

Section	Key Survey Parameters
JNFT-Vadodra Section	1. South Vaman, North Vaman and Ulhas Rivers in Thane District Maharashtra
	2. Dvanna Ganga, Par Nava and Arungha Rivers in Valad District, Gujarat
	3. South Kaveri, North Kaveri, Anubika, N. Poorna and Mandhola Rivers in Navsari District, Gujarat
	4. Tapi River in Surendra District, Gujarat
	5. Narmada River in Bharuch District, Gujarat
	6. Nearly 20 small forest patches in Bhorandi, Vasa, Palghar and Daham. Minda in Thane District with acquired forest land of ~32 ha
	7. Two mangrove areas in Thane District
	8. Reserved forest area between Sanjay Gandhi National Park (SGNP) and Tungusdhar Wildlife Sanctuary in Thane District
	9. Legally Protected ecologically fragile Daham area of Thane District in Maharashtra
	10. Parcel, Palghar, Botar, Vapi, Valad, Anulad and Kun Sanjous for Noise and Vibration Survey
	11. Tunnel Section in Vasa Dabou
	12. Land Use distribution and Sensitive Receptor sites within 60-100 m from the centreline of the proposed DFC alignment
	13. 266 affected villages along the alignment for socio-economic survey and Public Consultation Meetings
Rewari-Dabhi Section	1. Yamma and Hindon Rivers in Gurgaon, Buda, Nagar District, Uttar Pradesh
	2. Golimagar reserved forest in Gurgaon Buda Nagar District with acquired forest land of ~10 ha
	3. Legally Protected Geo-physical sensitive area near Aravalli Hill Range in Alwar District in Rajasthan and Meera District in Haryana
	4. Asovi Station for Noise and Vibration Survey
	5. Land Use distribution and Sensitive Receptor sites within 60-100 m from the centreline of the proposed DFC alignment
	6. 107 affected villages along the alignment for socio-economic survey and Public Consultation Meetings

**Potential Impacts and Mitigation Measures**

Based on the ESIA survey results and subsequent analysis, various potential environmental and social impacts likely to result from the DFC project activities have been identified. Specific mitigation measures are proposed to minimise all such impacts to the level of no significance and are at planning/design phase, construction phase and operation phase. Such measures for major items of the environmental and social impacts are mentioned below.

**Main List of Potential Impacts and Mitigation Measures**

Potential Impacts	Mitigation Measures
<b>1. Noise and Vibration</b>	
<b>&lt; Construction phase &gt;</b>	
<ul style="list-style-type: none"> <li>Major and vibration due to movement of vehicles, and operations of light and heavy construction machinery</li> </ul>	<ul style="list-style-type: none"> <li>Major construction equipment and machinery shall be fitted with acoustic control measures</li> <li>Construction activities only during daytime near residential areas</li> <li>Provision of protective gears such as ear muffs etc. to construction personnel exposed to high decibel levels</li> </ul>
<b>&lt; Operation phase &gt;</b>	
<ul style="list-style-type: none"> <li>Noise and vibration due to movement of trains and road vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Use of lining weighted rails</li> <li>New technologies incorporated to lower noise and vibration generation</li> <li>Shielding structures in cutting sections and filling sections</li> <li>Appropriate maintenance of locomotives, tracks and stations</li> </ul>
<b>2. Water Pollution</b>	
<b>&lt; Construction phase &gt;</b>	
<ul style="list-style-type: none"> <li>Wastewater from construction activities with suspended impurities</li> <li>Wastewater disposal from the workers camp and shade generated from construction sites</li> </ul>	<ul style="list-style-type: none"> <li>Control of quality of construction wastewater emanating from the construction site through suitable drainage systems with sediment traps</li> <li>Provision of self-fencing near water bodies</li> <li>Provision of proper sanitation facilities at the construction site to prevent health related problems due to water contamination</li> </ul>
<b>3. Air Pollution</b>	
<b>&lt; Construction phase &gt;</b>	
<ul style="list-style-type: none"> <li>Deterioration of ambient air quality due to particulate matter such as dust, especially during dry conditions and gaseous emissions from construction equipment and vehicular traffic</li> <li>Some localities along the alignment route are notified as critically polluted areas</li> </ul>	<ul style="list-style-type: none"> <li>Storage of construction materials in covered god-downs or enclosed spaces</li> <li>Adequate dust suppression measures such as regular water sprinkling in unpaved road, tracks and vulnerable areas of the construction sites</li> <li>All major construction machinery shall be retrofit with appropriate dust reduction measures</li> <li>Necessary permission shall be taken for critically polluted areas and all conditions of permission shall be complied with</li> </ul>
<b>4. Flora</b>	
<b>&lt; Planning/Design phase &gt;</b>	
<ul style="list-style-type: none"> <li>Alignment passes through several forest patches of Reserved Forest Areas in Thane District and one forest patch in Gurgaon, Buda, Nagar District</li> </ul>	<ul style="list-style-type: none"> <li>Assess alternatives and review design to reduce loss of forest land to the minimum</li> <li>Procedure for obtaining clearance under the Forest Conservation Act, 1980 being followed after due consultation with the Forest Department (FD)</li> <li>Comply with all stipulated conditions of Forest Clearance when granted</li> </ul>
<b>&lt; Construction phase &gt;</b>	
<ul style="list-style-type: none"> <li>Loss of flora due to felling of trees within ROW directly along alignment</li> <li>Deposition of fugitive dust on pollution layers of nearby vegetation could lead to temporary reduction of photosynthesis</li> </ul>	<ul style="list-style-type: none"> <li>Item field verification with the respective State FD to avoid uncontrolled and indiscriminate tree felling</li> <li>Appropriate compensatory plantation using native species with rate of replacement as per the State FD. For example, for Daham eco-sensitive area, one item for each tree cut</li> <li>Compensation for trees to private land based on fruit yield, timber and other economic values</li> <li>Regular and proper water sprinkling near the site to minimize dust deposition on vegetation</li> </ul>

Potential Impact	Mitigation Measures
<p>10. Hydrological Situation</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Natural drainage and recharge conditions near project sites affected due to blockage of drainage channels, deep rock cutting, earth filling, sand leveling and other construction activities</li> </ul>	<p>Mitigation Measures:</p> <ul style="list-style-type: none"> <li>No dumping of material into natural drains and hence would not block or impede flow in drainage channels</li> <li>Contingency plan for prevention of DPC track through city drain (detached from natural drains) for construction or in other areas in the area</li> <li>Provision of suitable drainage at each construction site and liaison system to avoid water logging or formation of stagnant pool of water</li> </ul>
<p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Local drainage likely to be affected due to formation of embankment along DPC alignment</li> </ul>	<ul style="list-style-type: none"> <li>Provision of longitudinal drains of sufficient capacity on both sides of the DPC track to accommodate increased run-off with an outfall in the nearby drainage carrying system</li> <li>Daily augmentation of the capacity of existing drainage works and other drainage structures in parallel section</li> </ul>
<p>11. Land Acquisition and Relocation</p> <p>&lt; Planning/Design phase &gt;</p> <ul style="list-style-type: none"> <li>Loss of livelihood and prospects</li> </ul>	<ul style="list-style-type: none"> <li>Compensatory and restorative package shall be planned as per Rehabilitation and Resettlement Plan (RRP), separately from the ESA</li> </ul>
<p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Disruption of vehicle traffic and pedestrian (commuter) passage</li> </ul>	<ul style="list-style-type: none"> <li>Provision of detour with adequate sign board and illumination</li> </ul>
<p>11. Public Safety and Security</p> <p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Risks of accidents and fatalities in the early stages of DPC operations</li> <li>Road and rail crossings on DPC line as well as reinforcement structures could disrupt people's movements</li> </ul>	<ul style="list-style-type: none"> <li>Incorporate proper warning signals, alarm system and modern railway safety measures in the design</li> <li>Provision of ALRT, ROP, pedestrian safe ways, rail flyovers and level crossings etc. on all existing road crossings and major flyovers</li> </ul>

Note: Detailed explanation to above impacts and mitigation measures in addition to waste water issues are given in Draft ESHA Report.

Potential Impact	Mitigation Measures
<p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Improper post-plantation maintenance as well as illegal felling of plantation</li> </ul>	<p>Mitigation Measures:</p> <ul style="list-style-type: none"> <li>Plantation along the ROW shall be maintained properly as well as protected from illegal felling</li> </ul>
<p>5. Forest</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Both forested and wasteland affected by water logging due to construction equipment and machinery shall be used</li> <li>No construction work in the forest areas</li> <li>Construction activities in such a manner to avoid heavy construction near forest areas during winter season when migratory birds inhabit the area</li> </ul>	<ul style="list-style-type: none"> <li>All major water involving construction equipment and machinery shall be filled with suitable coated tires</li> <li>No construction work in the forest areas</li> <li>Construction activities in such a manner to avoid heavy construction near forest areas during winter season when migratory birds inhabit the area</li> </ul>
<p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Impact on aquatic fauna in case of accidental spill and toxic chemicals release from the area into the water bodies</li> </ul>	<ul style="list-style-type: none"> <li>Immediate action shall be taken for speedy cleaning up of oil spills, fuel and toxic chemicals in the event of accidents</li> </ul>
<p>6. Biodiversity</p> <p>&lt; Planning/Design phase &gt;</p> <ul style="list-style-type: none"> <li>Alignment passes through reserved forest area between SGNP and Tungabhadra Wildlife Sanctuary along parallel section</li> <li>Some migratory areas in Thane District along parallel section</li> </ul>	<ul style="list-style-type: none"> <li>Design review, adjustments to ROW or loop length to reduce loss of reserved forest land to the minimum</li> <li>Procedure for obtaining clearance under the Wildlife Protection Act, 1972 after consultation with the State's Chief Wildlife Warden and Ministry of Environment and Forests</li> <li>Procedure for obtaining clearance under the Forest Conservation Act, 1980 for migratory areas</li> <li>Comply with all stipulated conditions</li> </ul>
<p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Migratory areas with species having conservation concerns affected by the construction activities</li> <li>Impact on SGNP</li> <li>Impact on water birds and habitat such as hill tops, breeding sites etc.</li> </ul>	<ul style="list-style-type: none"> <li>Compensate loss of migratory vegetation by replanting at other migratory sites after the consultation with the PD and paying compensatory plantation for endangered species in the degraded forest land near protected area in consultation with the PD</li> <li>Provide low water holes inside the forest areas to encourage wildlife movement inside in consultation with the SGNP authority</li> </ul>
<p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Potential direct impact of DPC train hitting wildlife near protected area</li> </ul>	<ul style="list-style-type: none"> <li>Interpolate some appropriate structures into the design such as underpass, pipe culverts and/or other structures as needed to allow wildlife to cross the right-of-way</li> </ul>
<p>7. Terrestrial and Aquatic</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Impact on overall relief of the region due to DPC alignment passing through plain, rolling and hilly terrain</li> <li>Disruption of topography and disturbance to geological setting due to indiscriminate digging of borrow pits</li> <li>Enhancement of rock-joint require huge due to deep cutting and rock excavation work in hilly blocks along the alignment</li> </ul>	<ul style="list-style-type: none"> <li>Use of only identified borrow pits and quarry sites to avoid any disturbing of topography</li> <li>Procurement of construction materials from the existing approved and licensed quarry sites only</li> <li>Involvement of specialized engineering geologists to study rock-capture boards and bed rock geology along with characterization of weak zones to critical hill blocks during detailed engineering stage</li> </ul>
<p>8. Soil Erosion</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Loose soil for embankment preparation could result in silt run-off</li> <li>Uncontrolled opening up of borrow pits could result in loss of productive and</li> <li>Loosening of top soil and loss of vegetation cover within ROW due to excavation, land cut and back filling could increase soil erosion</li> </ul>	<ul style="list-style-type: none"> <li>Avoid cut and fill operation in the erosion areas</li> <li>Protect embankment slopes and exposed hill surfaces from low cost bio-engineering products</li> <li>Reuse of top soil from the construction sites in construction of embankment</li> <li>Top soils of the borrow pit shall be conserved and reworked after excavation work is over</li> <li>Use of fly ash as a substitute to top soil in construction of embankment shall be done only after careful analysis of site conditions</li> </ul>
<p>9. Greenhouse</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Uncontrolled use of ground water for construction use could put further stress on ground water resource in the area</li> </ul>	<ul style="list-style-type: none"> <li>Prepare a comprehensive plan to conserve water along with recycling mechanism</li> <li>Use of only identified ground water sources by the CGWA based on estimated quantity and expected quality for construction use</li> </ul>



<p><b>1. Performance Indicators</b></p> <ul style="list-style-type: none"> <li>◆ Planning/Design Phase: land acquisition, dumping locations, construction worker camps, borrow areas, quarry sites</li> <li>◆ Construction Phase: ambient air quality, noise &amp; vibration levels, water quality (ground water, river water, drinking water), waste water quality, vegetation cover, soil quality</li> <li>◆ Operation Phase: survival rate of trees, rehabilitation of borrow areas, ability of noise barriers for sensitive receptors</li> </ul> <p><b>2. Environmental Monitoring Programme</b></p> <p>This includes parameters to be monitored, monitoring methods, location of the monitoring stations, frequency and duration of monitoring, institutional responsibilities for implementation and supervision, and estimated cost. Some specific parameters that will be used for monitoring environmental issues are:</p> <ul style="list-style-type: none"> <li>◆ Ambient air quality, Noise levels, Water quality, Loss of trees and vegetation</li> </ul> <p style="text-align: center;"><b>Public Consultation Meetings (PCMs)</b></p> <p>The Public Consultation Meetings primarily aim at providing a platform for the project affected persons and different stakeholders to express their views on possible impact of the proposed intervention. The PCMs for ESIA are held at two different stages in order to collect opinion and feedback of the public and to disseminate information on the project and ESIA study. The PCMs are conducted district-wise in all fourteen districts.</p> <ul style="list-style-type: none"> <li>◆ The first stage of the PCM for ESIA was conducted in the month of Nov- 2010 (and supplemental PCM in Maharashtra in Feb 2011) at the time of environmental scoping in the initial stage of the ESIA study. Information on the Project and scope of the ESIA study was disseminated to the public, and comments and opinion were collected to incorporate in the ESIA study.</li> <li>◆ The second stage of the PCM for ESIA, is to be conducted in September 2011 to disseminate information about findings of draft environmental and social impact assessment (ESIA) study and probable mitigation measures to the general public that are directly or indirectly affected by the DFC project and to obtain their feedback and opinion and incorporate their comments and request on the assessment and social mitigation measures and management and monitoring plans.</li> </ul> <p>Some opinion and issues raised in the first stage PCM were – compensation and employment opportunities, displacement and land acquisition, environment and health, drainage, access to resource and community facilities, and socio-cultural aspects. The first stage PCM was attended by project affected persons (PAPs), representatives from gram panchayat, district administration, revenue department, forest officer, local improvement persons (MPS, MLAs), NGOs and other senior citizens.</p>	<p style="text-align: center;"><b>Environmental Management Plan (EMP)</b></p> <p>Environmental Management Plan (EMP) envisages the plans for the proper implementation of mitigation measures to reduce the adverse impacts resulting from various project activities during planning/design, construction and operation phases. An effective EMP ensures that proper expected results are obtained from the implementation of environmental mitigation measures. EMP has been prepared addressing the following issues:</p> <p>1. The following specific Environmental Management Plans (EMP) is proposed in the Draft ESIA Report:</p> <ul style="list-style-type: none"> <li>◆ Greenbelt Development Plan</li> <li>◆ Management and Rehabilitation Plan for Quarry/ Borrow Areas</li> <li>◆ Noise and Vibration Management and Control</li> <li>◆ Solid Waste Management Plan</li> <li>◆ Plan for Storage, Handling &amp; Emergency Response for Hazardous Chemicals</li> <li>◆ Drainage Management Plan</li> <li>◆ Management for Land Acquisition and Resettlement (only outline but details in RFP Report)</li> <li>◆ Plan for Sanitation and Housekeeping at the Construction Labour Camps</li> <li>◆ Occupational Health and Safety Management</li> </ul> <p>1. Phase-wise Environmental Management Measures are proposed for the following environmental and social issues:</p> <p>a) Planning/Design Phase</p> <ul style="list-style-type: none"> <li>◆ Land acquisition, diversion of forest land, preservation of trees, borrow areas, quarry areas, construction water sites for other construction materials, site identification for placement of construction machineries and disposal of unusable materials, construction camp, arrangement for temporary yard, orientation of implementation agency and contractors</li> </ul> <p>b) Construction Phase</p> <ul style="list-style-type: none"> <li>◆ Site clearance, procurement of construction materials, construction work (drainage, siltation, slope protection, etc.), water pollution, air pollution, noise, safety, labour camp management, contractor's demobilization (clean-up operation, restoration and rehabilitation)</li> </ul> <p>c) Operation Phase</p> <ul style="list-style-type: none"> <li>◆ Monitoring of operation performance of various mitigation measures, pollution monitoring</li> </ul> <p style="text-align: center;"><b>Environmental Monitoring Plan (EMoP)</b></p> <p>The purpose of the Environmental Monitoring Plan (EMoP) is to ensure the effective implementation of EMP in order to achieve overall objective of the project in a more sustainable and effective manner. The EMoP monitors the results of effective implementation of mitigation measures and suggest additional measures, if any, to enhance the project benefits to the target population. The environmental monitoring plan consists of performance indicators and environmental monitoring programme and are mentioned below:</p>
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Public Consultation Meeting



[Hindi]

**परियोजना संक्षेप**


डेडिकेटेड ग्रेट कॉरीडोर कार्यालय ऑफ डेडिकेटेड लिमिटेड (DFCCIL) रेल मंत्रालय की एक विभागात्मक इकाई है जो कि भारत सरकार की DFC के तहत दिल्ली में मुख्यालय के साथ कार्यरत है। डेडिकेटेड ग्रेट कॉरीडोर परियोजना का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए। डेडिकेटेड ग्रेट कॉरीडोर परियोजना का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए। डेडिकेटेड ग्रेट कॉरीडोर परियोजना का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए।

परियोजना का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए। डेडिकेटेड ग्रेट कॉरीडोर परियोजना का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए। डेडिकेटेड ग्रेट कॉरीडोर परियोजना का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए।

**परियोजना क्षेत्र**



परियोजना क्षेत्र का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए। डेडिकेटेड ग्रेट कॉरीडोर परियोजना का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए। डेडिकेटेड ग्रेट कॉरीडोर परियोजना का उद्देश्य है। देश में रेलवे सेवाओं को तेज करने के लिए।






रेल मंत्रालय  
डी. एफ. सी. ली. आई. एल.

**डेडिकेटेड ग्रेट कॉरीडोर परियोजना चरण-2**

**जेएनपीटी से बड़ोदरा और रेवाड़ी से दादरी के विकास पर**

**पर्यावरण एवं समाजिक प्रभाव आकलन और अध्ययन का सारांश**

सितम्बर 2011

यह सारांश डेडिकेटेड ग्रेट कॉरीडोर परियोजना चरण-2 के पहिली कॉरीडोर (जे एन पीटी से बड़ोदरा एवं रेवाड़ी से दादरी) के पर्यावरण एवं सामाजिक प्रभाव आकलन (ESIA) हेतु किया गया अध्ययन का मुख्य विस्तृत है। इसमें ESIA का यह सारांश परियोजना कार्यालय एजेंसी के तौर पर डेडिकेटेड ग्रेट कॉरीडोर कार्यालय ऑफ डेडिकेटेड लिमिटेड (DFCCIL) द्वारा परियोजना के अंतर्गत सूचना प्रमाण प्रक्रिया हेतु जनता में विस्तारित किया जा रहा है।









10. 環境影響評価	11. 社会影響評価
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<p><b>11.1 社会影響評価</b></p> <p>11.1.1 社会影響評価</p> <ul style="list-style-type: none"> <li>社会影響評価の目的は、プロジェクトの実施に伴う社会への影響を事前に予測・評価し、社会への悪影響を回避・低減するための措置を講ずることにある。</li> <li>社会影響評価は、プロジェクトの計画・設計・建設・運営の各段階を通じて実施される。</li> <li>社会影響評価の結果は、プロジェクトの承認・実施に不可欠な情報となる。</li> </ul>	<p><b>12.1 環境影響評価</b></p> <p>12.1.1 環境影響評価</p> <ul style="list-style-type: none"> <li>環境影響評価の目的は、プロジェクトの実施に伴う環境への影響を事前に予測・評価し、環境への悪影響を回避・低減するための措置を講ずることにある。</li> <li>環境影響評価は、プロジェクトの計画・設計・建設・運営の各段階を通じて実施される。</li> <li>環境影響評価の結果は、プロジェクトの承認・実施に不可欠な情報となる。</li> </ul>
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<p><b>1. प्रदर्शन सूचकांक (Performance Indicators)</b></p> <ul style="list-style-type: none"> <li>• मातृका / डिवाइस बनाना : पूर्ण अभियान प्रारंभ होने के बाद, डिवाइस (संवेदनशील) को शुरू करना होगा।</li> <li>• निरीक्षण करना : प्रत्येक मातृका को शुरू करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा। प्रदर्शन करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा।</li> <li>• प्रतिक्रिया करना : प्रत्येक मातृका को शुरू करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा। प्रदर्शन करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा।</li> </ul> <p><b>2. संवेदनशील निरीक्षण सूचकांक</b></p> <p>प्रदर्शन सूचकांक में निरीक्षण करना और प्रदर्शन (संवेदनशील) को शुरू करना होगा। प्रदर्शन करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा। प्रदर्शन करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा।</p> <ul style="list-style-type: none"> <li>• प्रत्येक मातृका को शुरू करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा। प्रदर्शन करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा।</li> </ul>	<p><b>जनसंचार बैठक (PCMs)</b></p> <p>जनसंचार बैठक का प्रमुख उद्देश्य जनसंचार को सूचित करना और जनसंचार को सूचित करना है। जनसंचार बैठक का प्रमुख उद्देश्य जनसंचार को सूचित करना और जनसंचार को सूचित करना है।</p> <ul style="list-style-type: none"> <li>• PCM का प्रथम सत्र जनवरी 2010 में (जिसमें 2011 में प्रत्येक PCM) ESIA प्रस्ताव के संबंध में जनसंचार बैठक का आयोजन किया गया। जनसंचार बैठक का प्रमुख उद्देश्य जनसंचार को सूचित करना और जनसंचार को सूचित करना है।</li> <li>• PCM का प्रथम सत्र जनवरी 2011 में (जिसमें 2011 में प्रत्येक PCM) ESIA प्रस्ताव के संबंध में जनसंचार बैठक का आयोजन किया गया। जनसंचार बैठक का प्रमुख उद्देश्य जनसंचार को सूचित करना और जनसंचार को सूचित करना है।</li> </ul>  <p>Public Consultation Meeting</p> <p>PCM का प्रथम सत्र जनवरी 2010 में (जिसमें 2011 में प्रत्येक PCM) ESIA प्रस्ताव के संबंध में जनसंचार बैठक का आयोजन किया गया। जनसंचार बैठक का प्रमुख उद्देश्य जनसंचार को सूचित करना और जनसंचार को सूचित करना है।</p>
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<p><b>प्रदर्शन सूचकांक (Performance Indicators)</b></p> <p>प्रदर्शन सूचकांक में निरीक्षण करना और प्रदर्शन (संवेदनशील) को शुरू करना होगा। प्रदर्शन करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा। प्रदर्शन करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा।</p> <ul style="list-style-type: none"> <li>• प्रत्येक मातृका को शुरू करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा। प्रदर्शन करने के बाद, प्रदर्शन (संवेदनशील) को शुरू करना होगा।</li> </ul>	<p><b>जनसंचार बैठक (PCMs)</b></p> <p>जनसंचार बैठक का प्रमुख उद्देश्य जनसंचार को सूचित करना और जनसंचार को सूचित करना है। जनसंचार बैठक का प्रमुख उद्देश्य जनसंचार को सूचित करना और जनसंचार को सूचित करना है।</p> <ul style="list-style-type: none"> <li>• PCM का प्रथम सत्र जनवरी 2010 में (जिसमें 2011 में प्रत्येक PCM) ESIA प्रस्ताव के संबंध में जनसंचार बैठक का आयोजन किया गया। जनसंचार बैठक का प्रमुख उद्देश्य जनसंचार को सूचित करना और जनसंचार को सूचित करना है।</li> </ul>
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[Marathi]



देवाय समर्पित  
 Dedicated Freight Corridor Corporation of India Ltd (DFCCIL)

पर्यावरण आणि सामाजिक प्रभाव मूल्यांकन (ESIA) अध्ययनाचा सारांश  
 समर्पित मालवाहतूक जोडमार्ग प्रकल्प (भाग - २)  
**JNPI** ते बगेवा आणि रेवाडी ते दावरी

जुलै २०११



JNPI ते बगेवा आणि रेवाडी ते दावरी दरम्यानचा पर्यावरण प्रति-अनुवादीत अहवाल सहाय्यक (DFCC) प्रकल्पामध्ये सर्वेक्षण आणि आभाषित प्रस्तावित मूल्यमापन (ESIA) मध्ये अध्ययनाचा अंतिम भाग आहे. हा प्रकल्प भारतीय अर्थव्यवस्था सहाय्यक (DFCC) मध्ये सहाय्यक (ESIA) मध्ये अध्ययनाचा अंतिम भाग आहे. हा प्रकल्प भारतीय अर्थव्यवस्था सहाय्यक (DFCC) मध्ये सहाय्यक (ESIA) मध्ये अध्ययनाचा अंतिम भाग आहे.

**संक्षेप परिचय**


म्हणजेच भारतीय अर्थव्यवस्था सहाय्यक (DFCC) मध्ये सहाय्यक (ESIA) मध्ये अध्ययनाचा अंतिम भाग आहे. हा प्रकल्प भारतीय अर्थव्यवस्था सहाय्यक (DFCC) मध्ये सहाय्यक (ESIA) मध्ये अध्ययनाचा अंतिम भाग आहे.

**परिचय**

पर्यावरण आणि सामाजिक प्रभाव मूल्यांकन (ESIA) अध्ययनाचा सारांश समर्पित मालवाहतूक जोडमार्ग प्रकल्प (भाग - २) JNPI ते बगेवा आणि रेवाडी ते दावरी

**परिचय**

पर्यावरण आणि सामाजिक प्रभाव मूल्यांकन (ESIA) अध्ययनाचा सारांश समर्पित मालवाहतूक जोडमार्ग प्रकल्प (भाग - २) JNPI ते बगेवा आणि रेवाडी ते दावरी



VACHURNA TO JNPI

















## 添付資料 II.4.2 ドラフト ESIA の情報公開のための告知レター

### [Public Notice \_ English]

#### PUBLIC NOTICE

DFCCIL (Dedicated Freight Corridor Corporation of India) under Ministry of Railway hereby inform that disclosure of draft ESIA (Environmental and Social Impact Assessment) reports of proposed DFC (Dedicated Freight Corridor) Project between JNPT and Vadodra and between Rewari and Dadri will start from 17th September, 2011 and will be completed by 26th September, 2011.

Summary of the draft ESIA reports in vernacular language and in English will be distributed to all the affected village offices between JNPT and Vadodra and between Rewari and Dadri. A full set of the draft ESIA reports will be available in the CPM offices of DFCCIL, major stations along the proposed DFC alignment and districts offices as mentioned below.  
 Comments from the public will be accepted only at CPM offices of DFCCIL through direct delivery, fax or post. Interested persons can also send comments to the following email address: [dfc.phase2@gmail.com](mailto:dfc.phase2@gmail.com).

**Comments/opinions.will.be.received.up.to.26th.September..2011.**

#### Draft ESIA report is available and Comments are received

✦ <b>At the Following CPM Offices of the DFCCIL</b> (Under Ministry of Railways), Fifth Floor, Pragati Maidan, Metro Station Building Complex, New Delhi - 110 001 (Tel: 91-11-23454700; Fax: 91-11-23454701)
✦ <b>CPM Office Mumbai:</b> 7 <sup>th</sup> Floor, New Administrative Building, Central Railway, D.N. Road, Mumbai - 400 001, Maharashtra (Tel: 91-22-22634184; Fax: 91-22-22634184)
✦ <b>CPM Office Surat:</b> 4 <sup>th</sup> Floor, Annex-1, Near Icon Mall, Dumas Road, Piprod, Surat - 395 007, Gujarat (Tel: 91-261-2633250; Fax: 91-261-2633250)
✦ <b>CPM Office Vadodra:</b> 3 <sup>rd</sup> Floor, New Administrative Building, R. C. Dm Road, Alkapuri, Vadodra - 395 007, Gujarat (Tel: 91-265-2326024; Fax: 91-265-2326027)
✦ <b>AGM Office Rewari/Dadri:</b> *Star House, First Floor, A-102, Sector-4, Noida, Uttar Pradesh (Tel: 91-120-4309720; Fax: 91-120-4134554)

#### Draft EIA report is available

✦ <b>At the Following Major Stations</b> Maharashtra Panvel (Jn), Kalyan (Jn), Vairam, Kelve Road, Palghar, Daham Road Gujarat Vapi, Valsad, Bilimora (Jn), Navsari, Sochin, Kosamba (Jn), Bharuch(Jn) Haryana Bahadurgarh, UP Delhi Rewari (Jn), Faridabad, Delhi
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#### At the Following District Collectorate Offices

✦ Maharashtra Raigarh, Thane Gujarat Valsad, Navsari, Surat, Bharuch, Vadodra Haryana Bahadurgarh, UP, Delhi Rewari, Meerut, Gurgaon, Patiala, Faridabad, Alwar, Gautam Budha Nagar
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Signature by DFCCIL

### [Public Notice \_Hindi]

#### पब्लिक नोटिस

डेडिकेटेड फ्रेट कॉरिडोर कॉरपोरेशन ऑफ इंडिया एतद् द्वारा सूचित करता है, कि जे. एन. पी. टी. से वडोदरा तथा रेवाड़ी से दादरी के मध्य प्रस्तावित डेडिकेटेड फ्रेट कॉरिडोर परियोजना चरण -2 पर मसौदा ESIA रिपोर्ट का प्रकटीकरण 17 सितम्बर, 2011 से आरंभ होगा और 26 सितम्बर 2011 तक पूरा कर लिया जाएगा।

मसौदा ESIA रिपोर्ट का सारांश अंग्रेजी और स्थानीय भाषाओं में जे. एन. पी. टी. से वडोदरा और रेवाड़ी से दादरी के मध्य पढ़ने वाले सभी प्रभावित गाँवों में भी वितरित किया जाएगा और मसौदा ESIA रिपोर्ट का एक संग्रह सेट DFCCIL के CPM कार्यालयों, प्रस्तावित DFC संरेख पर पड़ने वाले प्रमुख स्टेशनों और निम्नलिखित जिला कार्यालयों में उपलब्ध होगा।

जनता की टिप्पणियाँ DFCCIL के CPM कार्यालयों में प्रत्यक्ष रूप से या फैक्स या डाक द्वारा 26 सितम्बर 2011 तक स्वीकार की जाएँगी। इच्छुक व्यक्ति अपनी टिप्पणियाँ निम्नलिखित ई-मेल पते पर भी भेज सकते हैं: [dfc.phase2@gmail.com](mailto:dfc.phase2@gmail.com)

#### टिप्पणियाँ / राय 26 सितम्बर 2011 तक स्वीकार किए जाएँगे।

DFCCIL के निम्नलिखित CPM कार्यालयों पर मसौदा ESIA रिपोर्ट उपलब्ध हैं, और टिप्पणियाँ स्वीकार की जाएँगी।

✦ डेडिकेटेड फ्रेट कॉरिडोर कॉरपोरेशन ऑफ इंडिया लिमिटेड (DFCCIL) (रेल मंत्रालय के अंतर्गत) पार्वती मंदिर प्रति मैदान मेट्रो स्टेशन बिल्डिंग कॉम्प्लेक्स, नई दिल्ली-110001 (Tel: 91-11-23454700; Fax: 91-11-23454701)
✦ CPM कार्यालय मुम्बई 7 <sup>वीं</sup> मंजिल, न्यू प्रशासनिक भवन, सेंट्रल रेलवे, डी.एन. रोड, मुम्बई-400 001, महाराष्ट्र (Tel: 91-22-22634184; Fax: 91-22-22634184)
✦ CPM कार्यालय सुरत चौथी मंजिल, अन्नेक्स-1, इकोन मॉल के पास, पौपल रोड, सूरत-395 007, गुजरात (Tel: 91-261-2633250; Fax: 91-261-2633250)
✦ CPM कार्यालय वडोदरा 3 <sup>री</sup> -14, 17-18, निवेशक, कॉम्प्लेक्स, तीसरी मंजिल, आर सी दल रोड, अलकापुरी, वडोदरा-395007 गुजरात (Tel: 91-265-2326024; Fax: 91-265-2326027)
✦ AGM कार्यालय रेवाड़ी से दादरी स्टार हाउस, प्रथम मंजिल, ए-102, सेक्टर-4, नोएडा, उत्तर प्रदेश (Tel: 91-120-4309720; Fax: 91-120-4134554)

#### मसौदा ESIA रिपोर्ट निम्नलिखित मुख्य स्टेशनों पर उपलब्ध है:

✦ महाराष्ट्र पनवेल (जंक्शन), कल्याण (जंक्शन), कैटरणा (जंक्शन), केतवे रोड (जंक्शन), पालघर (जंक्शन), दहानू रोड (जंक्शन)
✦ गुजरात संचन, वापी, वलसाद, तिलोमोडा (जंक्शन), नवसारी, सोचिन, कोसाम्बा (जंक्शन), मरुच (जंक्शन)
✦ हरियाणा, राजस्थान, उत्तर प्रदेश, दिल्ली/राजकी (जंक्शन), फरीदाबाद, दादरी

#### मसौदा ESIA रिपोर्ट निम्नलिखित जिला कार्यालयों पर उपलब्ध है:

✦ महाराष्ट्र राजगढ़, ठाने
✦ गुजरात वलसाद, नवसारी, सूरत, मरुच, वडोदरा
✦ हरियाणा, राजस्थान, उत्तर प्रदेश, दिल्ली रेवाड़ी, मेवात, मुडगाँव, पालवल, फरीदाबाद, अलवर, गौतम बुद्ध नगर

DFCCIL द्वारा हस्ताक्षरित



[Letter to District Collector (DC)\_English]

comments. Comments from people will be accepted only at CPM offices of DFCCIL through direct delivery, fax or post upto 26th September, 2011. Draft ESIA reports will be collected back by DHI by end of September, 2011.

In order to smooth implementation for disclosure of draft ESIA reports, all concerned district collectorate offices are requested to accept these reports, and take necessary action for public viewing.

The representative of the above local consulting firm would contact to your office shortly for distribution of reports.

Considering the high priority assigned to this project by Govt. of India and urgent need to complete the study in time, all necessary assistance may be rendered to the JICA Survey Team and the above local consulting firm in order to facilitate disclosure of reports without any delay including receipt of draft ESIA reports by your office and making arrangement for public view.

Suitable action in this regard may please be taken.

Signed by (DFCCIL)

**Attachment:**

- List of Places for the Information Dissemination of the Draft ESIA Report and its Summary

**FOR DISTRIBUTION OF DRAFT ESIA AND SUMMARY REPORT  
for DISTRICT COLLECTORATE OFFICE**

New Delhi, dated 06.09.2011

District Collector  
Vadodara District  
District Administration Office  
Vadodara, Gujarat

**Sub: Distribution of the draft Environment and Social Impact Assessment (ESIA) Report and Summary of ESIA for Development of Dedicated Freight Corridor (DFC) Project between JNPT and Vadodara and between Rewari and Dadri**

Based on the request of the Government of India, the Government of Japan has assigned a team of Consultants to conduct a Preparatory Survey on Dedicated Freight Corridor Project (Phase 2) between JNPT and Vadodara and between Rewari and Dadri. The study is funded by the Japan International Cooperation Agency (JICA). It is a study to the Environment and Social Impact Assessment (ESIA) carried out by the JICA survey team. The JICA team has completed the study and prepared a draft ESIA report and its summary.

The study has been carried out as per "JICA Guidelines for Environmental and Social Considerations", whose requirements include disclosure of draft ESIA report. The objectives of disclosure are as follows:

- 1) Disseminate information on DFC Project in terms of the environmental and social impacts induced by DFC Project as well as general plan on the management, monitoring and mitigation measures of the environment of the study area.
- 2) Collection of comments and opinions from the public on environment and social issues on DFC project and further, it will be reflected in final ESIA report.

The distribution of draft ESIA reports and the summary will be started from 17th September, 2011 and completed by 26th September, 2011.

The Summary of the draft ESIA report in vernacular languages as well as English version will also be distributed to all affected village offices between JNPT and Vadodara and between Rewari and Dadri and a full set of draft ESIA reports will be available in CPM offices of DFCCIL, major stations along the proposed DFC alignment, and concerned districts offices. The list of CPM offices, district offices, major stations and project affected villages is enclosed in the Appendix A.

The JICA Survey Team has engaged DHI (India) Pvt. Ltd, Delhi for preparation of 'ESIA and RRP Study' and DHI team will help for distribution of reports and collection of

[Letter to Station Master\_English]

FOR DISTRIBUTION OF DRAFT EIA AND SUMMARY REPORT  
for MAJOR RAIL STATIONS

The Divisional Railway Manager,  
Western Railway  
Church Gate, Mumbai

New Delhi, dated 06/09/2011

Sub: Distribution of the draft Environment and Social Impact Assessment (ESIA) Report and Summary of ESIA for Development of Dedicated Freight Corridor (DFC) Project between JNPT and Vadodara and between Rewari and Dadri

Based on the request of the Government of India, the Government of Japan has assigned a team of Consultants to conduct a Preparatory Survey on Dedicated Freight Corridor Project (Phase 2) between JNPT and Vadodara and between Rewari and Dadri. The study is funded by the Japan International Cooperation Agency (JICA). It is a study to the Environment and Social Impact Assessment (ESIA) carried out by the JICA survey team. The JICA team has completed the study and prepared a draft ESIA report and its summary.

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The JICA Survey Team has engaged DHI (India) Pvt. Ltd, Delhi for preparation of ESIA and RRP Study and DHI team will help for distribution of reports and collection of comments. Comments from people will be accepted only at CPM offices of DFCCIL

through direct delivery, fax or post upto 26th September, 2011. Draft ESIA reports will be collected back by DHI by end of September, 2011.

In order to smooth implementation for disclosure of draft ESIA reports, all concerned major stations are requested to accept these reports, and take necessary action for public viewing.

The representative of the above local consulting firm would contact to your office shortly for distribution of reports.

Considering the high priority assigned to this project by Govt. of India and urgent need to complete the study in time, all necessary assistance may be rendered to the JICA Survey Team and the above local consulting firm in order to facilitate disclosure of reports without any delay including receipt of draft ESIA reports by your office and making arrangement for public view.

Suitable action in this regard may please be taken.

Signed by (DFCCIL)

Attachment:

- List of Places for the Information Dissemination of the Draft ESIA Report and its Summary

[Letter to Sarpanch \_ English]

through direct delivery, fax or post upto 26th September, 2011. Draft ESIA reports will be collected back by DHI by end of September, 2011.

In order to smooth implementation for disclosure of draft ESIA reports, all Panchayat offices are requested to accept these reports, and take necessary action for public viewing.

The representative of the above local consulting firm would contact to your office shortly for distribution of reports.

Considering the high priority assigned to this project by Govt. of India and urgent need to complete the study in time, all necessary assistance may be rendered to the JICA Survey Team and the above local consulting firm in order to facilitate disclosure of reports without any delay including receipt of draft ESIA reports by your office and making arrangement for public view.

Suitable action in this regard may please be taken.

Signed by (DFCCIL)

Attachment:

- List of Places for the Information Dissemination of the Draft ESIA Report and its Summary  
(\* Names of all affected villages all along the proposed DFC Alignment are enclosed in the Attachment).

FOR DISTRIBUTION OF DRAFT ESIA AND SUMMARY REPORT  
for VILLAGE ADMINISTRATIVE OFFICE

New Delhi, dated 06.09.2011

Village Head\*  
Village Administration Office

Sub: Distribution of the draft Environment and Social Impact Assessment (ESIA) Report and Summary of ESIA for Development of Dedicated Freight Corridor (DFC) Project between JNPT and Vadodara and between Rewari and Dadri

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The JICA Survey Team has engaged DHI (India) Pvt. Ltd, Delhi for preparation of ESIA and RRP Study and DHI team will help for distribution of reports and collection of comments. Comments from people will be accepted only at CPM offices of DFCCIL.

## [Letter to Sarpanch \_ Hindi]

मसौदा ESIA रिपोर्ट के प्रकटीकरण के सुगम कार्यान्वयन हेतु सभी पंचायत कार्यालयों से इन रिपोर्टों को स्वीकार करने और जनता को दिखाने हेतु आवश्यक कदम उठाने का अनुरोध किया जाता है।

उपयुक्त स्थानीय परामर्शदाता संस्थाओं के प्रतिनिधि शीघ्र ही रिपोर्टों के विवरण हेतु आपसे संपर्क करेंगे।

भारत सरकार द्वारा इस परियोजना को दी गई उच्च प्राथमिकता और अध्ययन को ध्यान में रखते हुए JICA सर्वे टीम और उपयुक्त स्थानीय परामर्शदाता संस्थाओं को सभी आवश्यक सहयोग प्रदान करें ताकि बिना किसी विलम्ब के रिपोर्टों का प्रकटीकरण हो सके जिसमें मसौदा ESIA रिपोर्ट की आपके कार्यालय द्वारा प्राप्ति और जनता को दिखाने हेतु आवश्यक प्रबंध शामिल हैं।

इस संदर्भ में उपयुक्त करवाई की जाए।

DFCCIL द्वारा हस्ताक्षरित

ग्राम प्रशासनिक कार्यालयों को मसौदा ESIA और सारांश रिपोर्ट के वितरण हेतु

नई दिल्ली 06.09.2011

ग्राम प्रमुख

ग्राम प्रशासनिक कार्यालय

विषय : जे.एन. पी.टी. एवं वडोदरा तथा रेवाड़ी व दादरी के मध्य डेडिकेटेड फ्रेट परियोजना के विकास हेतु मसौदा पर्यावरणीय व सामाजिक आकलन (ESIA) रिपोर्ट और ESIA के सारांश का वितरण।

भारत सरकार के अनुरोध पर जापान सरकार ने जे. एन. पी. टी. से वडोदरा तथा रेवाड़ी से दादरी के मध्य डेडिकेटेड फ्रेट कोरिडोर परियोजना चरण -2 पर एक प्रारम्भिक सर्वे (Preparatory Survey) करने हेतु परामर्श दाताओं की एक टीम नियोजित की है। अध्ययन हेतु धन जापान इंटरनेशनल कॉर्पोरेशन एजेंसी (JICA) द्वारा उपलब्ध कराया जा रहा है। यह JICA सर्वे टीम द्वारा पर्यावरणीय व सामाजिक प्रभाव आकलन (ESIA) पर किया गया अध्ययन है। JICA टीम ने अध्ययन पूरा करके एक मसौदा ESIA रिपोर्ट और उसका सारांश तैयार कर लिया है।

यह अध्ययन "पर्यावरणीय व सामाजिक सरकारों हेतु JICA दिशानिर्देश" के अनुसार किया गया है, जिसकी आवश्यकताओं में मसौदा ESIA रिपोर्ट का प्रकटीकरण (Disclosure) शामिल है।

- 1) DFC परियोजना से उत्पन्न पर्यावरणीय व सामाजिक प्रभावों से संबंधित DFC परियोजना की सूचना प्रसारित करना और साथ ही अध्ययन क्षेत्र के पर्यावरण के प्रबंधन निरीक्षण और निवारक उपायों के बारे में एक सामान्य योजना की सूचना प्रसारित करना।
- 2) DFC परियोजना के पर्यावरणीय व सामाजिक मुद्दों पर जनता के टिप्पणियों व मत एकत्र करना और इन्हें फाइनल ESIA रिपोर्ट में समाहित किया जाएगा।

मसौदा ESIA रिपोर्ट और सारांश का वितरण 17 सितम्बर, 2011 से आरंभ होगा और 26 सितम्बर 2011 तक पूरा कर लिया जाएगा।

मसौदा ESIA रिपोर्ट का सारांश अंग्रेजी और स्थानीय भाषाओं में जे. एन. पी. टी. से वडोदरा और रेवाड़ी से दादरी के मध्य पड़ने वाले सभी प्रभावित गाँवों में भी वितरित किया जाएगा और मसौदा ESIA रिपोर्ट का एक संपूर्ण सेट DFCCIL के CPM कार्यालयों, प्रस्तावित DFC संरेख पर पड़ने वाले प्रमुख स्टेशनों और संबंधित जिला कार्यालयों में उपलब्ध होगा।

JICA सर्वे टीम ने ESIA और RRP अध्ययन तैयार करने हेतु DHI(India) Pvt. Ltd., दिल्ली को नियुक्त किया है, और DHI टीम रिपोर्ट के वितरण एवं टिप्पणियों के एकत्रण में सहायता करेगी। जनता की टिप्पणियाँ DFCCIL के CPM कार्यालयों में प्रत्यक्ष रूप से या फैक्स या डाक द्वारा 26 सितम्बर 2011 तक स्वीकार की जाएँगी। सितम्बर 2011 के अंत तक मसौदा ESIA रिपोर्ट DHI द्वारा वापस एकत्र कर ली जाएगी।



## [Letter to Sarpanch \_ Marathi]

२०११ पर्यंत फक्त DFCCIL च्या शेटवटच्या आठवड्यात ESIA अहवाल DHI च्या माध्यमातून जमा करण्यात येईल.

प्रकल्प सुरळीतपणे व सुनियोजित पणे पार पाडण्यासाठी सर्व ग्रामपंचायतीची ESIA अहवाल मसूदा त्रिकोणन त्यावर योग्य ती कार्यवाही करून ती जनतेच्या माहितीसाठी उपलब्ध करून द्यावा ही विनंती. सदर अहवालाच्या वितरणसाठी स्थानिक सल्लागा कंपनीचे प्रतिनिधी लवकरच आपल्याशी संपर्क करतील.

भारत सरकारने या प्रकल्प अध्ययन सुनियोजित वेळेत पूर्ण व्हावे यासाठी याला प्रामुख्याने दिले आहे. JICA चे सर्वेक्षण पथक आणि स्थानिक सल्लागार कंपनी कोणत्याही प्रकारची दिरंगाई न करता ESIA अहवाल तुमच्या कार्यालयात जनतेच्या माहितीसाठी उपलब्ध करून देतील.

स्वाक्षरी  
DFCCIL

सल्लेख : ESIA अहवालाचा मसूदा आणि सारांश प्रति मिलणाच्या जागांची यादी

ESIA मसूदा आणि सारांश अहवालाचे स्थानिक ग्रामीण प्रशासकिय कार्यालयात वितरण

गावाचा सरपंच  
ग्रामीण प्रशासकिय कार्यालय  
१३.०९.२०११

विषय : जोएनपीटी ते बडोदा आणि रेवाडी ते दादरी दरम्यानच्या समर्थित मालवाहतूक जोडमार्ग (DFC) विकासाचा पर्यावरण व सामाजिक प्रभाव मूल्यांकन ESIA मसूदा आणि अहवालाच्या वितरण.

भारत सरकारच्या वित्तवित्तसार, जापान सरकार ने तंत्रज्ञानाच्या माध्यमातून जोएनपीटी ते बडोदा आणि रेवाडी ते दादरी दरम्यानच्या समर्थित मालवाहतूक जोडमार्ग प्रकल्प ( २ टप्पा ) साठी एक सर्वेक्षण केले. या अध्ययन साठी जापान इंटरनेशनल कोऑपरेशन एजन्सी (JICA) ने अर्थसहाय्य दिले होते. JICA च्या सर्वेक्षण पथकाने मुळचे करून प्रकल्पमुळे पर्यावरण आणि सामाजिक प्रभाव मूल्यांकन (ESIA) चे सर्वेक्षण केले. JICA च्या पथकाने अध्ययन पूर्ण करून ESIA अहवालाचा मसूदा आणि सारांश तयार केले.

या अध्ययननुसार ESIA अहवालाचा मसूदा "JICA च्या पर्यावरणात्मक आणि सामाजिक प्रभावाच्या निवमावली प्रमाण" तयार करण्यात आला आहे. ज्याचे मुद्दे खालील प्रमाणे आहेत.

१ ) प्रकल्प क्षेत्राच्या DFC प्रकल्पामुळे होणारे पर्यावरणात्मक आणि सामाजिक प्रभावाचे मूल्यांकन तसेच सर्वसाधारण योजनांचे व्यवस्थापन, देखरेख आणि उपजोडना विषयीच्या माहिती प्रसारीत करणे.

२) DFC प्रकल्पामुळे उद्भावणचा पर्यावरण आणि सामाजिक मुद्देबाबत जनते कडून विचार व सल्ले मागविणे व त्यांना अंतिम ESIA अहवालात समाविष्ट करणे.  
ESIA अहवालाचा मसूदा आणि सारांशाचे वितरण १७ सप्टेंबर २०११ ला सुरु करण्यात येऊन हे काम २६ सप्टेंबर २०११ पर्यंत पूर्ण करण्यात येईल.

जोएनपीटी ते बडोदा आणि रेवाडी ते दादरी मार्गामुळे प्रभावीत झालेल्या प्रत्येक गावाच्या ग्रामपंचायत कार्यालयात इंग्रजी आणि स्थानिक भाषेतील ESIA अहवाल आणि सारांशाच्या प्रती वितरणासाठी उपलब्ध करण्यात येतील. तसेच DFCCIL च्या CPM कार्यालय, प्रमुख रेल्वे स्थानके संबंधीत जिल्हा कार्यालये तसेच मुख्य DFC जोडमार्गाच्या ठिकाणीही उपलब्ध असतील. CPM कार्यालये, जिल्हा कार्यालये, प्रमुख स्थानके आणि प्रकल्प बाधीत गावांची यादी परिशिष्ट- अ मध्ये देण्यात आली आहे.

DFC प्रकल्पातील JNPT ते बडोदा आणि रेवाडी ते दादरी जोडमार्गादरम्यानच्या प्रकल्प बाधीत गावाच्या ग्रामपंचायत

ESIA आणि RRP अध्ययन JICA चे सर्वेक्षण पथक आणि DHI (इंडिया ) प्रा. लि., दिल्ली यांनी संयुक्तरीत्या केले तसेच ESIA अहवाल वितरणाच्या कामात तसेच विवा व सल्ले गोळा करणाऱ्या कामात DHI चे पथक सहकार्य करेल. इतकते कडून रांगण्या सुचना पत्रवावहार, फॅक्स किंवा इमेल या माध्यमातून दि.२७ सप्टेंबर