

添付資料 II.4.3 ドラフト ESIA 報告書の配布状況

(1) ドラフト ESIA メイン・レポートの配布状況

The final status of delivery of Draft ESIA Report (Main and Appendix) in 4 CPM Offices, District Collectorate offices and main stations is shown in the table below:

ESIA Report	CPM Office	Delivery date	Major Sta.	Delivery date	District Office	Delivery date
Draft ESIA report -Main report -Appendix -Summary	CPM-Mumbai	23-Sep	1) Panvel(Jn)	24-Sep	1) Raigarh	22-Sep
			2) Kalyan(Jn)	24-Sep	2) Thane	23-Sep
			3) Vaitrna	24-Sep		
			4) Kelve Road	26-Sep		
			5) Palghar	26-Sep		
			6) Dahanu Road	26-Sep		
			7) Sanjan	17-Sep		
	CPM-Surat	19-Sep	8) Vapi	17-Sep	3) Valsad	17-Sep
			9) Valsad	17-Sep	4) Navsari	19-Sep
			10) Bil,mora(Jn)	19-Sep		
			11)Navsari	19-Sep		
	CPM-Vadodara	19-Sep	12) Sachin	19-Sep		
			13) Kosamba(Jn)	21-Sep	5) Surat	23-Sep
			14) Bharudh(Jn)	21-Sep	6) Bharuch	22-Sep
AGM-Rewari-Dadri	14-Sep			7) Vadodara	22-Sep	
		15) Rewari(Jn)	19-Sep	8) Rewari	24-Sep	
		16) Faridabad	20-Sep	9) Mewat	24-Sep	
		17) Dadri	22-Sep	10) Gurgaon	26-Sep	
				11) Palwal	23-Sep	
				12) Faridabad	23-Sep	
				13) Alwar	24-Sep	
		14) Gautam Budha Nagar	24-Sep			

出典：JICA 調査団

(2) ドラフト ESIA 概要版の配布状況

The final status of delivery of Summary of Draft ESIA Report to Sarpanches of all project affected villages is shown in the tables below:

1) Maharashtra

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date	
1	Raigad	Mumbai-Uran	1	Jaskhar	23-Sep	
2			2	Sonari	23-Sep	
3			3	Karal	23-Sep	
4			4	Pagote	23-Sep	
5			5	Sawarkhar	23-Sep	
6			6	Shemtekhar	23-Sep	
7			7	Jasai	25-Sep	
8			8	Chirle	25-Sep	
9			9	Paundkhar	25-Sep	
10			10	Khatkhar	25-Sep	
11			11	Bandkhar	25-Sep	
12			Panvel	1	Vahal	22-Sep
13				2	Pandeghar	22-Sep
14				3	Bambavi	22-Sep
15				4	Kunde Vahal	22-Sep
16				5	Ovale	22-Sep
17				6	Dapoli	22-Sep
18				7	Pargaon Inam	20-Sep
19				8	Kopar	20-Sep
20				9	Vadghar	20-Sep
21				10	Karanjade	20-Sep

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
22			11	Kalundre	20-Sep
23			12	Vichumbe	20-Sep
24			13	Panvel	20-Sep
25			14	Asudgaon	20-Sep
26			15	Tembhode	20-Sep
27			16	Valavali	21-Sep
28			17	Ambetkhar	21-Sep
29			18	Rodpali	21-Sep
30			19	Navadhe	21-Sep
31			20	Pendhar	21-Sep
32			21	Taloja	21-Sep
33			22	Pisarve	21-Sep
34			23	Rohinjan	21-Sep
35			24	Dhansar	21-Sep
36			25	Vaklan*	21-Sep
37			26	Nighu*	21-Sep
38			27	Usroli	21-Sep
39			28	Kolkhe	22-Sep
40			29	Kone	22-Sep
41			30	Chikhale	21-Sep
Total : District			41		41
42	Thane	Thane	1	Narivali	25-Sep
43			2	Wadavali	25-Sep
44		Kalyan	1	Ghesar	25-Sep
45			2	Nilaje	25-Sep
46			3	Katai	25-Sep
47			4	Usarghar	25-Sep
48			5	Betavade	25-Sep
49			6	Bhopar	24-Sep
50			7	Nandivali	24-Sep
51			8	Aayre	24-Sep
52			9	Kopar	24-Sep
53			10	Juni-Dombivli	24-Sep
54			11	Thakurli	24-Sep
55			12	Navagaon	24-Sep
56			13	Gaodevi	24-Sep
57		Bhiwandi	1	Pimpalner	25-Sep
58			2	Pimplas	25-Sep
59			3	Ovali	25-Sep
60			4	Kamatghar	25-Sep
61			5	Rahanal	25-Sep
62			6	Kalwar	26-Sep
63			7	Wadghar	26-Sep
64			8	Dunge	26-Sep
65			9	Vadunavghar	26-Sep
66			10	Kharbao	26-Sep
67			11	Malodhi	26-Sep
68			12	Payegaon	26-Sep
69		13	Paye	26-Sep	
70		Vasai	1	Nagle	25-Sep
71			2	Shilottar	25-Sep
72			3	Sasunavghar	25-Sep
73			4	Sarjamori	25-Sep
74			5	Mori	25-Sep
75			6	Kaman	25-Sep
76			7	Bapane	25-Sep
77			8	Juchandra	25-Sep
78			9	Chandrapada	22-Sep
79			10	Tivri	22-Sep
80			11	Rajavalli	22-Sep

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
81			12	Gokhivare	22-Sep
82			13	Bilalpada	22-Sep
83			14	Dhaniv	23-Sep
84			15	Bhatpadi	23-Sep
85			16	Chandansar	23-Sep
86			17	Shirgaon	23-Sep
87			18	Dahisar	23-Sep
88			19	Kasrali	23-Sep
89		Palghar	1	Wadi Saravali	24-Sep
90			2	Kandanvan	24-Sep
91			3	Karvale	24-Sep
92			4	Sartodi	24-Sep
93			5	Saphale	24-Sep
94			6	Umbarpada Nandade	24-Sep
95			7	Kardal (Old Makan Kapase)	19-Sep
96			8	Kapase	19-Sep
97			9	Makunsar	19-Sep
98			10	Rothe	19-Sep
99			11	Kelve Road	19-Sep
100			12	Kasbe Mahim	19-Sep
101			13	Navli	19-Sep
102			14	Palghar	19-Sep
103			15	Gothanpur	20-Sep
104			16	Kolgaon	20-Sep
105			17	Umroli	20-Sep
106			18	Birwadi	20-Sep
107			19	Panchali	20-Sep
108			20	Kambalgaon	20-Sep
109			21	Khairapada (Old Saravali)	20-Sep
110			22	Dandipada	20-Sep
111			23	Boisar	20-Sep
112			24	Katkar	22-Sep
113			25	Rani Shingaon	22-Sep
114			26	Navale	22-Sep
115		Dahanu	1	Kolavali	19-Sep
116			2	Vangaon	19-Sep
117			3	Kapshi	19-Sep
118			4	Asangaon	19-Sep
119			5	Dehane	19-Sep
120			6	Pale	19-Sep
121			7	Aagwan	22-Sep
122			8	Saravali	22-Sep
123			9	Patilpada	22-Sep
124			10	Manfod	22-Sep
125			11	Junnarpada	22-Sep
126			12	Nandore	22-Sep
127			13	Dahanu	22-Sep
128			14	Kasara	21-Sep
129			15	Waki	21-Sep
130			16	Ambewadi	21-Sep
131			17	Chikhale	21-Sep
132			18	Gholwad	21-Sep
133			19	Bordee	21-Sep
134		Talassari	1	Brahmanpada	21-Sep
135			2	Borigaon	21-Sep
136			3	Vevaji	21-Sep
Total : District			95		95

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
Total : State			136		136

2) Gujarat

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date	
137	Valsad	Umargaon	1	Govada	18-Sep	
138			2	Dahad	18-Sep	
139			3	Solsumba	18-Sep	
140			4	Humbran	18-Sep	
141			5	Sanjan	18-Sep	
142			6	Gumse Kankaria	18-Sep	
143			7	Tumb	19-Sep	
144			8	Malav	19-Sep	
145			9	Deheli	19-Sep	
146			10	Vankash	19-Sep	
147			11	Bhilad	18-Sep	
148			12	Karamveli	18-Sep	
149			13	Valvada	18-Sep	
150			Pardi	1	Vapi / Vapi-2	21-Sep
151				2	Orvad	21-Sep
152				3	Rentlav	21-Sep
153				4	Motiwada	21-Sep
154				5	Umersadi	21-Sep
155			Valsad	1	Haria	19-Sep
156		2		Atul	19-Sep	
157		3		Dived	19-Sep	
158		4		Maghod	19-Sep	
159		5		Pari Parnera	19-Sep	
160		6		Vasiyer	21-Sep	
161		7		Abrama	21-Sep	
162		8		Mograwadi	21-Sep	
163		9		Pardi Sadpur	21-Sep	
164		10		Vejalpur	21-Sep	
165		11		Lilapur	21-Sep	
166		12		Sarodhi	19-Sep	
167		13		Chikhala	19-Sep	
168		14		Sankar talav	20-Sep	
169		15	Dungri	20-Sep		
170		16	Rolla	20-Sep		
171		17	Jespore	20-Sep		
172		18	Olgaon	20-Sep		
173		19	Jora Vasan	20-Sep		
Total : District			37		37	
174	Navsari	Gandevi	1	Desra	22-Sep	
175			2	Billimora	22-Sep	
176			3	Bhatha	22-Sep	
177			4	Devdha	22-Sep	
178			5	Sarikhurad	22-Sep	
179			6	Saribujrang	22-Sep	
180			7	Amalsad	22-Sep	
181			8	Ancheli	22-Sep	
182			9	Mohanpur	22-Sep	
183			10	Khaparwada	24-Sep	
184			Jalalpore	1	Vedchha	24-Sep
185				2	Mandir	24-Sep
186				3	Hansapore	24-Sep
187			Navsari (Rural)	1	Vejalpore	24-Sep
188				2	Veravan	24-Sep
189		Jalalpore	1	Tavdi	22-Sep	

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
190			2	Sagra	22-Sep
191			3	Chhinam	22-Sep
192			4	Kadoli	22-Sep
193			5	Mahuwar	22-Sep
194			6	Ponsra	22-Sep
195			7	Maroli	22-Sep
Total : District			22		22
196	Surat	Choryasi	1	Kansad	19-Sep
197			2	Sachin	19-Sep
198		Surat City	1	Unn	18-Sep
199			2	Bhestan	18-Sep
200			3	Bhedwad	18-Sep
201		Choryasi	1	Dindoli	20-Sep
202			2	Godadra	20-Sep
203			3	Devach	20-Sep
204			4	Dakhanwada	20-Sep
205		Palsana	1	Sedhav	21-Sep
206			2	Niyol	21-Sep
207		Kamrej	1	Vedchha	17-Sep
208			2	Chhedchha	17-Sep
209			3	Kosmada	17-Sep
210			4	Khadsad	17-Sep
211			5	Pasodra	17-Sep
212			6	Laskana	17-Sep
213			7	Valak	17-Sep
214			8	Bhada	17-Sep
215		Choryasi	1	Bharthana Kosad	19-Sep
216		Surat City	1	Variyav	18-Sep
217			2	Kosad	18-Sep
218		Kamrej	1	Abrama	21-Sep
219	2		Shekhpur	21-Sep	
220	3		Kathodara	21-Sep	
221	Olpad	1	Gothan	25-Sep	
222		2	Umara	25-Sep	
223		3	Sayan	25-Sep	
224		4	Kareli	25-Sep	
225		5	Kudsad	25-Sep	
226	Mangrol	6	Kim	25-Sep	
227		1	Siyalaj	24-Sep	
228		2	Kunwarda	24-Sep	
229		3	Kosamba	24-Sep	
230		4	Hathuran	24-Sep	
Total : District			35		35
231	Bharuch	Amod	1	Ochhan	23-Sep
232			2	Telod	23-Sep
233			3	Ikhar	23-Sep
234			4	Dhora	23-Sep
235			5	Wantarsa	23-Sep
236			6	Tankariya	23-Sep
237			7	Pardriya	23-Sep
238		Bharuch	1	Parkhet	21-Sep
239			2	Pipaliya	21-Sep
240			3	Pariyej	21-Sep
241			4	Tralsa	21-Sep
242			5	Tralsi	21-Sep
243			6	Derol	21-Sep
244			7	Mahudhala	21-Sep
245			8	Tham	21-Sep
246			9	Kanthariya	21-Sep
247			10	Manubar	21-Sep

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
248			11	Dahegam	21-Sep
249			12	Kukarwada	21-Sep
250		Ankleshwar	1	Sarfudin	24-Sep
251			2	Deeva	24-Sep
252			3	Ankleshwar	24-Sep
253			4	Piraman	24-Sep
254			5	Umarwada	24-Sep
255			6	Bhatkodra	25-Sep
256			7	Kapodra	25-Sep
257			8	Sakkarpor	25-Sep
258			9	Sanjali	25-Sep
259			10	Panoli	25-Sep
Total : District			29		29
260	Vadodara	Karjan	1	Mesrad	20-Sep
261			2	Mangrol	20-Sep
262			3	Kambola	20-Sep
263			4	Bodka	20-Sep
264			5	Handod	20-Sep
265			6	Khanda	20-Sep
266			7	Kurai	20-Sep
267			8	Pingalwada	20-Sep
268		Vadodara	1	Unitya Medad	20-Sep
269			2	Gosindra	20-Sep
Total : District			10		10
Total : State			133		133

3) Rajasthan

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
270	Alwar	Tijara	1	Rabarka	18-Sep
271			2	Salarpur	18-Sep
272			3	Shahpur	18-Sep
273			4	Kalaka	18-Sep
274			5	Tatarpur	18-Sep
275			6	Thara	18-Sep
276			7	Khajooriwas	18-Sep
277			8	Jiwana	19-Sep
278			9	Banban	19-Sep
279			10	Kehrani	19-Sep
280			11	Mundana Meo	19-Sep
281			12	Amlaki	19-Sep
282			13	Shahdod	19-Sep
Total : District			13		13
Total : State			13		13

4) Haryana

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
283	Rewari	Rewari	1	Daliaki	19-Sep
284			2	Jatuwas	18-Sep
285			3	Bhadawas	18-Sep
286			4	Bithwana	20-Sep
287			5	Bhiwari	20-Sep
288			6	Kamalpur	19-Sep
289			7	Devlawas	18-Sep
290			8	Dhamlaka	20-Sep
291			9	Dawana	18-Sep
292			10	Lalpur	18-Sep
293			11	Kasola	20-Sep

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
294			12	Lodhana	19-Sep
295			13	Pithanwas	19-Sep
296			14	Mukandpur Basi	19-Sep
297			15	Asiaki Tappa Jarthal	18-Sep
298			16	Jarthal	18-Sep
299			17	Nandrampur bas	20-Sep
Total : District			17		17
300	Mewat	Taoru	1	Sewaka	20-Sep
301			2	Raniyaki	18-Sep
302			3	Gunawat	18-Sep
303			4	Dhidara	19-Sep
304			5	Bharangpur	18-Sep
305			6	Taoru	18-Sep
306			7	Gaurka	18-Sep
307			8	Buraka	20-Sep
308			9	Rahedi	19-Sep
309			10	Malaka	20-Sep
310			11	Dalaka	20-Sep
311			12	Dhulawat	20-Sep
312			13	Sashol Patuka	20-Sep
313			14	Khor	19-Sep
314			15	Marola	19-Sep
315			16	Rojka	19-Sep
316			17	Aata	20-Sep
317			18	Rampur	18-Sep
318			19	Uddaka	20-Sep
Total : District			19		19
319	Gurgaon	Sohna	1	Raipur	23-Sep
320			2	Sohna	23-Sep
321			3	Lakhuwas	24-Sep
322			4	Sancholi	23-Sep
323			5	Bhirawati	25-Sep
324			6	Karanki	24-Sep
325			7	Silani	24-Sep
326			8	Khuntपुरi	25-Sep
327			9	Barkhera (Rati Ka Nawad)	25-Sep
Total : District			9		9
328	Palwal	Palwal	1	Parauli	24-Sep
329			2	Dahlaka	24-Sep
330			3	Kalwaka	23-Sep
331			4	Chhapraula	24-Sep
332			5	Pirthala	23-Sep
333			6	Jataula	23-Sep
334			7	Asawati	23-Sep
335			8	Laadpur	23-Sep
Total : District			8		8
336	Faridabad	Ballabgarh	1	Pahaladpur	23-Sep
337			2	Fatehpur Billoch	20-Sep
338			3	Ladauli	20-Sep
339			4	Bahbalpur	20-Sep
340			5	Fafunda	20-Sep
341			6	Dayalpur	23-Sep
342			7	Machgar	20-Sep
343			8	Bukharpur	19-Sep
344			9	Nawada Tigaon	23-Sep
345		Faridabad	1	Tigaon	19-Sep
346			2	Nimka	23-Sep
347			3	Saidpur	20-Sep

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
348			4	Faridpur	20-Sep
349			5	Kheri Kala	20-Sep
350			6	Nachauli	19-Sep
351			7	Bhopani	19-Sep
352			8	Dhandhar	19-Sep
353			9	Mahawatpur	19-Sep
354			10	Laalpur	20-Sep
355			11	Riwazpur	20-Sep
356			12	Tikawali	20-Sep
357			13	Baadshahpur	19-Sep
358			14	Palwali	20-Sep
359			15	Wazipur	20-Sep
360			16	Mawai	19-Sep
361			17	Mewala Maharajpur	20-Sep
362			18	Sarai Khawaza	20-Sep
363			19	Pul pahladpur	20-Sep
Total : District			28		28
Total : State			81		81

5) Uttar Pradesh

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
364	Gautam Budha Nagar	Sadar	1	Dalelpur	22-Sep
365			2	Gulaoli	24-Sep
366			3	Jhatta	22-Sep
367			4	Badoli Bangar	23-Sep
368			5	Mubarakpur	23-Sep
369			6	Guijarpur	22-Sep
370			7	Namoli	22-Sep
371			8	Gulistanpur	25-Sep
372			9	Saquipur	22-Sep
373			10	Pali	24-Sep
374			11	Tilpata Karanbas	25-Sep
Total : District			11		11
Total : State			11		11

Note: * Vaklan and Nighu villages are listed in Raigad District in this list, which is prepared based on the order of the villages along the alignment of the DFC Project, though it was found that Vaklan and Nighu belonged to Thane District in the Baseline Survey and Census conducted by the CPM Mumbai office as of March, 2012.

出典：JICA 調査団

添付資料 II.4.4 ドラフト ESIA 報告書に対するコメント

[Letter 1_Palwal]

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Gmail
Views/Comments
1 message
mayumi goto <dfc.phase2@gmail.com>
28 September 2011 16:16
Puneet Kaushik <pnu_kaushik@yahoo.com>
To: dfc.phase2@gmail.com

For Saraswati Computer Point
Puneet Kaushik
Managing Director
Mob. No.: 9991000807
E-mail id: pnu_kaushik@yahoo.com

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To
The Hon. SDM (Civil)
Palwal Dist. Palwal
Haryana

Sir,
Sub. Objection/view related to DFCCIL Phase – II (Section 15-16) project passing through my fields (Asaoti)

I am to submit that during the meeting held at Palwal on 14.9.11 under your kind Chairmanship along with Rly. officials with Kisans effected by this project. The Pros and cons of the project were addressed in details. The Hon. SDM Civil Palwal assured the Kisans to solve all the expected problems likely to be faced by the Kisans. By a book let entitled "Summary of the Environment and Social Impact Assessment (ESIA) Study views of the kisans were to be submitted upto 26.9.11. In this connection my comments/doubts are summarised as follows.

(A) By virtue of its aim and objects and the fact that the DFCCIL is registered under Companies Act is does not fall under "Public Interest" category, hence the cost of the land my kundry be paid accordingly and that too by single payment.

(B) The land Acquisition Amendment Act is pending in Parliament for passing. This act will be effective from retrospective date. This fact may please be kept in view while paying the compensation.

(C) The parameter of minimum area of land acquired for giving employment was not declared. It may please be done at the earliest.

(D) It is presumed that all the Co-sharer of land (JOINT KHEWAT) to be acquired will be given employment. The position may please be clarified. The accounts of the land could not be separated due to so may reasons.

(E) The procedure for paying the cost of land among Co-share holders was not clarified. It requires clarification.

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(P) Dependant family members of the effected Kisans may please be associated by DFC by providing other livelihood means like petty contractor, labour contractor, building material supplier, issue of tea stall, clearing and forwarding agency, authorized transport license etc.

Not the last but the least, I request your Honour to kindly consider all the aforesaid points at the time of taking any final decision in this matter. It is further requested that assurances/ facilities likely to be given by the DFCCIL may kindly be taken in the from of Undertaking by the Haryana Govt. authority so that the kisan like me are not left in the wilderness after the acquisition. In this connection you kind attention is drawn to an exiting such case of Indian Oil Corporation Project located at Asawati. At the time of takingover of land for the said project many verable assurances including employment were given to the kisans but they are still inbarch and looking for a ray of hope in the darkness.

Thanking you in anticipation for a favourable decision in the matter.

Date : 26.09.2011

Your Sincerely

Place : Asawati

Gian Singh Dharwal
V.P.O. Asawati
Tehsil & Distr. Patwari

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(F) In case land is partition into pieces the whole land may be acquired as the remaining part of land is not usable for farming purpose.

(G) To shift the water sources of the Kisan particularly electricity Tubewell, all the cost may be born by the DFCCIL as the Haryana Electricity Corporation is charging heavy amount for shifting the connection.

(H) Path for the fields provided during the Land Consolidation may be kept at the same place by providing Under Bridge without any condition of width of the path.

(I) Proposed roads likely to be constructed by DFC parallel to the track on both side may be allowed for use by Kisan's without ifs and buts.

(J) The passage for water channel may be retained at the exiting places without change.

(L) The facility of exemption from paying Stamp Duty etc. for acquiring the landed property all over India for the amount received by the Kisan may be provided.

(M) The acquisition of three crop land may please be avoided as for as possible. If indispensable, due consideration may please be taken while fixing the cost of such land.

(N) Dust pollution is unavoidable at the construction in site inspite of taking all available measures to control it. I am grower of vegetable and dalihan crops which are bound to be suffered by dust pollution and I have to switch over to other crops. Due compensation for such loss may please be paid for construction period of the project.

(O) Kisans doing farming on lease - holding land may please be duly compensated.

Cont.....3

[Letter 2_Palwal]

https://mail.google.com/mail/?ui=2&ik=75009a2273&view=pl&swt=...

1 message

mayumi goto <dfc.phase2@gmail.com>

remarks regarding aquirement of land for DFCCIL

1 message

baldev tavar <bt.tavar@rediffmail.com> 28 September 2011 15:45
To: "dfc.phase2@gmail.com" <dfc.phase2@gmail.com>

Dear Sir,
We are submitting our suggestions as well as remarks as under:-
1. Job and compensation should be on the basis of nominated persons for the ownership of the land concerned.
2. Proper Compensation for tubewell and vegetation affected by the aquirement.

we have submitted our suggestions and remarks already to SDO Palwal under the receipt no. 4656/16-11-2010.

Respectable,
Sons of late sh. Ram Singh,
Sons of Sh. balRam,
Sons of Sh. Nainhe Ram,
Sons of Sh. Bai Singh S/O Late Sh. Hukam Singh
R/O Village Medapur Jatola
Owners of the Land To be aquired for dfccil as under:-
Khasat No.-1, Khasat No. 1, Ta: 7, Musteel No. 19//17/1, 17/2, 18, 19
Total area to be aquired= 6807 haictares

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[Letter 3_Faridabad_Hindi]

mayumi goto <dfc.phase2@gmail.com>

Bombay to Dadri Freight Corridor

1 message

Makrand Sharma <makrand.sharma@rediffmail.com> 28 September 2011 20:48
To: dfc.phase2@gmail.com

Makrand Sharma
09868565668.09718279548
V.P.O FATERPUR BILLOCH,
TEH.BALLABGARH, DISTT.FARIDABAD,
HARYANA-121004

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From: Sagar Sharma <sagar.sharma4@yahoo.com>
To: "makrand.sharma@rediffmail.com" <makrand.sharma@rediffmail.com>
Date:
Subject:
Sagar Sharma

3 attachments

सेवा में

माननीय रेल मंत्री
 भारत सरकार
 नई दिल्ली।

सार्फत : जिला उपायुक्त
 फरीदाबाद

विषय : मुम्बई रेवाडी दादरी फ्रैट कारिडोर का रास्ता बदलने वारे।
 महोदय,

हम सब फरीदाबाद हरियाणा के किसान आपका ध्यान रेलवे विभाग द्वारा प्रस्तावित मुम्बई रेवाडी दादरी फ्रैट कारिडोर की तरफ दिलान चाहते हैं, रेलवे विभाग से मिली जानकारी के अनुसार यह कारिडोर मुम्बई को दादरी से जोड़ेगा तथा इसके लिए दर्जनों गांवों की उपजाऊ जमीन के अधिग्रहण तैयारी है। जबकी दूसरी तरफ हरियाणा सरकार के अधिकारियों से मिली जानकारी के अनुसार यदि यह कारिडोर अपने वर्तमान स्वरूप में बनता है तो इससे फरीदाबाद का मास्टर प्लान 2031 पूरी तरह से बदलना पड़ेगा, यही नहीं इस कारिडोर की चपेट में हजारों एकड़ उपजाऊ जमीन आ जाएगी जिससे की देश के सामने अन्न का संकट पैदा हो सकता है।

इहीं कारणों को ध्यान में रखते हुए हमारा आप से अनुरोध है कि क्योंकि पहले से मुम्बई से दिल्ली तक सीधी रेलवे लाईन आ रही है और इस लाईन के साथ अभी भी रेलवे विभाग की जमीन खाली पडी है जिस कारण यदि यह नई लाईन वर्तमान रेलवे लाईन के साथ ही डाली जाती है तो उससे न तो मास्टर प्लान पर ही कोई फर्क पड़ेगा और न हि हजारों किसानों के सामने रोजी रोटी की समस्या पैदा होगी।

माननीय रेल मंत्री महोदय हमारा आप से अनुरोध है कि इस मुद्दाव की तरफ ध्यान दिया जाए और यदि ऐसा संभव न हो जाए तो इस बात का ध्यान रखा जाए कि

सरकार इस रेलवे मार्ग के लिए रास्ते में आने वाली जमीन में से 65 मीटर चौड़ाई के हिस्सा से जमीन अधिग्रहण कर रही है, इसके लिए सरकार ने अभी, कलेक्टर रेट पर मुआवजा देने की बात कही है। जबकी इस अधिग्रहण से जिले के हजारों किसान प्रभावित होंगे, साथ ही ऐसे किसानों की संख्या भी बहुतायत में रहेगी जिनके खेत इस रेलवे लाईन के बाद या तो छोटे-छोटे दो हिस्सों में बांट जायेंगे या फिर उनके पास इतना ही हिस्सा शेष रहेगा कि उसमें खुली कर पाना असंभव होगा, क्योंकि इस मार्ग की रेलवे लाईन लगभग तीन किलोमीटर के क्षेत्र में माईनरी के साथ-साथ जाएगी साथ ही कई किसानों के ट्यूबवैल भी भेंट चढ़ जायेंगे जिससे किसानों के सामने पानी की समस्या भी पैदा हो सकती है।

यही कारण है कि यदि किसानों की उपजाऊ भूमि का अधिग्रहण किया जाता है तो

1. भूमि का अधिग्रहण कलेक्टर रेट के स्थान पर पांच करोड़ रुपए प्रति एकड़ के हिस्सा से किया जाए तथा हरियाणा सरकार की नीति अनुरूप जिन किसानों की जमीन का अधिग्रहण किया जाए उनको आगामी 33 साल तक रायल्टी दी जाए।
 2. पानी के प्रबंध का जिम्मा रेलवे उठाए चाहे फिर इसके लिए ट्यूबवैल लगाना हो या फिर माईनरी से पक्की नाली बनवानी हो,
 3. अधिग्रहित भूमि में लगे पेड़ व अन्य मकान आदि का मुआवजा अलग से दिया जाए,

4. रेलवे विभाग की नीति एक परिवार को नौकरी के स्थान पर किसान के बेटों के परिवार के हिस्सा से उनकी योग्यता अनुसार नौकरी दी जाए,
 5. रेलवे लाईन के दोनों तरफ के रास्ते को लिखित तौर पर आम रास्ता घोषित किया जाए,

6. यदि अधिग्रहण के बाद किसानों की जमीन कृषि लायक नहीं रहती और छोटा टुकड़ा बचता है तो उसका अधिग्रहण भी रेलवे विभाग साथ में ही करें,
7. प्रत्येक परिवार को एक प्लॉट दिया जाए।
8. इस कारिडोर के निर्माण के दौरान इस बात का ध्यान भी रखा जाए कि जो कम से कम चार करम का रास्ता इस निर्माण के चलते बंद हो रहे हैं वहां पर अंडर पास बनाया जाए।
9. इस कारिडोर के निर्माण के दौरान उन गांवों में इसकी उंचाई अपेक्षाकृत ज्यादा रखी जाए जहां पर यह कारिडोर गांव के मध्य से गुजर रहा है ताकि विषम परिस्थितियों में जान माल की हानि का डर न रहे।
10. इस मार्ग के लिए भूमि अधिग्रहण के लिए रेलवे बोर्ड के चेयरमैन की अध्यक्षता में केन्द्र व राज्य सरकार के विशेषज्ञों की एक कमेटी का गठन किया जाए जो कि मौके पर जाकर पूरे प्रोजेक्ट का अवलोकन कर अपनी रिपोर्ट दे।

धन्यवाद

R. K. Sharma
 मकरंद शर्मा (09868856668)

प्रधान

एवं समस्त किसान जिला फरीदाबाद

Saty Prakash
 संसदीय, II

ग्राम पंचायत फतेहपुर जिल्ला
 गण्ड बल्लभगढ़ (फरीदाबाद)

Saty Prakash
 संसदीय

ग्राम पंचायत लहोली
 बल्लभगढ़, जिला फरीदाबाद
 15-9-2011

श्री हरिद्वार
 संसदीय

श्री हरिद्वार
 संसदीय

श्री हरिद्वार
 संसदीय

[Letter 4_Gurgaon_Hindi]

मननीय रेल मंत्री
 भारत सरकार
 नई दिल्ली।
 मार्फत : जिला उपायुक्त
 गुडगांवा

विषय : मुम्बई रेवाडी दादरी फ्रस्ट कारिडोर का रास्ता बदलने बारे।
 महोदय,

हम सब सोहना जिला गुडगांवा हरियाणा के किसान आपका ध्यान रेलवे विभाग द्वारा प्रस्तावित मुम्बई रेवाडी फ्रस्ट कारिडोर की तरफ दिलाना चाहते हैं, रेलवे विभाग से मिली जानकारी के अनुसार यह कारिडोर मुम्बई को दादरी से जोड़ेगा तथा इसके लिए दर्जनों गांवों की ऊपजाऊ जमीन के अधिग्रहण की तैयारी है। जबकी दूसरी तरफ हरियाणा सरकार के अधिकारियों से मिली जानकारी के अनुसार यदि यह कारिडोर अपने वर्तमान स्वरूप में बनता है तो उसमें गुडगांवा जिला का मास्टर प्लान 2031 पूरी तरह से बदलना पड़ेगा, यही गही इस कारिडोर की चपेट में हजारों एकड़ उपजाऊ जमीन आ जाएगी जिससे की देश के सामने अन्न का संकट पैदा हो सकता है।
 इन्ही कारणों को ध्यान में रखते हुए हमारा आपसे अनुरोध है कि क्योकि पहले से मुम्बई से दिल्ली तक सीधी रेलवे लाईन आ रही है और इस लाईन के साथ अभी भी रेलवे विभाग की जमीन खाली पड़ी है जिस कारण यदि यह नई लाईन वर्तमान रेलवे लाईन के साथ ही डाली जाती है तो उससे ना तो मास्टर प्लान पर ही कोई फर्क पड़ेगा और ना ही हजारों किसानों के सामने रोजी-रोटी की समस्या पैदा होगी।

6. यदि अधिग्रहण के बाद किसानों की जमीन कृषि लायक नहीं रहती और छोटा टुकड़ा बचता है तो उसका अधिग्रहण भी रेलवे विभाग साथ में ही करे।

7. प्रत्येक परिवार को एक प्लॉट दिया जाए।

8. इस कारिडोर के निर्माण के दौरान इस बात का ध्यान भी रखा जाए कि जो कम से कम चार करम का रास्ता इस निर्माण के चलते बंद हो रहे हैं वहां पर अंडर पास बनाया जाए।

9. इस कारिडोर के निर्माण के दौरान उन गांवों में इसकी उंचाई अपेक्षाकृत ज्यादा रखी जाए जहां पर यह कारिडोर गांव के मध्य से गुजर रहा है ताकि विषम परिस्थितियों में जाने माल की हानि का डर न रहे।

10. इस मार्ग के लिए भूमि अधिग्रहण के लिए रेलवे बोर्ड के चेयरमैन की अध्यक्षता में केन्द्र व राज्य सरकार के विशेषज्ञों की एक कमेटी का गठन किया जाए जो कि मौके पर जाकर पूरे प्रोजेक्ट का अवलोकन कर अपनी रपट दे।

महोदय, हमें उम्मीद है कि आप हम किसानों की इन समस्याओं को ध्यान में रखते हुए उचित निर्णय लेगीं तथा हमें किसी आंदोलन पर मजबूर नहीं होना पड़ेगा।

धन्यवाद

एवं समस्त किसान तहसील सोहना

दयावती

सरपंच

श्रीमती कमनी
 अिन पंचायत करनको खडकी
 ब्लाक सोहना

Bayar
 (Sabyar Dagar)
 9811153701

Nanuchand
 Nanuchand
 Karanidi-

प्रति : मुख्यमंत्री हरियाणा सरकार चंडीगढ़

प्रति : उपाध्यक्ष योजना आयोग भारत, नई दिल्ली

प्रति : जयराम रमेश केन्द्रीय मंत्री

E-mail : progressive_ff@rediffmail.com

माननीय रेलवे मंत्री महोदय हमारा आपसे अनुरोध है कि इस सुझाव की तरफ ध्यान दिया जाए और यदि ऐसा सम्भव न हो पाय तो इस बात का ध्यान रखा जाए कि

सरकार इस रेलवे मार्ग के लिए रास्ते में आने वाली जमीन में से 65मी0 चौड़ाई के हिसाब से जमीन अधिग्रहण कर रही है, इसके लिए सरकार ने यथा कलक्टर रेट पर मुआवजा देने की बात कही है। जबकी इस अधिग्रहण से तहसील के हजारों किसान प्रभावित होंगे, साथ ही ऐसे किसानों की संख्या भी बहुतायत में रहेगी जिनके खेत इस रेलवे लाईन के बाद या तो छोटे - छोटे दो हिस्सों में बंट जाएंगे या फिर उनके पास इतना ही हिस्सा शेष रहेगा कि उसमें खेती कर पाना असंभव होगा, क्योंकि इस मार्ग की रेलवे लाईन लगभग तीन किलोमीटर के क्षेत्र में माईनरी के साथ -साथ जाएगी साथ ही कई किसानों के ट्यूबवैल भी भेंट चढ़ जाएंगे जिससे किसानों के सामने पानी की समस्या भी पैदा हो सकती है।

यही कारण है कि यदि किसानों की उपजाऊ भूमि का अधिग्रहण किया जाता है तो

1. भूमि का अधिग्रहण कलेक्टर रेट के स्थान पर पांच करोड रूपय प्रति एकड के हिसाब से किया जाए तथा हरियाणा सरकार की नीति अनुरूप जिन किसानों की जमीन का अधिग्रहण किया जाए उनको आगामी 33 साल तक रायल्टी दी जाए।
2. पानी के प्रबंध लगाना हो या फिर माईनरी से पक्की नाली बनावानी हो, ट्यूबवैल लगाना हो या फिर माईनरी से पक्की नाली बनावानी हो, अधिगृहित भूमि में लगे पेंड व अन्य मकान आदि का मुआवजा अलग से दिया जाए।
3. रेलवे विभाग की नीति एक परिवार को नौकरी के स्थान पर किसान के बेटों के परिवार के हिसाब से उनकी योग्यता अनुसार नौकरी दी जाएं।
4. रेलवे लाईन के दोनों तरफ के रास्ते को लिखित तौर पर आम रास्ता घोषित किया जाए।

添付資料 II.4.5 ファイナル ESIA の概要
 (English, Hindi, Gujarati, Marathi)

[English]


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 Computerized Multi Modal 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 line 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 corridors, 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, Jawaharlal Nehru Port Trust (JNPT) in Mumbai and Dadri in Uttar Pradesh including Tuglakabad (TKD) in Delhi, and the other, the traffic entering 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 Fardabab to Tuglakabad (see Figure). This ESIA study pertains to Phase 2 of the DFC Project. The affected project area along with no. of villages and the length of alignment is shown in the table below.



DFCC Corporation of India Ltd.
 (A Govt. of India Undertaking
 Under Ministry of Railways)


**Summary of
 Environmental and Social Impact Assessment (ESIA) Study
 For
 Western Corridor of Dedicated Freight Corridor Project (Phase 2)
 For JNPT - Vadodara And Rewari – Dadri Sections**

December 2011



This summary explains main features of the final environmental and social impact assessment (ESIA) study carried out for the Western Corridor of the Dedicated Freight Corridor (DFC) Project Phase 2 for JNPT - Vadodara and Rewari – Dadri sections. This summary for Final 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.

Nearly 70 percent of the alignment length in JNPT-Vadodara section has been kept parallel to the existing Indian Railways (IR) lines. However, it is entirely on a new alignment route from Rewari to Dadri. For providing connection to Tuglakabad Inland Container Depot (ICD), a single TKD line is partly on detour route and partly parallel to the existing Delhi-Mathura line. The project is now under planning stage. The Project implementation / construction work is scheduled to be completed in 4-5 years between 2012 and 2016.





Section	State	Districts	No. of Villages	Length of Alignment
JNPT-Vadodara	Maharashtra Gujarat	Thane, Raigad Vadodara, Bharuch, Surat, Navsari, Valsad	136 133	420 km
Rewari-Dadri (including TKD line)	Rajasthan Haryana Uttar Pradesh	Alwar Faridabad, Gurgaon, Rewari, Palwal, Meerut Gautam Buddha Nagar	13 81 11	145 km Including TKD:19 km

Salient Features of Alignment & Relevant Facilities

The project is planned as double line corridor (except single line in Faridabad-TKD) with electrification and advanced signalling system to allow freight trains with an axle load of 25 tonnes and speed up to 100 km/h. The Road over Bridges (ROBs) and Road under Bridges (RUBs) are planned at major road crossings so as not to lead to any detention to either road or rail traffic. The major part of the alignment will have well landscaped cut embankments.

The detour route has been designed in order to avoid large settlement, heavy built-up area, metal quarry site, topography constraint, design criteria constraint, eco-sensitive zone, existing utilities relocation, etc. to minimize environmental and social impacts as much as possible. The planned detour routes are shown in the table below:


Name of Detour	Between IR Stations	Approx. Length (km)
Kundevahi Detour	Jasri and Panvel	3
Parvel Loop	Dapoli and Kalamboli	3
Dabwali (Dive) Detour	Nile and Kopar Road	5
Vasu Detour	Juchandra and Vairama	18
Dahanu Detour	Dahanu Road	12
Surat Detour	Sachin and Gohangam	21
Sinjali - Nofhad Detour	Vitesoya and Makarpura	60
Rewari-Dadri (Mainline)	Rewari to Pirhala and Pirhala to Dadri	126
Rewari-Dadri (TKD line)	Faridabad and Tuglakabad	11
	Total	259

The average Right-of-Way (ROW) width for detour alignment is 60 m and for parallel alignment is 35 m. JNPT-Vadodara section will have a total of three junction stations, nine crossing stations and 13 important bridges whereas Rewari-Dadri 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 proposed 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.

In this connection, MoR/DFCCIL has conducted ESIA study for the DFC Phase 2 Project of the Western Corridor under technical support by the Japan International Cooperation Agency (JICA) following 'JICA Guidelines for Environmental and Social Considerations, April 2010'. The ESIA study is consisted of scoping, pollution control study, natural environmental study, social environmental study, public consultation, impacts identification and assessment, preparation of mitigation measures, and preparation of environmental and social management plan (EMP) and monitoring plan (EMoP).



River Monitoring at Bridge Alignment

Various environmental and social parameters have been studied along the proposed alignment during 2010-11 with the relevant primary data generated on the river water quality, natural environment, noise and vibration including land use and sensitive receptors, and baseline surveys and census along with the secondary information collected from various statutory agencies of the State Governments to identify, assess and predict potential impacts due to various activities of the project. The public consultation meetings were held in various districts of five states at the beginning of the study stage and at Draft ESIA Report stage to receive responses of the affected population and incorporate in Final ESIA Report.



Noise measurement survey near parallel route and surrounding land use

Key Survey Parameters for ESIA Study

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

Section	Key Survey Parameters	
JNPT/Vadodara Section	Noise and Vibration Survey 1. Panvel, Palghar, Boisar, Vapi, Valsad, Amalsad and Kam Stations for Noise and Vibration Survey Land Use and Sensitive Receptor Survey 2. Land Use distribution and Sensitive Receptor sites within 60-100 m from the centerline of the proposed DFC alignment River Water Quality (at bridge site locations) 3. The South Vainarna, North Vainarna and Ulhas Rivers in Thane District, Maharashtra 4. The Damnan Ganga, Par River and Amnango Rivers in Valsad District, Gujarat 5. The South Kaveri, North Kaveri, Ambika, N. Poorna and Minthola Rivers in Navsari District, Gujarat 6. The Tapi River in Surat District, Gujarat 7. The Narmada River in Bharuch District, Gujarat Flora and Fauna Survey (in recorded forest areas) 8. Nearly 20 small forest patches in Bhiwandi, Vasiti, Palghar and Daham Taluka in Thane District with acquired forest land of 32 ha 9. Three mangrove areas in Thane District 10. Reserved forest area between Sunjay Gandhi National Park (SGNP) and Tungreshwar Wildlife Sanctuary in Thane District 11. Legally protected ecologically fragile Dahamu area of Thane District in Maharashtra Hydrogeological Survey 12. Tunnel Section in Vasai Detour PCM, Baseline Survey and Census 13. 269 affected villages along the alignment for socio-economic survey and Public Consultation Meetings	
	Rewari-Dudri Section	Noise and Vibration Survey 1. Asoti Station for Noise and Vibration Survey Land Use and Sensitive Receptor Survey 2. Land Use distribution and Sensitive Receptor sites within 60-100 m from the centerline of the proposed DFC alignment River Water Quality (at bridge site locations) 3. The Yamuna and Hindon Rivers in Gurgaon/Buddh Nagar District, Uttar Pradesh Flora and Fauna Survey (in recorded forest areas) 4. Gulistanpur reserved forest in Gurgaon/Buddh Nagar District with acquired forest land of 10 ha Hydrogeological Survey 5. Legally protected Geo-physical sensitive area near Aravalli Hill Range in Alwar District in Rajasthan and Mewar District in Haryana PCM, Baseline Survey and Census 6. 105 affected villages along the alignment for socio-economic survey and Public Consultation Meetings

Potential Impacts and Mitigation Measures

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

List of Main Potential Impacts and Mitigation Measures

Potential Impacts	Mitigation Measures
1. Noise and Vibration < Construction phase > Noise and vibration due to movement of vehicles, and operation of heavy construction machinery. < Operation phase > Noise and vibration due to movement of trains and related facilities	Major construction equipment and machineries shall be fitted with acoustic control measures such as silencers and mufflers Construction activities only during daytime near residential areas exposed to high decibel levels Use of long welded rails New technologies incorporated to lower noise and vibration generation with respect to structures and rolling stocks Appropriate maintenance of locomotives, tracks and structures Consideration of noise barriers at appropriate locations such as residential areas and sensitive receptors
2. Water Pollution < Construction phase > Wastewater from construction activities with suspended impurities Wastewater disposed from the workers camp and sludge generated from construction sites	Control of quality of construction wastewater emanating from the construction site through suitable drainage system with sediment traps Provision of silt-fencing and sand settling pond near water bodies Provision of proper sanitation facilities at the construction sites to prevent health related problems due to water contamination
3. Air Pollution < Construction phase > 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.	Storage of construction materials in covered god-downs or enclosed spaces Adequate dust suppression measures such as regular water sprinkling on unpaved haul roads and vulnerable areas of the construction sites All major construction machineries shall be retrofit with appropriate dust reduction measures Necessary permission shall be taken for critically polluted areas and all conditions of permission shall be complied with
4. Flora < Planning/Design phase > Alignment passes through several forest patches of Recorded Forest Areas in Thane District and the forest patch in Gurgaon/Buddh Nagar District < Construction phase > Loss of flora due to felling of trees within ROW linearly along the proposed alignment Deposition of fugitive dust on pubescent leaves of nearby vegetation could lead to temporary reduction of photosynthesis	Consideration of adjustments to ROW or loop length to reduce loss of forested areas to the minimum in the engineering plan for alignment for the Forest Conservation Act, 1980 being followed after due consultation with the Forest Department (FD) Comply with all stipulated conditions of Forest Clearance when awarded Joint field verification with the respective State FD to avoid uncontrolled and indiscriminate tree felling Appropriate compensatory plantation using native species with rate of replacement as per the State FD. For example, for Dahamu eco-sensitive area, ten trees for each tree cut Compensation for trees in private land based on fruit yield, timber and other economic values Spraying and proper mulch sprinkling near the site to minimize dust deposition on vegetation

Potential Impacts	Mitigation Measures
10. Hydrological Situation	
<i>< Construction phase ></i>	
<ul style="list-style-type: none"> Natural drainage and recharge conditions near project sites affected due to blockage of drainage channels, deep rock cutting, earth filling, land levelling and other construction activities Provision of suitable drainage at each construction site and labour camps to avoid water logging or formation of stagnant pool of water 	<ul style="list-style-type: none"> No dumping of material into natural drains and hence would not block or impede flow in drainage channels Construction of DFC track through viaduct (elevated) sections in the valleys requires in detailed engineering so that the surface water flow is not altered Provision of suitable drainage at each construction site and labour camps to avoid water logging or formation of stagnant pool of water
<i>< Operation phase ></i>	
<ul style="list-style-type: none"> Local drainage likely to be affected due to formation of embankment along the proposed alignment 	<ul style="list-style-type: none"> Provision of longitudinal drains of sufficient capacity on both sides of the DFC track to accommodate increased run-off with an outfall in the nearby drainage carrying system Duly augmentation of the capacity of existing drainage works and cross drainage structures in parallel section
11. Land Acquisition and Resettlement	
<i>< Planning/Design phase ></i>	
<ul style="list-style-type: none"> Loss of livelihood and properties 	<ul style="list-style-type: none"> Compensation and assistance package shall be planned in the Rehabilitation and Resettlement Plan (RRP)
<i>< Construction phase ></i>	
<ul style="list-style-type: none"> Disturbance of vehicle traffic and pedestrian (farmers) passage 	<ul style="list-style-type: none"> Provision of detour with adequate sign board and instruction
12. Public Safety and Severance	
<i>< Operation phase ></i>	
<ul style="list-style-type: none"> Risks of accidents and fatalities in the early stages of DFC operations especially in parallel Road and rail crossings on DFC track as well as embankment structures could disrupt people's movements 	<ul style="list-style-type: none"> Incorporate proper warning signals, alarm system and modern railway safety measures in the design Proper safety walls should be provided in accident prone areas Provision of RUD, ROB, pedestrian sub ways, rail flyovers and level crossings, etc. with proper height and width on major existing road crossings and flyovers as needed
13. Temporary Use of Land	
<i>< Construction phase ></i>	
<ul style="list-style-type: none"> Land would be affected and polluted by works such as labour camps, stockpiles of construction materials, and borrow pits. 	<ul style="list-style-type: none"> No fertile agricultural land or recorded forest area to be used for labour camps, stockpiles, borrow pits etc. Land should be reinstated to owner's satisfaction after use

Note: Detailed explanation to above impacts and mitigation measures in addition to some more issues are given in Final ESIA Report.

Potential Impacts	Mitigation Measures
<i>< Operation phase ></i>	
<ul style="list-style-type: none"> Increase in plantation, encroachment as well as illegal felling of plantation 	<ul style="list-style-type: none"> Plantation along the ROW shall be maintained properly as well as protected from illegal felling
5. Fauna	
<i>< Construction phase ></i>	
<ul style="list-style-type: none"> Both terrestrial and avifauna affected by noise and vibration due to construction equipment and machinery No construction yard in the forest areas Construction schedule shall avoid heavy construction activities near forest areas during winter season when migratory birds inhabit the area 	<ul style="list-style-type: none"> All major noise producing construction equipment and machinery shall be fitted with acoustic control measures Construction schedule shall avoid heavy construction activities near forest areas during winter season when migratory birds inhabit the area Immediate action shall be taken for speedy cleaning up of oil spills, fuel and toxic chemicals in the event of accidents
<i>< Operation phase ></i>	
<ul style="list-style-type: none"> Impact on aquatic fauna in case of accidental oil spill and toxic chemicals release find its way into the water bodies 	<ul style="list-style-type: none"> Immediate action shall be taken for speedy cleaning up of oil spills, fuel and toxic chemicals in the event of accidents
6. Biodiversity	
<i>< Planning/Design phase ></i>	
<ul style="list-style-type: none"> Alignment passes through reserved forest area between SGNP and Tungabhadra Wildlife Sanctuary along parallel section Some mangrove areas in Thane District along parallel section 	<ul style="list-style-type: none"> Consideration of adjustments to ROW or loop length to reduce loss of reserved forest land to the minimum in detailed engineering Procedure for obtaining clearance under the Wildlife Protection Act, 1972 after due consultation with the State's Chief Wildlife Warden and other key officials Procedure for obtaining clearance under the Forest Conservation Act, 1980 for mangrove areas Comply with all stipulated conditions
<i>< Construction phase ></i>	
<ul style="list-style-type: none"> Mangrove areas with species having conservation concern affected by the construction activities Felling of some endangered flora species in the ROW near SGNP Impact on some water birds and habitats such as bird nests and breeding sites 	<ul style="list-style-type: none"> Compensatory loss of mangrove vegetation by replanting in other mangrove sites after due consultation with FD and paying compensation Compensatory plantation for endangered species in the degraded forest land near reserve and area to consultation with FD Develop low water berms inside the forest areas to ensure wildlife movement inside in consultation with the SGNP authority
<i>< Operation phase ></i>	
<ul style="list-style-type: none"> Potential direct impact of DFC trains, hiding wildlife near protected area 	<ul style="list-style-type: none"> Incorporate some appropriate structures into the design such as underpasses, pipe crossings and/or other structures as needed to allow wildlife to cross line safely
7. Topography and Geology	
<i>< Construction phase ></i>	
<ul style="list-style-type: none"> Impact on overall relief of the region due to the proposed alignment passing through plain, rolling and hilly terrain Disturbance of topography and disturbance to digging of borrow pits due to indiscriminate enhancement of neck-joint rupture hazard due to deep cutting and rock excavation work in hilly blocks along the alignment 	<ul style="list-style-type: none"> Use of only identified borrow pits and quarry sites to avoid any disturbing of topography Placement of construction materials from the existing approved and licensed sites only Involvement of specialized engineering geologist to study rock-rupture hazards and bed rock geology along with characterization of weak zones in critical hill blocks during detailed engineering stage
8. Soil Erosion	
<i>< Construction phase ></i>	
<ul style="list-style-type: none"> Loose soil for embankment preparation could result in silt run-off Uncontrolled opening up of borrow pits could result in loss of productive soil Loosening of top soil and loss of vegetative cover in ROW due to excavation, land cut and back filling could increase soil erosion 	<ul style="list-style-type: none"> Avoid cut and fill operation in the monsoon season as much as possible Protect embankment slopes and exposed hill surfaces from low cost bio-engineering products Prevention of top soil from the construction sites in construction of embankment Top soils of the borrow pit sites shall be conserved and restored after excavation work is over Use of fly ash as a substitute to top soil in construction of embankment shall be done only after careful analysis of site conditions Locate stockpiles of construction materials away from rivers, streams, fertile agricultural lands, recorded forest lands or inhabited areas
9. Groundwater	
<i>< Construction phase ></i>	
<ul style="list-style-type: none"> Uncontrolled use of ground water for construction use could put further stress on ground water resources in the area 	<ul style="list-style-type: none"> Prepare a comprehensive plan to conserve groundwater along with recharge mechanism Use of only identified groundwater sources by the CGWA based on estimated quantity and expected quality for construction use

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<p>1. Performance Indicators</p> <ul style="list-style-type: none"> ❖ Planning/Design Phase: land acquisition, dumping locations, construction workers' camps, borrow areas and quarry sites ❖ Construction Phase: ambient air quality, noise & vibration levels, water quality (ground water, river water, drinking water), waste water quality, vegetation cover, soil quality ❖ Operation Phase: survival rate of trees, rehabilitation of borrow areas, utility of noise barriers for sensitive receptors <p>2. Environmental Monitoring Programme</p> <p>This includes parameters to be monitored; monitoring methods; location of the monitoring sites; frequency and duration of monitoring; institutional responsibilities for implementation and supervisor; and estimated cost. Some specific parameters that will be used for monitoring environmental items are:</p> <ul style="list-style-type: none"> ❖ Ambient air quality, Noise and vibration levels, Water quality, Loss of trees and vegetation <p style="text-align: center;">Public Consultation Meetings (PCMs)</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 were held at two different stages in order to collect opinions and feedback of the public and to disseminate information on the project and ESIA study. The PCMs were conducted district-wise in all fourteen districts.</p> <ul style="list-style-type: none"> ❖ The first stage of the PCM for ESIA was conducted in November 2010 (and supplemental PCM in Maharashtra in February 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. ❖ The second stage of the PCM for ESIA was conducted in September 2011 to disseminate information about findings of draft ESIA study and probable mitigation measures to the general public that are directly or indirectly affected by the project and to receive their feedback and opinions and incorporate their comments and request on the environment and social mitigation measures and management and monitoring plans in the Final ESIA Report. <p>Some opinion and issues raised in the first and second stage PCMs were - compensation and employment opportunities, displacement and land acquisition, clarification on aspects related to alignment such as discrepancy in land records, width of ROW, and provision of accessibility of service roads to farmers, environment and health, drainage, access to resources and community facilities; and socio-cultural aspects. The first and second stage PCMs were attended by project-affected persons (PAPs), representative from gram sabha and gram panchayat, elected members of zila parishad, district administration, revenue department, forest officers, local important persons (MPs, MLAs), advocates, NGOs and other senior citizens.</p>	 <p>Public Consultation Meeting</p>
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<p style="text-align: center;">Environmental Management Plan (EMP)</p> <p>Environmental Management Plan (EMP) envisages the plans for the proper implementation of mitigation measures to avoid and minimize the adverse impacts caused by the 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 Environment Management Plans (EMP) is proposed in the Final ESIA Report:</p> <ul style="list-style-type: none"> ❖ Greenbelt Development Plan ❖ Management and Rehabilitation Plan for Quarry / Borrow Areas ❖ Noise and Vibration Management and Control ❖ Solid Waste Management Plan ❖ Plan for Storage, Handling & Emergency Response for Hazardous Chemicals ❖ Drainage Management Plan ❖ Management for Land Acquisition and Resettlement (Details in RRP Report) ❖ Plan for Sanitation and Housekeeping at the Construction Labour Camps ❖ Occupational Health and Safety Management <p>2. 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"> ❖ 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 unsuitable materials, construction camp, arrangement for temporary yard, orientation of implementation agency and contractors <p>b) Construction Phase</p> <ul style="list-style-type: none"> ❖ Site clearance, procurement of construction materials, construction work (drainage, siltation, slope protection, etc.), water pollution, air pollution, noise and vibration, safety, labour camp management, contractor's demobilization (clean-up operation, restoration and rehabilitation) <p>c) Operation Phase</p> <ul style="list-style-type: none"> ❖ Monitoring of operation performance of various mitigation measures, pollution monitoring <p style="text-align: center;">Environmental Monitoring Plan (EMoP)</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>	 <p>Public Consultation Meeting</p>
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Information Dissemination in ESIA Process

The ESIA study findings were disseminated to PAPs, stakeholders and the implementation authorities so that preventative measures can be taken in the project. The information disclosure is implemented at two stages for the ESIA.

- ❖ The first stage of information dissemination was conducted when the draft ESIA was prepared. Sets of full draft ESIA report (main report and appendices) in English were placed at each DFCCIL head office and respective Chief Project Manager (CPM) offices, major existing railway stations and district offices along the proposed DFC alignment. Additionally, the summary of the draft ESIA report was prepared in local languages, i.e. Hindi, Gujarati and Marathi and was delivered to all the project affected villages along the DFC route.

(Among five comments received, two comments relating to reduction of dust pollution during construction to avoid impact on surrounding villages and one comment relating to mitigation measures to avoid impact on agriculture, land and activities, employment, and other rehabilitation and resettlement issues. These specific issues will be dealt separately in RRP report)

- ❖ The second stage of information dissemination is implemented at final ESIA stage. Sets of full final ESIA report (main report and appendices) in English is placed at DFCCIL head office and respective CPM offices, major existing railway stations and district offices along the proposed DFC alignment. Additionally, the summary of the final ESIA is prepared in local languages, i.e. Hindi, Gujarati and Marathi and is delivered to all the project affected villages along the proposed DFC alignment.

Availability of Final ESIA Report

- ❖ Final ESIA Report is available at the following disclosed locations:
 DFCCIL head office and respective CPM offices, major stations and respective district offices along the proposed DFC alignment from mid-December 2011 onwards.
- ❖ Summary of Final ESIA Report in local languages is also available at Sarpanch offices of all the project affected villages along the DFC alignment from mid-December 2011 onwards.

Address of DFCCIL Head Office and CPM Offices

- ❖ Dedicated Freight Corridor Corporation of India Limited (DFCCIL)
 (Under Ministry of Railways), Fifth Floor, Pragati Metro Station Building Complex, New Delhi - 110 001
 Tel: 91-11-23154700; Fax: 91-11-23447700
- ❖ CPM OFFICE, Mumbai
 7th Floor, New Administrative Building, Central Railway, D.N. Road, Mumbai - 400 001, Maharashtra
 Tel: 91-22-22763484; Fax: 91-22-22641184
- ❖ CPM OFFICE, Surat
 Near Icon Mall, Dumas Road, Ferozpur, Surat - 395 007, Gujarat
 Tel: 91-261-2633250; Fax: 91-261-2633250
- ❖ CPM OFFICE, Vadodra
 T1-14, 17-18, Panorama Complex, 3rd Floor, R. C. Datt Road, Alkapuri, Vadodra - 395 007, Gujarat
 Tel: 91-265-2326024; Fax: 91-265-2326027
- ❖ AGM OFFICE, Rewari-Dabli
 "Star House", First Floor, A-102, Sector-4, Noida, Uttar Pradesh
 Tel: 91-120-4399726; Fax: 91-120-4134554

Major Stations where the Final ESIA Report is available

- ❖ Maharashtra
 Panvel (H), Kalyan (H), Valarna, Kalyan Road, Palghar, Dahanu Road
- ❖ Gujarat
 Sanjiv, Vapi, Valsad, Bhimora (H), Navsari, Savelhi, Kowamba (H), Bharuch (H)
 Luccana, Rajeshan, U.P. Dabli,
 Bilewari (H), Faridabad, Dauri

[Hindi]

परियोजना संक्षेप

डेविकोटिड फ्रेट कॉरीडोर कार्पोरेशन ऑफ इंडिया लिमिटेड (DFCCIL), देश मंत्रालय की एक विशेष उद्देश्यीय संस्था है जो पश्चिमी DFC के तहत दिल्ली - मुंबई के मध्य कम्प्यूटरीज्ड मल्टी मोडल लाईन एक्सप्रेस हाई डेविकोटिड फ्रेट कॉरीडोर परियोजना कार्यान्वित कर रही है। दान्त मल्टी नगर और इनके बीच मड़न शारा नगरों के मध्य विस्तृत बड़ते मल्टी परियोजना के मल्टी नगर DFC परियोजना उच्चतम तकनीक अन्वेषित हुए मात्र परियोजना को सड़क मार्गोपलब्ध कर हम कार्गो इन्फ्रस्ट्रक्चर बनाने से परियोजना की और तेजी से स्थानान्तरित कर रहा तथा मारी बस्तुओं की डुलाई की रहा। परियोजना की उच्चतम कार्याकुशलता को उच्चतम करणा।

पश्चिमी DFC को जिन वर्ष 2013-2014 में कुल 37.7 मिलियन डालर मात्र डुलाई हेतु डिजाइन किया गया है जो 2033-34 तक बढ़कर 140.4 मिलियन डालर हो जाएगा। एका अनुमानित है कि इन वर्ष में कुलमूल्य 300 करोड़ का निमार्ण जो कि स्वतंत्र भारत में अनुमानित है, अपने सख्त-साथ औद्योगिक सेवा, सांजिस्टिक नवर्त एव अन्य आर्थिक व प्राथमिक उद्योगों की स्थापना जो कि शान्तिपूर्वक करणा तथा भारत की विकसित नाविक उद्योगस्था का भी मजद करणा जिनके विषय की दूसरी खबर तकनी से बहती उद्योगस्था जाना जा रही है।

पश्चिमी DFC में परियोजना की दो मुख्य धाराएँ हैं, एक दक्षिणी प्रशासक पर स्थित समानत बिन्दुओं मुंबई में कच्छकर मारत नहर पाई टरल और दिल्ली में दुर्गाकाबाद का शामिल करत हुए उत्तर प्रदेश के दादरी के मध्य तथा दूसरी धारा में क्रियेन्स करतनी पर नौकरन मारत के अलावा पश्चिम DFC परियोजना का कार्यान्वेषण का निर्माण होगा। इस परियोजना से भारत के परिकरन खबर की आर्थिक उच्चतम में कमी होगी।

परियोजना क्षेत्र



पश्चिमी कॉरीडोर की दो धारणा में विभाजित किया गया है जिसमें पहले धारा में उदरकरा और रवाड़ी के मध्य कॉरीडोर शामिल है और दूसरे धारणा में शामिल है मुंबई से ज. एन. पी. रो. से उदरकरा तथा रवाड़ी से दान्ती तक का कॉरीडोर एवं कच्छकराट के पार से DFC मरवाडिन से दुर्गाकाबाद तक एक विस्तृत लाइन। यह ESIA अध्ययन DFC परियोजना के दूसरे चरण से संबंधित है। मारत की संस्था एवं नगरों की संस्थाएँ सहित अन्वेषित परियोजना क्षेत्र तासिकर पदार्थित है।

डेविकोटिड फ्रेट कॉरीडोर कार्पोरेशन
 ऑफ इंडिया लिमिटेड,
 (रेलवे मंत्रालय का उपकरण, भारत सरकार)



सारांश पत्रिका

पर्यावरण एवं सामाजिक प्रभाव अध्ययन
 डेविकोटिड फ्रेट कॉरीडोर परियोजना (चरण-2)
 के पश्चिमी कॉरीडोर
 जेएनपीटी से यदोदरा और रवाड़ी से दादरी संक्शन हेतु

दिसम्बर 2011



यह सारांश पश्चिमी कॉरीडोर के डेविकोटिड फ्रेट कॉरीडोर परियोजना चरण-2 (ज. एन. पी. रो. से उदरकरा और रवाड़ी से दादरी) के परामर्ण एवं सामाजिक मरवाड आन्वेषण (ESIA) हेतु किया गए अध्ययन के मुख्य बिन्दुओं की व्याख्या करता है। Final ESIA का यह सारांश विकरण, परियोजना कार्यान्वेषण तकनीक के तौर पर डेविकोटिड फ्रेट कॉरीडोर कार्पोरेशन ऑफ इंडिया लिमिटेड (DFCCIL) द्वारा परियोजना के अन्वेषित पुष्टता परामर्ण संस्था का किया है।

<p style="text-align: center;">ESIA प्रक्रिया में सूचना प्रसारण</p> <p>ESIA अध्ययन से मिली जानकारी को परिवहनना प्रभावित व्यक्तियों (PAP), समुदायों और अधिकारधन अधिकारियों को प्रसारित की गई है ताकि परिवहनना के संलग्नकार्यक्रम में इन लोगों को शामिल किया जा सके। ESIA के सूचना प्रसारण को दो चरणों में किया गया है।</p> <ul style="list-style-type: none"> ❖ सूचना प्रसारण का प्रथम चरण, Draft ESIA तैयार करते समय आयोजित किया गया। प्रारंभिक भाग में संयुक्त Draft ESIA, सभी DFCCIL कार्यालयों, DFC मार्ग में पड़ने वाले बड़े अंशमालक संस्थाओं और स्थानीय भागीदारों को प्रसारित किया गया। इसके अतिरिक्त प्रारंभिक ESIA का सामान्य स्थानीय भागीदारों, अंतर्गत, मुख्यालयों और स्थानीय तैयार करने वाले DFC मार्ग में पड़ने वाले परिवहनना प्रभावित लोगों में वितरित किया गया। ❖ सूचना प्रसारण का दूसरा चरण ESIA के अंतिम भाग आयोजित किया गया। अंतिम भाग में आइएनए ESIA सभी कार्यालयों, DFC मार्ग में पड़ने वाले बड़े अंशमालक संस्थाओं और स्थानीय भागीदारों को प्रसारित किया गया है। इसके अतिरिक्त आइएनए ESIA का सामान्य स्थानीय भागीदारों को प्रसारित किया गया है। मुख्यालयों और स्थानीय तैयार करने वाले परिवहनना प्रभावित लोगों में वितरित किया गया है। <p style="text-align: center;">Final ESIA रिपोर्ट की उपलब्धता</p> <ul style="list-style-type: none"> ❖ Final ESIA रिपोर्ट निम्नलिखित स्थानों पर उपलब्ध है। DFCCIL मुख्यालय, संतति मुख्य परिवहनना प्रबंधक महालय DFC संरक्षक पर स्थित मुख्य सहायक और सहायक विभाग कार्यालय में सप्ताह-दिवस 2011 में उपलब्ध है। ❖ Final ESIA का सामान्य DFC मार्ग में पड़ने वाले सभी प्रभावित लोगों को सामान्य कार्यालयों में स्थानीय भाग में सप्ताह-दिवस 2011 में उपलब्ध है। 	<p style="text-align: center;">DFCCIL स्थान कार्यालय तथा मुख्य परिवहनना प्रबंधक कार्यालयों के पते</p> <ul style="list-style-type: none"> ❖ डिस्ट्रिक्ट गेट इन्फ्रास्ट्रक्चर डेवलपमेंट ऑफ इंडिया लिमिटेड (DFCCIL) (एन सीआरए के अधीन) राष्ट्रीय सड़क प्राधिकरण, गेट 1, इंदौर, मध्य प्रदेश, पिन कोड - 476001 (Tel: 91-11-23464700; Fax: 91-11-23464701) ❖ CPM कार्यालय इन्डौर गी. सड़क, ए. आर. आर. रोड, इन्डौर, पिन कोड - 4001 001, मध्य प्रदेश (Tel: 91-22-22634184; Fax: 91-22-22634184) ❖ CPM कार्यालय बरेली राष्ट्रीय सड़क, अखण्ड - 1, इन्फ्रास्ट्रक्चर डेवलपमेंट ऑफ इंडिया लिमिटेड, प्लॉट-305, 007, मुजफ्फरगढ़ (Tel: 91-261-2633250; Fax: 91-261-2633250) ❖ CPM कार्यालय पंजाब प्लॉट-14, ए-18, नगरपालिका, इन्फ्रास्ट्रक्चर डेवलपमेंट ऑफ इंडिया लिमिटेड, प्लॉट-305, 007, मुजफ्फरगढ़ (Tel: 91-265-2326024; Fax: 91-265-2326027) ❖ AGM कार्यालय चेन्नई में भारतीय एन सीआरए, एन सीआरए, प्लॉट-102, एन सीआरए-4, नारायण, एन सीआरए (Tel: 91-120-4309720; Fax: 91-120-4346564) 	<p style="text-align: center;">मुख्य संस्थाओं का Final ESIA रिपोर्ट उपलब्ध है</p> <ul style="list-style-type: none"> ❖ महाराष्ट्र ❖ गुजरात (अहमदाबाद), कल्याण (अहमदाबाद), वसना (अहमदाबाद), अहमदाबाद (अहमदाबाद), अहमदाबाद (अहमदाबाद) ❖ गुजरात (अहमदाबाद), वसना (अहमदाबाद), अहमदाबाद (अहमदाबाद), अहमदाबाद (अहमदाबाद), अहमदाबाद (अहमदाबाद) ❖ मध्य प्रदेश (इन्डौर), इन्डौर (इन्डौर), इन्डौर (इन्डौर), इन्डौर (इन्डौर), इन्डौर (इन्डौर) ❖ राजस्थान (जयपुर), जयपुर (जयपुर), जयपुर (जयपुर), जयपुर (जयपुर), जयपुर (जयपुर)
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[Gujarati]

પરિચોજનાનો સાર

ડીડીકેટ ડેઇટ કોર્પોરેટ કોર્પોરેશન ઓફ ઇન્ડિયા (DFCCIL) એ ભારત સરકારના હેલ્થ મંત્રાલયના વડીવડી ઇન્જિનિયરીંગ મુકાબલે ડિઝાઇન સેવા યાજવા છે. હેલ્થ મંત્રાલય ડીડીકેટ, ડેઇટ કોર્પોરેટ કોર્પોરેશન ઓફ ઇન્ડિયા લિમિટેડ (DFCCIL) દ્વારા એક ચોક્કસ ડેલુઓ માટેના વાઇવુક (SPV), કોમ્પ્યુટર સંચાલીત મલ્ટી મોડલ ઘાટ એન્ડ સેલ માલ વાહન સમર્પિત હેલ્થ માર્ગ પરિચોજન પશ્ચિમ DFC ના ઉપક્રમે દીલ્લી અને મુંબઈ વચ્ચે આમલમાં મુકામે. મુખ્ય સાર્દેશો અને તેની આસપાસના પ્રદેશો વચ્ચે વાહનો વડા માલ સામાનની ડેલ્વરી ને જોતા સુવિકસીત ટેકનોલોજી સુવત DFC પરિચોજનાના પરિણામે સ્થાપના માલવાહન ટ્રાન્સપોર્ટેની જગ્યાએ ઓછી કાર્બનલેવેલતા ધરાવતા હેલ્થ ટ્રાન્સપોર્ટ દ્વારા આ લેન્ડમાં એક મોડુ પરવિતન આવશે અને તેમાં હેલ્થ દ્વારા વડા જ્યાનલંઘ માલસામાનની ડેલ્વરીમાં પણ સ્વભાવિક રીતે ઉર્જા કાર્યક્ષમતા વધશે.

પશ્ચિમ DFC ની ૨૦૧૩-૧૪ ના નાણાકીય વર્ષમાં ૩૦૦ લાખ ટન માલ સામાનની ડેલ્વરી કરી શકે તે રીતે ડીડીકેટ કરવામાં આવી છે. જે ૨૦૧૩-૧૫ સુધીમાં ૧૪૦૪ લાખ ટન સુધી પહોંચશે. આટલો-મોટા હેલ્થ માળખાની સ્થાપના સ્વતંત્ર ભારતમાં અનુપૂર્વ કરી શકાય તેવી છે. ઓટોડીઝિટ વગાડતો, ઓફિસીક પાર્ક, ઇન્ડ્યુસ્ટ્રીક ઓપરી મલકો હેલ્થ લઈનની યંત્રે વચ્ચે વિકસાવવામાં આવશે જે ટુનિયાના અભ્યાસના વિકસાવ દેશોમાં બીજુ સ્થાન ધરાવે છે. તેને આર્થિક રીતે પૂરો પાડશે.

પશ્ચિમ DFC ના ટ્રાક્ટિકોને વચ્ચે પ્રવાહ વચ્ચે- યંત્રે ટર્મિનલ ની વચ્ચે મુંબઈના જવાહરલાલ નેહરુ પોર્ટટ્રેક (JNPT) થી ઉત્તર પ્રદેશના બુલખખખાદરી લઈને દીલ્હીના (TKD) દાદરી સુધી. અને બીજી જે તે જંકશન સ્ટેશનોએથી તેની છે તેની વીંટામાં ઘડાડો વશે.

પશ્ચિમ માગને એ વાહનક્રમાં વહેવામાં પડેલો વાહનકો વડોદરા અને રેવાડી વચ્ચેના માર્ગ ને આગળીજી વાહનકો મુંબઈના જુલખટ થી વડોદરા અને રેવાડીથી દાદરી તેમજ કચીખખાદરી બુલખખખાદરી નજીક ડેલ્વરી એક માર્ગ વાહનને આગળી છે આ અભ્યાસ DFC પરિચોજનાની બીજી વાહનકોને લગતો છે. પરિચોજના અસરકારક વિસ્તાર, અદર પામતા ગામોની સંખ્યા અને હેલ્થ માર્ગની લંબાઈ નીચાના કોલમાં દર્શાવેલી છે.

પરિચોજનાનો વિસ્તાર

ડી. એક. સી. સી. ઓફ ઇન્ડિયા લીમિટેડ DFCCIL
 (હેલ્થમંત્રાલય અંતર્ગત ભારત સરકારનું સાહય)

પશ્ચિમ માલવાહન સમર્પિત હેલ્થ યોજના (ફેઝ-૨) માટે જવાહરલાલ નેહરુ પોર્ટ ટ્રસ્ટથી વડોદરા અને રેવાડી થી દાદરી વિભાગ પર્યાવરણીય તથા સામાજિક અસરોના અંદાજનો અભ્યાસનો સાર (ESIA Study)

ડિસેમ્બર ૨૦૧૧

આ વારકો પશ્ચિમ માલ વાહન સમર્પિત હેલ્થમાર્ગ (DFC) ફેઝ-૨ જે જે. એન.પી.ટી-વડોદરા અને રેવાડી-દિલ્હી વચ્ચે આરંભ છે તેના માટે કરવામાં આરંભ પાલિયલ તથા સામાજિક અસરોના અંદાજના અભ્યાસની અંદરની જાણતી સમજણ છે. અમલકારી સંસ્થા વલિકે આ. ઇ. એસ. એ ના સુવિત વારકો ડી. એક. સી. સી. આઈ. એલ દ્વારા માલવાહન સમર્પિત હેલ્થ માર્ગ યોજના અંતર્ગત આરંભી પ્રકાશની દૃષ્ટિએ લોકોને આપવામાં આવે છે.

[Marathi]



डेडिकेटेड फ्रेट कॉर्पोरेशन ऑफ इंडिया लिमिटेड
 (रेलचे मंत्रालयाचा अखण, भारत सरकार)

**पश्चिम परिक्षेत्रातील डेडिकेटेड फ्रेट कॉर्पोरेशन प्रकल्प (भाग - २),
 जे. एन. पी. टी. ते बडोदा आणि रेवाडी ते दादरी साठीचा
 पर्यावरण आणि सामाजिक प्रभाव मूल्यांकन (ESIA) अहयानाचा
 सायांश**

डिसेंबर २०११



हा सायांश पश्चिम परिक्षेत्रातील डेडिकेटेड फ्रेट कॉर्पोरेशन (DFC) त्या जे. एन. पी. टी. ते बडोदा आणि रेवाडी ते दादरी दरम्यानच्या प्रकल्पाच्या पर्यावरण आणि सामाजिक प्रभावांच्या मूल्यांकना (ESIA) त्या अहयानाचा अंतिम मसुदा आहे. हा प्रकल्प डेडिकेटेड फ्रेट कॉर्पोरेशन लिमिटेड तर्फे राबविण्यात येणार असून याबाबतचा ESIA मसुदाचा सायांश प्रकल्प उभा राणी दरम्यान जनतेला चिंतित करण्यात येईल.

डेडिकेटेड फ्रेट कॉर्पोरेशन – साक्षिप्त परियोजना


रेल्वे मंत्रालय डेडिकेटेड फ्रेट कॉर्पोरेशन ऑफ इंडिया लिमिटेड त्या माध्यमातून विशेष रेल्वे प्रकल्प राबवित आहे. ज्यामध्ये संपन्नकीकृत दादरी मॉडेल हाय एक्सेल डेडिकेटेड फ्रेट कॉर्पोरेशन (DFC) चा समावेश आहे. या प्रकल्पाच्या पश्चिम DFC परिक्षेत्रमध्ये दिल्ली ते मुंबई या समावेश असून ज्यामध्ये घाऊक मालाच्या वाहतूकीला शीघ्रता व सुरक्षितता देण्यात येणार आहे. सदर प्रकल्प सुरु होण्याने प्रवाह तंत्रज्ञानाच्या राहण्याने महत्वातूक तत्परतेने करण्यास राहत्या होईल तसेच घाऊक मालाच्या जलद वाहतूकीमुळे इंधनाची बचत होईल.


पश्चिम DFC प्रकल्पाच्या माध्यमातून २०१३-१४ च्या आर्थिक वर्षात ३७.७ किलोमीटर टन मालाची वाहतूक करण्यात येणार असून ही क्षमता २०१३-१४ च्या वर्षापर्यंत १४०.४ मिलियन टन पर्यंत वाढविण्याचे उद्दीष्ट बाळगण्यात आले आहे. भारतीय अर्थव्यवस्था ही जगातली दुसऱ्या क्रमांकाची वाढती अर्थव्यवस्था असून स्वतंत्र भारतामध्ये रेल्वे संरचना निर्माण करण्याबरोबरच ओबोलेक कॉर्पोरेशन, रसद पार्क, इतर आर्थिक आणि व्यापारी केंद्राच्या निर्मितीचे उद्दीष्ट ही बाळगले असून त्याचा फायदा अर्थव्यवस्था मजबूत करण्यास होईल.

पश्चिम DFC परिकल्पनांच्या दोन व्यापक चरणांमध्ये विभागले असून पहिल्या चरणाने मुंबईतील JNPT आणि उत्तर प्रदेशातील दादरी तसेच दिल्ली मधील दुसऱ्याच टाक (TKD) जोडण्यात येणार असून दुसऱ्या चरणाने अन्य मार्गांवरील विविध जंक्शन मार्गांवरील वाहतूक जोडण्यात येणार आहे. ज्यामुळे भारतीय परियोजना क्षेत्रातील कार्यवाही कमी कमी होईल उद्दीष्ट DFC प्रकल्पाच्या माध्यमातून बाळगले आहे.

परियोजनाचे कार्यक्षेत्र

पश्चिम परिक्षेत्र दोन टप्प्यात विभागले असून पहिल्या टप्प्यात बडोदा ते रेवाडी आणि दुसऱ्या टप्प्यात मुंबईतील JNPT ते बडोदा आणि रेवाडी ते दादरी सह पर्यावरण ते तुलनात्मक (व्यवस्थापन दर्शकियेप्रमाणे) एकेरी मार्ग यांचा समावेश आहे. या DFC प्रकल्पांतून प्रभावित होणाऱ्या विविध गावांची संख्या च मार्गांची ताळी मालील तक्क्यात दिली आहे. JNPT ते बडोदा दरम्यानचा सुमारे ७०% मार्ग श्यावस्थितीत अस्तित्वात असलेल्या भारतीय रेल्वेमार्गांच्या रागांतर टाकण्यात येणार आहे. रेवाडी ते दादरी दरम्यानचा मार्ग नव्या मार्गावर टाकण्यात येणार






असूल पुढे, तुंगलकाबादच्या Inland Container Depot (ICD) पर्यंतचा एकेरी मार्ग अंशतः दिल्ली-मुंबुरा मार्गाच्या जोडवे जगात आहे. राध्या हा प्रकल्प नियोजन स्थिती मध्ये असून त्याचे विस्तृत डिझाईन जुलार २०११ च्या शेंदरपत्रात कार्यान्वित करण्यात येईल. तसेच २०१२ ते २०१६ पर्यंत ४ ते ५ वर्षांच्या नियोजित वेळेनुसार त्याचे बांधकाम पूर्ण झईल.

लोकेशन	राज्य	जिल्हे	खापाती संख्या	मार्गाचे अंतर
JNPT ते बलवा	महाराष्ट्र	ठाणे, रायगड	१३६	४२० कि.मी.
रेवाडी ते दादरी (तुंगलकाबाद खोली)	गुजरात राजस्थान हरियाणा	बडोदा, मराच, सुरत, नवसारी, बलसाड अलवर फरीदाबाद, गुरगाण, रेवाडी, पलवल, मेवात	१३३ १३ ६१	१४७ कि.मी. TKD वर १९ कि.मी. सग
	उत्तर प्रदेश	जौलम बुध नगर	११	

संरचना व संबंधित सुविधांची मुख्य वैशिष्ट्ये

प्रकल्पाच्या दुहेरी मार्ग (फरीदाबाद ते तुंगलकाबाद दरम्यानचा एकेरी मार्ग काळता) विद्युतीकरण आणि आधुनिक सिग्नल यंत्रणे सह नियोजित केला आहे. ज्यामध्ये ताशी १०० किलोमीटर प्रति तास वेगाने २.५ टन वजनाच्या मालवाहतुकीची परवानगी देण्यात आली आहे. प्रमुखा रस्ते वार कारणासाठी उच्चगुण (RoBs) आणि भूयारी मार्ग (RiB's) चावे नियोजन करण्यात आले असून त्यामुळे कोणत्याही प्रकारात रस्ते आणि रेल्वे वाहतुकीस अडथळा होणार नाही, संबंधित मार्गाची संरचना ही सुनियोजित रितीने करण्यात आलेली आहे.

पर्यावरण आणि सामाजिक परिणामांची शिक्ता शतक शिक्ता कमी करण्याच्या दृष्टीने तसेच गोर्या वरच्या अवजड उद्योगधंदे, धातु खानी, पर्यावरणीय दृष्ट्या संवेदनशील क्षेत्र, इत्यादींना कोणतीही हानी पोहचू नये यासाठी योग्यती काळजी घेण्यात आली आहे. शौभौतिक मर्यादा, संरचना निकष मर्यादा व उपलब्ध सुविधांचे पुनर्गठन तयार घेऊन त्या मापदंडाच्या आधारेच मार्ग आढला आहे. खालील तक्त्यात मार्गासंबंधी माहिती दिलेली आहे.



मार्गाकडे नाव	रेल्वे स्थानका दरम्यान	अंतरातील खोली (कि.मी.)
कुंभेवहाळ मार्ग	जाराई व दापोली	३
पारवेत मार्ग	दापोली व पारवेत	३
दापोली (दिसा) मार्ग	निळजे व कोपर रोड	५
वराई मार्ग	ज्युवई व वैतरणा	१८
डहाणू मार्ग	डहाणू रोड	१२
सुरत मार्ग	सर्पान व गोडगणव	२१
संजाली - नवीयद मार्ग	वरदेिया व मकरपुरा	६०
रेवाडी - दादरी (मुख्य मार्ग)	रेवाडी ते पिरथला व पिरथला ते दादरी	१२६
रेवाडी - दादरी (TKD मार्ग)	फरीदाबाद व तुंगलकाबाद	११
	एकूण	२५९

सरासरीने राईट ऑफ ते (Row) मार्गाची रुंदी ६० मी. आणि समतल मार्गाची रुंदी ३५ मी. आहे. JNPT ते बडोदा पर्यंतचा एकूण तीन जंक्शन स्थानके, बळ कॉर्सींग स्टेशन आणि १३ मालवाहारी पूल आहेत, तसेच रेवाडी-दादरी पर्यंतचा एकूण तीन जंक्शन स्थानके, दोन कॉर्सींग स्टेशन्स व दोन मालवाहारी पूल आहेत.

添付資料 II.4.6 ファイナル ESIA の情報公開のための告知 レター (English, Hindi, Gujarati, Marathi)

[Public Notice _ English]

PUBLIC NOTICE

The Ministry of Railways (MOR) through the **Dedicated Freight Corridor Corporation of India Limited (DFCCIL)**, a Special Purpose Vehicle (SPV) is implementing Computerized Multi Modal High Axle Load Dedicated Freight Corridor (DFC) Project between Delhi-Mumbai under the Western DFC Corridor for a total length of 1,483 km.

DFCCIL has conducted Environmental and Social Impact Assessment (ESIA) study for the DFC Phase 2 Project for Jwalalal Nehru Port Trust (JNPT) to Vadodra and Rewari to Dadri Sections. It is hereby inform that the summary of the Final ESIA in vernacular language as well as in English is available in the Surpunch Offices of all project affected villages.

In addition, a full set of the final ESIA report (a main report and appendices) are also available in Chief Project Manager (CPM) offices of DFCCIL, major junction stations, and District Collector offices of respective districts as mentioned in the box below.

Final ESIA reports and summaries are kept at all places for reference purpose only. Necessary instructions have also been given to all offices where Final ESIA reports are disclosed to allow viewing of these reports to any interested person(s), if so desired.

Address of DFCCIL, Head Office and CPM Offices

<ul style="list-style-type: none"> Dedicated Freight Corridor Corporation of India Limited (DFCCIL) 5th Floor, Pragati Mandan, Metro Station Building Complex, New Delhi – 110 001 (Tel: 91-11-23454700; Fax: 91-11-23454701) CPM Office, Mumbai: 7th Floor, New Administrative Building, Central Railway, D.N. Road, Mumbai – 400 001, Maharashtra (Tel: 91-22-22634184; Fax: 91-22-22634184) CPM Office, Surat: 4th Floor, Aruns-1, Near Icon Mall, Dumas Road, Piprod, Surat – 395 007, Gujarat (Tel: 91-201-2633250; Fax: 91-261-2633250) CPM Office, Vadodra: 13-14, 17-18, Panorama Complex, 3rd Floor, R. C. Dutt Road, Alkapuri, Vadodra – 395 007, Gujarat (Tel: 91-265-2326024; Fax: 91-265-2326027) AGM Office, Rewari/Dadri: "Star House" - First Floor, A-102, Sector-4, Noida, Uttar Pradesh (Tel: 91-120-4309720; Fax: 91-120-4134554)
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Major Railway Stations

<ul style="list-style-type: none"> Maharashtra Panvel (Jn), Kalyan (Jn), Vaitarna, Kelve Road, Palghar, Dahisar Road Gujarat Surat, Vapi, Vadod, Bhimora (Jn), Navsari, Sachin, Kosamba (Jn), Bharuch (Jn) Haryana, Rajasthan, UP, Delhi Rewari (Jn), Faridabad, Dadri

District Collector Offices

<ul style="list-style-type: none"> Maharashtra Raigarh, Thane Gujarat Vadod, Navsari, Surat, Bharuch, Vadodra Haryana, Rajasthan, UP Rewari, Meerut, Gurgaon, Palwal, Faridabad, Alwar, Gautam Budha Nagar

Signature by DFCCIL

[Public Notice _ Hindi]

जन सूचना

DFCCIL द्वारा एक विशेष उद्देश्य, कम्प्यूटीकृत मल्टी मोडल हाई एक्सल लोड, डेडिकेटेड फ्रेट कोरिडोर परियोजना, दिल्ली से मुंबई के मध्य परिचामी गलियारा विकसित करेगा, जिसकी कुल लम्बाई 1,483 कि. मी. है।

DFCCIL ने पर्यावरण और सामाजिक प्रभाव अध्ययन (ESIA), डेडिकेटेड फ्रेट कोरिडोर परियोजना (परण-2), बाहर लाल नेहरू पोर्ट ट्रस्ट से बड़ोदरा और रेवारी से दादरी सेक्शन के लिए करवाया है। यह सूचना दी जाती है, कि फाइनल ESIA, सारांश स्थानीय भाषा और अंग्रेजी में सभी प्रभावित ग्रामों के सरपंच कार्यालय में उपलब्ध राखा जा रही है।

DFCCIL के अलावा, एक पूर्ण ESIA रिपोर्ट (मुख्य रिपोर्ट तथा संलग्नक) भी मुख्य परियोजना प्रबंधक (CPM) के कार्यालय, मुख्य जंक्शन स्टेशन, जिलाधिकारी कार्यालय, में नीचे दी हुई तालिका में बताये अनुसार उपलब्ध राखा गया है।

SIA रिपोर्ट और सारांश इन स्थानों पर सिर्फ सूचना हेतु उपलब्ध कराये गए हैं, आवश्यक निर्देश भी इन स्थानों को जन साधारण को जानकारी प्रदान करने के लिए दिए गए हैं।

DFCCIL प्रधान कार्यालय और मुख्य परियोजना प्रबंधक के पते

<ul style="list-style-type: none"> Dedicated Freight Corridor Corporation of India Limited (DFCCIL) 5th Floor, Pragati Mandan, Metro Station Building Complex, New Delhi – 110 001 (Tel: 91-11-23454700; Fax: 91-11-23454701) CPM Office, Mumbai: 7th Floor, New Administrative Building, Central Railway, D.N. Road, Mumbai – 400 001, Maharashtra (Tel: 91-22-22634184; Fax: 91-22-22634184) CPM Office, Surat: 4th Floor, Aruns-1, Near Icon Mall, Dumas Road, Piprod, Surat – 395 007, Gujarat (Tel: 91-261-2633250; Fax: 91-261-2633250) CPM Office, Vadodra: 13-14, 17-18, Panorama Complex, 3rd Floor, R. C. Dutt Road, Alkapuri, Vadodra – 395 007, Gujarat (Tel: 91-265-2326024; Fax: 91-265-2326027) AGM Office, Rewari/Dadri: "Star House" - First Floor, A-102, Sector-4, Noida, Uttar Pradesh (Tel: 91-120-4309720; Fax: 91-120-4134554)
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मुख्य रेलवे स्टेशन

<ul style="list-style-type: none"> Maharashtra Panvel (Jn), Kalyan (Jn), Vaitarna, Kelve Road, Palghar, Dahisar Road Gujarat Surat, Vapi, Vadod, Bhimora (Jn), Navsari, Sachin, Kosamba (Jn), Bharuch (Jn) Haryana, Rajasthan, UP, Delhi Rewari (Jn), Faridabad, Dadri

जिलाधिकारी कार्यालय

<ul style="list-style-type: none"> Maharashtra Raigarh, Thane Gujarat Vadod, Navsari, Surat, Bharuch, Vadodra Haryana, Rajasthan, UP Rewari, Meerut, Gurgaon, Palwal, Faridabad, Alwar, Gautam Budha Nagar

मुख्य परियोजना प्रबंधक, DFCCIL

[Letter to District Collector (DC)_English]

FOR INFORMATION DISSEMINATION OF FINAL ESIA & SUMMARY REPORT
 THROUGH DISTRICT COLLECTOR OFFICE

The District Collector,
 Thane District,
 Maharashtra.

Date:

Sub: Distribution of the Final Environmental and Social Impact Assessment Study (ESIA) Report and its Summary for Western Corridor of Dedicated Freight Corridor (DFC) Project (Phase 2) for JNPT - Vadodara and Rewari - Draft Sections

Dear Sir,

The Ministry of Railways (MOR) through the Dedicated Freight Corridor Corporation of India Limited (DFCCIL), a Special Purpose Vehicle (SPV) is implementing Computerized Multi Modal High Axle Load Dedicated Freight Corridor Project between Delhi-Mumbai under the Western DFC Corridor and Ludhiana-Delhi-Kolkata under the Eastern DFC Corridor.

The Western DFC Corridor for a total length of 1,483 km has been divided into 2 phases, in which Phase 1 covers corridor between Vadodara and Rewari and Phase 2 includes Jawaharal Nehru Port Trust (JNPT) Port in Mumbai to Vadodara and Rewari in Dadr as well as a single line from DFC mainline near Fardabad to Tuglakabad. The total length of the freight corridor of Phase 2 is approximately 565 km. The Western DFC is being funded by the Japan International Cooperation Agency (JICA) under Government of Japan Scheme.

In this connection, we would like to kindly inform the following:

1. MOR/DFCCIL has conducted ESIA study for the DFC Phase 2 Project under technical support by the JICA, following 'JICA Guidelines for Environmental and Social Considerations'. As stipulated by the guidelines, the findings of this ESIA study are disseminated to the project affected persons and other stakeholders so that preventive measures can be taken for the successful completion of the project.

The overall objective of information dissemination is - 'To disseminate information on DFC Project in terms of the environmental and social impacts induced by DFC Project as well as the general plan on mitigation measures, management, monitoring of the environment of the study area.'

2. All pertinent comments and opinions collected from the public on environmental and social issues on the DFC Project at the draft ESIA report stage during Sept-Oct 2011 are incorporated in this final ESIA report.

3. The distribution of the final ESIA report and its summary in all project affected areas has started from February 2012. These documents will serve as a reference in future for this project and needs to be placed for public viewing at your office.

4. The summary of the final ESIA report in vernacular languages as well as in English version is also being distributed to Sarpanch Offices of all project affected villages falling along the finalized alignment. A full set of the final ESIA report (a main report and appendices) are also available in Chief Project Manager (CPM) offices of DFCCIL in respective states, in major junction stations along the proposed DFC alignment, and all other DC offices of respective districts. The distribution list is also enclosed with this letter.

5. The representative of a local consulting firm (DHI India Pvt. Ltd., New Delhi) will deliver the set of the reports to your office on behalf of the CPM Office. In order to ensure proper information dissemination of the final ESIA report, the District Collector Office is kindly requested to accept these reports and render all possible assistance to the consulting firm in smooth delivery of these reports.

6. The draft ESIA report which was provided by the CPM Office and disclosed at your office between Sept-Oct 2011 will be collected and replaced with the Final ESIA report. Therefore, it is also requested to provide the draft ESIA to the representative of DHI accordingly.

Considering the very high priority assigned to this project by the Government of India and an urgent need to complete the study in time, all necessary cooperation may kindly be provided to the public, if requested for viewing this report in your office.

Suitable action in this regard may kindly be taken.

Yours sincerely,

.....Signed by (DFCCIL)

Enclosed:

1. Main Final ESIA Report (Volume I)
2. Appendix - Supporting Document (Volume II)
3. Final ESIA Summary in English and Marathi
4. Distribution List

[Letter to Station Master_English]

4. The summary of the final ESIA report in vernacular languages as well as in English version is also being distributed to Sarpanch Offices of all project affected villages falling along the finalized alignment. A full set of the final ESIA report (a main report and appendices) are also available in Chief Project Manager (CPM) offices of DFCCIL in respective states, in major junction stations all along the proposed DFC alignment, and all other DC offices of respective districts. The distribution list is also enclosed with this letter.

5. The representative of a local consulting firm (DHI India Pvt. Ltd., New Delhi) will deliver the set of reports to the Station Masters of major railway stations in Maharashtra on behalf of the CPM Office. These stations are – *Pune/ (Ho), Karjat (Ho), Vaitarna, Kelve Road, Palghar and Dadlani Road*. In order to ensure proper information dissemination of the final ESIA report, the Divisional Railway Manager Office is kindly requested to instruct Station Masters of these stations to accept these reports and render all possible assistance to the consulting firm in smooth delivery of these reports.

6. The draft ESIA report which was provided by the CPM Office and disclosed at same major stations between Sept-Oct 2011 will be collected and replaced with the Final ESIA report. Therefore, it is also requested to provide the draft ESIA to the representative of DHI accordingly.

Considering the very high priority assigned to this project by the Government of India and an urgent need to complete the study in time, all necessary cooperation may kindly be provided to the public, if requested for viewing this report in these major stations.

Suitable action in this regard may kindly be taken.

Yours sincerely,

.....Signed by (DFCCIL.)

- Enclosed:
1. Main Final ESIA Report (Volume I)
 2. Appendix – Supporting Document (Volume II)
 3. Final ESIA Summary in English and Marathi
 4. Distribution List

**FOR INFORMATION DISSEMINATION OF FINAL ESIA & SUMMARY REPORT
 THROUGH MAJOR RAILWAY STATIONS**

The Divisional Railway Manager,
 (Mumbai Division), Western Railway

Date:

Sub: Distribution of the Final Environmental and Social Impact Assessment Study (ESIA) Report and its Summary for Western Corridor of Dedicated Freight Corridor (DFC) Project (Phase 2) for JNPT - Vadodara and Rewari – Dadri Sections

Dear Sir,

The Ministry of Railways (MOR) through the Dedicated Freight Corridor Corporation of India Limited (DFCCIL), a Special Purpose Vehicle (SPV) is implementing Computerized Multi Modal High Axle Load Dedicated Freight Corridor Project between Delhi-Mumbai under the Western DFC Corridor and Ludhiana-Delhi-Kolkata under the Eastern DFC Corridor.

The Western DFC Corridor for a total length of 1,483 km has been divided into 2 phases, in which Phase 1 covers corridor between Vadodara and Rewari and Phase 2 includes Jawaharlal Nehru Port Trust (JNPT) Port in Mumbai to Vadodara and Rewari to Dadri as well as a single line from DFC mainline near Faridabad to Tuglakabad. The total length of the freight corridor of Phase 2 is approximately 365 km. The Western DFC is being funded by the Japan International Cooperation Agency (JICA) under Government of Japan Scheme.

In this connection, we would like to kindly inform the following:

1. MOR/DFCCIL has conducted ESIA study for the DFC Phase 2 Project under technical support by the JICA following 'JICA Guidelines for Environmental and Social Considerations'. As stipulated by the guidelines, the findings of this ESIA study are disseminated to the project affected persons and other stakeholders so that preventive measures can be taken for the successful completion of the project.

The overall objective of information dissemination is – "To disseminate information on DFC Project in terms of the environmental and social impacts induced by DFC Project as well as the general plan on mitigation measures, management, monitoring of the environment of the study area."

2. All pertinent comments and opinions collected from the public on environmental and social issues on the DFC Project at the draft ESIA report stage during Sept-Oct 2011 are incorporated in this final ESIA report.

3. The distribution of the final ESIA report and its summary in all project affected areas has started from February 2012. These documents will serve as a reference in future for this project and needs to be placed for public viewing at major railway stations in Maharashtra.

[Letter to Sarpanch _ English]

3. The distribution of the final ESIA report and its summary in all project affected areas has started from February 2012. These documents will serve as a reference in future for this project and needs to be placed for public viewing at your office.
4. The summary of the final ESIA report in vernacular languages as well as in English version is also being distributed to Sarpanch Offices of all project affected villages falling along the finalized alignment. A full set of the final ESIA report (a main report and appendices) are also available in Chief Project Manager (CPM) offices of DFCCIL in respective states, in major junction stations along the proposed DFC alignment, and all other DC offices of respective districts. The distribution list is also enclosed with this letter.
5. The representative of a local consulting firm (DHI India Pvt. Ltd., New Delhi) will deliver the set of ESIA summary in English and Marathi languages to your office on behalf of the CPM Office. In order to ensure proper information dissemination of the final ESIA report, the Village Sarpanch Office is kindly requested to accept these summaries and render all possible assistance to the consulting firm in smooth delivery of them.
6. The draft ESIA summary which was provided by the CPM Office and disposed at your office between Sept-Oct 2011 will be collected and replaced with the Final ESIA summary. Therefore, it is also requested to provide all copies of draft ESIA summary to the representative of DHI accordingly.

Considering the very high priority assigned to this project by the Government of India and an urgent need to complete the study in time, all necessary cooperation may kindly be provided to the public, if requested for viewing these ESIA summaries in your office.

Suitable action in this regard may kindly be taken.

Yours sincerely,

Enclosed: 1. Final ESIA Summary in English and Marathi
 2. Distribution List

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**FOR INFORMATION DISSEMINATION OF FINAL ESIA SUMMARY REPORT
 THROUGH VILLAGE SARPANCH OFFICE**

The Village Sarpanch Office,
 Village - _____
 Taluka - _____
 District - _____
 Maharashtra

Date: _____
 Sub: Distribution of the Final Environmental and Social Impact Assessment (ESIA) Summary for Western Corridor of Dedicated Freight Corridor (DFC) Project (Phase 2) for JNFT - Vadodara and Rewari - Dadri Sections

Dear Sir / Madam,
 The Ministry of Railways (MOR) through the Dedicated Freight Corridor Corporation of India Limited (DFCCIL), a Special Purpose Vehicle (SPV) is implementing Computerized Multi Modal High Axle Load Dedicated Freight Corridor Project between Delhi-Mumbai under the Western DFC Corridor and Ludhiana-Delhi-Kolkata under the Eastern DFC Corridor.
 The Western DFC Corridor for a total length of 1,483 km has been divided into 2 phases, in which Phase 1 covers corridor between Vadodara and Rewari and Phase 2 includes Jawaharal Nehru Port Trust (JNPT) Port in Mumbai to Vadodara and Rewari to Dadri as well as a single line from DFC mainline near Tuglakabad. The total length of the freight corridor of Phase 2 is approximately 565 km. The Western DFC is being funded by the Japan International Cooperation Agency (JICA) under Government of Japan Scheme.

In this connection, we would like to kindly inform the following:

1. MOR/DFCCIL has conducted ESIA study for the DFC Phase 2 Project under technical support by the JICA following 'JICA Guidelines for Environmental and Social Considerations'. As stipulated by the guidelines, the findings of this ESIA study are disseminated to the project affected persons and other stakeholders so that preventive measures can be taken for the successful completion of the project.
 The overall objective of information dissemination is - 'To disseminate information on DFC Project in terms of the environmental and social impacts induced by DFC Project as well as the general plan on mitigation measures, management, monitoring of the environment of the study area.'
2. All pertinent comments and opinions collected from the public on environmental and social issues on the DFC Project at the draft ESIA report stage during Sept-Oct 2011 are incorporated in this final ESIA report.

1 / 2

[Letter to Sarpanch _ Hindi]

इस सूचना वितरण का उद्देश्य है: DFC परियोजना के पर्यावरण और सामाजिक प्रभाव, सम्बंधित निवारण उपाय, प्रबंधन, और मोनिटरिंग योजना की सूचना का वितरण।

2. सभी आवश्यक तथ्य और उपाय जो कि ड्राफ्ट ESIA प्रक्रिया के दौरान सितम्बर- अक्टूबर 2011 में प्राप्त किये गए थे, उनको इस फाइनल रिपोर्ट में शामिल किया गया है।

3. फाइनल ESIA रिपोर्ट और सारंश वितरण की प्रक्रिया, सभी परियोजना प्रभावित क्षेत्रों में फरवरी 2012 में शुरू की जा रही है। यह रिपोर्ट परियोजना सम्बंधित सूचना के तौर पर जन साधारण द्वारा आपके कार्यालय पर देखी जा सकती है।

4. इसके अलावा, फाइनल ESIA के पूर्ण अंक (मुख्य रिपोर्ट और संलग्नक) को DFCCIL के मुख्य परियोजना प्रबंधक कार्यालयों, मुख्य रेल जंक्शन स्टेशन, तथा प्रस्तावित DFC मार्ग में आने वाले सभी जिलों के जिलाधिकारी कार्यालय में उपलब्ध कराया गया है। विस्तृत वितरण तालिका इस पत्र के साथ दी जा रही है।

5. परामर्शी एवं शोध संस्था, DHI (India) Water & Environment Pvt Ltd., के प्रतिनिधि द्वारा फाइनल ESIA के सारंश को स्थानीय और अंग्रेजी भाषा में मुख्य परियोजना प्रबंधक, DFCCIL के दायित्व निर्वह हेतु प्रदान कर दिया जाएगा। फाइनल ESIA रिपोर्ट के सफल वितरण हेतु ग्राम सरपंच कार्यालयों में निवेदन किया जाता है कि वे इन सारंश पत्रिकाओं को स्वीकार करें, और प्रभावित व्यक्तियों को जानकारी के लिए प्रदान करें, जिससे इस सूचना वितरण के मूल उद्देश्य को प्राप्त किया जा सके।

6. ड्राफ्ट ESIA सारंश, जो कि आपके कार्यालय को सितम्बर- अक्टूबर 2011 में उपलब्ध कराया गया था, उसको वापस लेकर फाइनल ESIA सारंश से बदल दिया जाएगा। अतः यह भी निवेदन है कि, ड्राफ्ट ESIA सारंश की पत्रिकाओं को DHI प्रतिनिधि को वापस लौटा दिया जाए।

भारत सरकार द्वारा इस परियोजना के महत्व को देखते हुए, अध्ययन को समय पर पूरा कर, आवश्यक कार्य ESIA सारंश के जन साधारण के अवलोकन हेतु अपने कार्यालय के सहयोग को प्रदान करें।

इस कार्य के सम्पादन के लिए आवश्यक कार्यवाही अपेक्षित है।

मुख्य परियोजना प्रबंधक, DFCCIL

संलग्नक:

1. फाइनल ESIA सारंश, अंग्रेजी और हिंदी भाषा में
2. वितरण तालिका

ग्राम सरपंच कार्यालय के द्वारा पर्यावरण और सामाजिक प्रभाव अध्ययन (ESIA) फाइनल रिपोर्ट के सारंश का सूचना वितरण

दिनांक फरवरी 2012

ग्राम:
 तालुका:
 जिला:
 राज्य:

विषय: फाइनल पर्यावरण और सामाजिक प्रभाव अध्ययन (ESIA) रिपोर्ट के सारंश पत्रिका का वितरण: डिकेडेड फ्रेट कोरिडोर परियोजना (चरण-2), पश्चिमी गलियारा, जवाहर लाल नेहरू पोर्ट ट्रस्ट से वडोदरा और रेवाड़ी से दादरी सेक्शन के मध्य सरपंच महोदय महोदय,

रेल मंत्रालय, डिकेडेड फ्रेट कोरिडोर कोपरेशन ऑफ इंडिया लिमिटेड (DFCCIL) द्वारा एक विशेष उद्देशीय, कम्प्यूटीकृत मल्टी मोडल होई एक्सल लोड, डिकेडेड फ्रेट कोरिडोर परियोजना, दिल्ली से मुंबई के मध्य पश्चिमी गलियारा और लुधियाना -दिल्ली- कोल्कता के मध्य पूर्वी गलियारा विकसित करेगा।

पश्चिमी गलियारा, जिसकी कुल लम्बाई 1,483 कि.मी. है, दो चरणों में विभाजित है, प्रथम चरण वडोदरा से रेवाड़ी के मध्य है, और द्वितीय चरण मुंबई के जवाहर लाल नेहरू पोर्ट ट्रस्ट से वडोदरा, और रेवाड़ी से दादरी के मध्य है। इसके अलावा, एक सिंगल DFC लाइन फरीदाबाद से तुंगलकाबाद के मध्य है। डिकेडेड फ्रेट कोरिडोर की द्वितीय चरण की कुल लम्बाई 565 कि.मी. है। पश्चिमी गलियारा के विकास हेतु वित्तीय सहायता, जापान अंतर्राष्ट्रीय सहयोग अभिकरण (Japan International Cooperation Agency -JICA), जापान सरकार की योजना के अंतर्गत दी जा रही है।

इस विषय में निम्नलिखित सूचना अवगत कराना है कि :

1. रेल मंत्रालय/ DFCCIL ने पर्यावरण और सामाजिक प्रभाव अध्ययन DFC चरण-2 को JICA के तकनीकी सहायता और JICA गाईड लाइन्स फॉर इन्वायरमेंटल एंड सोशल कन्सीडरेशन (JICA Guidelines for environmental and Social Considerations) के अंतर्गत पूर्ण कराया है। गाईड लाइन्स के अनुसार ESIA अध्ययन से प्राप्त निष्कर्ष को परियोजना प्रभावित व्यक्तियों और अन्य सम्बंधित विभागों को बताया जाना चाहिए, जिससे परियोजना के सफल कार्यान्वयन के लिए सुरक्षात्मक/ निवारण उपाय किये जा सकें।

[Letter to Sarpanch _ Gujarati]

૨. ESIA ની પ્રક્રિયા દરમિયાન સપ્ટેમ્બર-ઓક્ટોબર-૨૦૧૧માં જે જરૂરી મુદ્દાઓ અને ઉપાય મળેલા હતા તે આ અંતિમ રિપોર્ટ માં ગ્રામિક કરવામાં આવેલ છે.
૩. અંતિમ ESIA રૂપરેખા અને સારાંશ વિતરણની પ્રક્રિયા છેક પરિયોજના પ્રવાહિત વિસ્તારમાં કેશુઆરી ૨૦૧૨માં થયે કરવામાં આવનાર છે, આ રૂપરેખા પરિયોજના ના સંબંધિત સૂચનાના આધારે અસરગ્રસ્ત વ્યક્તિઓને તમારા કાર્યાલય ઉપરથી જોવા મળશે.
૪. આના સિવાય પૂર્ણ ESIA રિપોર્ટ (મુખ્ય રિપોર્ટ તેમજ સંબંધિત)ને DFCCIL ના મુખ્ય કાર્યાલય તેમજ મુખ્ય પરિયોજના પ્રબંધક (CPM) કાર્યાલય, મુખ્ય સ્ટેશન તથા DFC માર્ગમાં આવતા છેકે જાહેરાતના જાહેરાત અધિકારી કાર્યાલયમાં ઉપલબ્ધ કરવામાં આવેલ છે. વિસ્તૃત વિતરણ પત્રિકા આ પત્ર સાથે સોંપેલ છે. સ્થાનિક સહાયક સંસ્થા (D.H.I. India Pvt. Ltd, New Delhi) ના પ્રતિનિધી DFCC પરિયોજના પ્રબંધક (CPM) કાર્યાલય વતી ડ્રાફ્ટ ESIA ના સારાંશ અંગ્રેજી અને ગુજરાતી ભાષામાં આપના કાર્યાલયમાં મોકલશે. આના અનુસંધાનમાં ડ્રાફ્ટ ESIA ને પૂરી રીતે જાહેર કરવા માટે તમામ ગ્રામ સંચાલક કાર્યાલયને અનુરોધ છે કે ડ્રાફ્ટ ESIA ના અહેવાલ સિકરરી તેને જાહેરમાં મુકવા યોગ્ય પ્રણાલિ કહી સહકાર આપશો.
૬. સપ્ટેમ્બર-ઓક્ટોબર-૨૦૧૧ માં ડ્રાફ્ટ ESIA સારાંશ જે આપના કાર્યાલયમાં ઉપલબ્ધ કરવામાં આવેલ તેને પરત આપી અંતિમ ESIA સારાંશ જરૂરી આપવામાં આવશે. આથી એ પણ વિનંતી કે ડ્રાફ્ટ ESIA સારાંશ ડી પત્રિકાઓને DHI ના પ્રતિનિધિને પરત કરવામાં આવે.

ભલેત સરકાર દ્વારા આ પરિયોજના નું મહત્વ જોતા અને ગ્રામ્ય મહાધર્મમાં ગ્રામ્યાસ પૂર્ણ કરી તકિરનું આવશ્યક કાર્ય ESIA સારાંશ ને સ્વીકારી જાહેરના મુકવાની વ્યવસ્થા કરી સલાહકાર સંસ્થાને જરૂરી સહાય આપશે. આ સંદર્ભમાં યોગ્ય પગલા લેવા વિનંતી.

ગ્રામ પંચાયત કાર્યાલય દ્વારા પર્યાવરણ અને સામાજિક પ્રભાવ અભ્યાસ (ESIA) અંતિમ રૂપરેખાના અહેવાલનું વિતરણ

તા. કેશુઆરી ૨૦૧૨

ગ્રામ પંચાયત કાર્યાલય,
 ગામ :-
 તાલુકો :-
 જિલ્લો :-
 રાજ્ય :- ગુજરાત

વિષય : પર્યાવરણ અને સામાજિક પ્રભાવ અભ્યાસ (ESIA) ના અંતિમ રૂપરેખાના અહેવાલની પુસ્તકાલય વિતરણ ડેડલાઇન ફેટ ગેરોહટ પરિયોજના (ફેઝ-૨), પશ્ચિમ માર્ગ, જવાહરલાલ નહેરુ પોર્ટ ટ્રસ્ટ થી વડોદરા અને રેવાડી થી દાદરા વિભાગ વચ્ચે.

સંદર્ભ ક્રી / શીમ્લિ,
 રેલ્વે મંત્રાલય, ડેડલાઇન ફેટ ગેરોહટ કોર્પોરેશન ઓફ ઈન્ડિયા લિમિટેડ (DFCCIL) દ્વારા એક વિશેષ ઉદ્દેશ્યથી કોમ્પ્યુટર આધારિત મઠી મોડલ હાઇ એક્સેલ લોડ, ડેડલાઇન ફેટ ગેરોહટ પરિયોજના દિલ્હી થી સુંબહ વચ્ચે પશ્ચિમ માર્ગ અને લુધિયાણા - દિલ્હી - કલકત્તાની વચ્ચે પૂર્વ માર્ગ વિકસાવવામાં આવનાર છે.
 પશ્ચિમ માર્ગ જેની કુલ લંબાઈ ૧૪૮૩ કી.મી. છે, જે બે સ્ટાપમાં વિભાજન પામેલ છે. પ્રથમ સ્ટાપ વડોદરાથી રેવાડીની વચ્ચે જ્યારે બીજું સ્ટાપ મુંબઈના જવાહરલાલ નહેરુ પોર્ટ ટ્રસ્ટ (JMPT) થી વડોદરા અને રેવાડી થી દાદરા ની વચ્ચે છે. આના સિવાય એક સિંગલ DFC લાઇન ફરીદાબાદ થી તુલકાબાદ ની વચ્ચે છે. ડેડલાઇન ફેટ ગેરોહટની બીજા સ્ટાપની કુલ લંબાઈ ૫૬૫ કી.મી. છે. પશ્ચિમ માર્ગના વિકસના હેતુ માટે નાણાકીય સહાયતા જપાન ઇન્ટરનેશનલ કોર્પોરેશન ઓફ જાપાન (JICA) જપાન સરકારની યોજના અંતર્ગત આપવામાં આવી રહી છે.

આ વિષયમાં ડેટલાઇન મુદ્દાઓ ઉપર ધ્યાન દોરવામાં આવે છે.

૧. રેલ્વે મંત્રાલય / DFCCIL ને પર્યાવરણ અને સામાજિક પ્રભાવ અભ્યાસ DFC સરકાર નો JICA ના ટેકનીકલ સહાયતા અને JICA ના માર્ગદર્શન હેઠળ પર્યાવરણ અને સામાજિક પ્રભાવ નું અનુબંધિત પૂર્ણ રેલ્વે છે. માર્ગદર્શન હેઠળ ESIA અભ્યાસ થી મળેલ નિષ્કર્ષ ને પરિયોજના અસરગ્રસ્ત વ્યક્તિઓ અને ગ્રામ્ય સંબંધિત વિભાગને જાણ થવી જોઈશે. જેનાથી પરિયોજના ને સફળ બનાવવા માટે સુરક્ષીત ઉપાય કરી શકાય અને આ સૂચના વિતરણનો ઉદ્દેશ્ય છે.
- DFC પરિયોજના ના પર્યાવરણ અને સામાજિક પ્રભાવ સંબંધિત નિવારણ ઉપાય, પ્રબંધન અને મોનિટરીંગ યોજના ની સુચના નું વિતરણ.

添付資料 II.4.7 ファイナル ESIA 報告書の配布状況

(1) ファイナル ESIA メイン・レポートの配布状況

The final status of delivery of Final ESIA Report (Main and Appendix) in 4 CPM Offices, District Collectorate offices and main stations in 2012 is shown in the table below:

ESIA Report	CPM Office	Delivery date	Major Sta.	Delivery date	District Office	Delivery date
Final ESIA report -Main report -Appendix -Summary	CPM-Mumbai	25-Feb	1) Panvel(Jn)	29-Feb	1) Raigarh	03-Mar
			2) Kalyan(Jn)	27-Feb	2) Thane	02-Mar
			3) Vaitarna	26-Feb	Others:	
			4) Kelve Road	29-Feb	JNPT	01-Mar
			5) Palghar	26-Feb	CIDCO	01-Mar
			6) Dahanu Road	26-Feb	CA,Raigad	03-Mar
			7) Sanjan	27-Feb	CA, Thane	06-Mar
	CPM-Surat	25-Feb	8) Vapi	02-Mar	3) Valsad	24-Feb
			9) Valsad	26-Feb	4) Navsari	25-Feb
			10) Bil,mora(Jn)	25-Feb		
			11) Navsari	25-Feb		
	CPM-Vadodara	22-Feb	12) Sachin	02-Mar		
			13) Kosamba(Jn)	24-Feb	5) Surat	24-Feb
			14) Bharudh(Jn)	24-Feb	6) Bharuch	24-Feb
AGM-Rewari-Dadri	22-Feb			7) Vadodara	22-Feb	
		15) Rewari(Jn)	02-Mar	8) Rewari	01-Mar	
		16) Faridabad	01-Mar	9) Mewat	01-Mar	
		17) Dadri	01-Mar	10) Gurgaon	01-Mar	
				11) Palwal	24-Feb	
				12) Faridabad	24-Feb	
				13) Alwar	02-Mar	
		14) Gautam Budha Nagar	01-Mar			

出典：JICA 調査団

(2) ファイナル ESIA 概要版の配布状況

The final status of delivery of Summary of Final ESIA Report to Sarpanches of project affected villages in 2012 is as shown in the tables below:

1) Maharashtra

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
1	Raigad	Mumbai-Uran	1	Jaskhar	03-Mar
2			2	Sonari	03-Mar
3			3	Karal	03-Mar
4			4	Pagote	04-Mar
5			5	Sawarkhar	04-Mar
6			6	Shemtekhar	03-Mar
7			7	Jasai	03-Mar
8			8	Chirle	03-Mar
9			9	Paundkhar	03-Mar
10			10	Khatkhar	04-Mar
11			11	Bandkhar	03-Mar
12		Panvel	1	Vahal	03-Mar
13			2	Pandeghar	02-Mar
14			3	Bambavi	02-Mar
15			4	Kunde Vahal	02-Mar
16			5	Ovale	02-Mar
17			6	Dapoli	02-Mar
18			7	Pargaon Inam	02-Mar
19			8	Kopar	02-Mar
20			9	Vadghar	02-Mar
21			10	Karanjade	29-Feb

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date	
22			11	Kalundre	29-Feb	
23			12	Vichumbe	02-Mar	
24			13	Panvel	02-Mar	
25			14	Asudgaon	01-Mar	
26			15	Tembhode	01-Mar	
27			16	Valavali	01-Mar	
28			17	Ambetkhar	01-Mar	
29			18	Rodpali	01-Mar	
30			19	Navadhe	01-Mar	
31			20	Pendhar	01-Mar	
32			21	Taloja	01-Mar	
33			22	Pisarve	05-Mar	
34			23	Rohinjan	01-Mar	
35			24	Dhansar	01-Mar	
36			25	Vaklan*	01-Mar	
37			26	Nighu*	01-Mar	
38			27	Usroli	29-Feb	
39			28	Kolkhe	29-Feb	
40			29	Kone	29-Feb	
41			30	Chikhale	03-Mar	
Total : District			41		41	
42	Thane	Thane	1	Narivali	01-Mar	
43			2	Wadavali	01-Mar	
44			Kalyan	1	Ghesar	01-Mar
45				2	Nilaje	01-Mar
46				3	Katai	28-Feb
47				4	Usarghar	26-Feb
48				5	Betavade	26-Feb
49				6	Bhopar	28-Feb
50				7	Nandivali	28-Feb
51				8	Aayre	04-Mar
52				9	Kopar	04-Mar
53				10	Juni-Dombivli	05-Mar
54			11	Thakurli	05-Mar	
55		12	Navagaon	05-Mar		
56		13	Gaodevi	05-Mar		
57		Bhiwandi	1	Pimpalner	27-Feb	
58			2	Pimplas	27-Feb	
59			3	Ovali	27-Feb	
60			4	Kamatghar	27-Feb	
61			5	Rahanal	27-Feb	
62			6	Kalwar	27-Feb	
63			7	Wadghar	27-Feb	
64			8	Dunge	28-Feb	
65			9	Vadunavghar	28-Feb	
66			10	Kharbao	28-Feb	
67		11	Malodhi	28-Feb		
68		12	Payegaon	28-Feb		
69		13	Paye	28-Feb		
70		Vasai	1	Nagle	28-Feb	
71			2	Shilottar	28-Feb	
72			3	Sasunavghar	28-Feb	
73			4	Sarjamori	28-Feb	
74			5	Mori	28-Feb	
75			6	Kaman	28Feb	
76			7	Bapane	28-Feb	
77			8	Juchandra	28-Feb	
78			9	Chandrapada	05-Mar	
79			10	Tivri	05-Mar	
80			11	Rajavalli	05-Mar	

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date	
81			12	Gokhivare	05-Mar	
82			13	Bilalpada	05-Mar	
83			14	Dhaniv	05-Mar	
84			15	Bhatpadi	05-Mar	
85			16	Chandansar	05-Mar	
86			17	Shirgaon	05-Mar	
87			18	Dahisar	05-Mar	
88			19	Kasrali	26-Feb	
89			Palghar	1	Wadi Saravali	26-Feb
90				2	Kandanvan	26-Feb
91				3	Karvale	26-Feb
92				4	Sartodi	26-Feb
93				5	Saphale	26-Feb
94				6	Umbarpada Nandade	26-Feb
95				7	Kardal (Old Makan Kapase)	26-Feb
96				8	Kapase	26-Feb
97				9	Makunsar	26-Feb
98				10	Rothe	26-Feb
99				11	Kelve Road	26-Feb
100		12		Kasbe Mahim	24-Feb	
101		13		Navli	24-Feb	
102		14		Palghar	24-Feb	
103		15		Gothanpur	24-Feb	
104		16		Kolgaon	29-Feb	
105		17		Umroli	29-Feb	
106		18		Birwadi	29-Feb	
107		19		Panchali	29-Feb	
108		20		Kambalgaon	04-Mar	
109		21		Khairapada (Old Saravali)	04-Mar	
110		22		Dandipada	04-Mar	
111		23		Boisar	04-Mar	
112		24		Katkar	04-Mar	
113		25		Rani Shingaon	04-Mar	
114		26		Navale	04-Mar	
115		Dahanu		1	Kolavali	04-Mar
116			2	Vangaon	04-Mar	
117	3		Kapshi	04-Mar		
118	4		Asangaon	04-Mar		
119	5		Dehane	05-Mar		
120	6		Pale	05-Mar		
121	7		Aagwan	25-Feb		
122	8		Saravali	25-Feb		
123	9		Patilpada	25-Feb		
124	10		Manfod	25-Feb		
125	11		Junnarpada	25-Feb		
126	12		Nandore	25-Feb		
127	13		Dahanu	25-Feb		
128	14		Kasara	25-Feb		
129	15		Waki	25-Feb		
130	16		Ambewadi	28-Feb		
131	17		Chikhale	28-Feb		
132	18		Gholwad	28-Feb		
133	19		Bordee	28-Feb		
134	Talasari	1	Brahmanpada	28-Feb		
135		2	Borigaon	28-Feb		
136		3	Vevaji	28-Feb		
Total : District			95		95	
Total : State			136		136	

2) Gujarat

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date	
137	Valsad	Umargaon	1	Govada	29-Feb	
138			2	Dahad	29-Feb	
139			3	Solsumba	29-Feb	
140			4	Humbran	27-Feb	
141			5	Sanjan	27-Feb	
142			6	Gumse Kankaria	27-Feb	
143			7	Tumb	27-Feb	
144			8	Malav	27-Feb	
145			9	Deheli	29-Feb	
146			10	Vankash	29-Feb	
147			11	Bhilad	26-Feb	
148			12	Karamveli	26-Feb	
149			13	Valvada	26-Feb	
150		Pardi		1	Vapi / Vapi-2	27-Feb
151				2	Orvad	27-Feb
152				3	Rentlav	27-Feb
153				4	Motiwada	27-Feb
154				5	Umersadi	27-Feb
155		Valsad		1	Haria	26-Feb
156				2	Atul	26-Feb
157				3	Dived	26-Feb
158				4	Maghod	26-Feb
159				5	Pari Parnera	26-Feb
160				6	Vasiyer	26-Feb
161				7	Abrama	26-Feb
162				8	Mograwadi	26-Feb
163				9	Pardi Sadpur	26-Feb
164				10	Vejalpur	26-Feb
165				11	Lilapur	26-Feb
166				12	Sarodhi	26-Feb
167				13	Chikhala	26-Feb
168				14	Sankar talav	27-Feb
169				15	Dungri	25-Feb
170	16			Rolla	26-Feb	
171	17			Jespore	26-Feb	
172	18			Olgaon	26-Feb	
173	19			Jora Vasan	26-Feb	
Total : District			37		37	
174	Navsari	Gandevi	1	Desra	24-Feb	
175			2	Billimora	24-Feb	
176			3	Bhatha	24-Feb	
177			4	Devdha	24-Feb	
178			5	Sarikhurad	24-Feb	
179			6	Saribujrang	24-Feb	
180			7	Amalsad	24-Feb	
181			8	Ancheli	26-Feb	
182			9	Mohanpur	26-Feb	
183			10	Khaparwada	26-Feb	
184		Jalalpore		1	Vedchha	26-Feb
185				2	Mandir	26-Feb
186				3	Hansapore	26-Feb
187		Navsari (Rural)		1	Vejalpore	26-Feb
188				2	Veravan	26-Feb
189		Jalalpore		1	Tavdi	26-Feb
190				2	Sagra	26-Feb
191				3	Chhinam	26-Feb
192				4	Kadoli	26-Feb
193				5	Mahuwar	26-Feb
194				6	Ponsra	26-Feb

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
195			7	Maroli	26-Feb
Total : District			22		22
196	Surat	Choryasi	1	Kansad	25-Feb
197			2	Sachin	25-Feb
198		Surat City	1	Unn	27-Feb
199			2	Bhestan	27-Feb
200			3	Bhedwad	25-Feb
201		Choryasi	1	Dindoli	24-Feb
202			2	Godadra	24-Feb
203			3	Devach	25-Feb
204			4	Dakhanwada	25-Feb
205		Palsana	1	Sedhav	24-Feb
206			2	Niyol	24-Feb
207		Kamrej	1	Vedchha	24-Feb
208			2	Chhedchha	24-Feb
209			3	Kosmada	24-Feb
210			4	Khadsad	24-Feb
211			5	Pasodra	24-Feb
212			6	Laskana	24-Feb
213			7	Valak	24-Feb
214		8	Bhada	24-Feb	
215		Choryasi	1	Bharthana Kosad	26-Feb
216		Surat City	1	Variyav	25-Feb
217			2	Kosad	25-Feb
218		Kamrej	1	Abrama	24-Feb
219	2		Shekhpur	25-Feb	
220	3		Kathodara	25-Feb	
221	Olpad	1	Gothan	02-Mar	
222		2	Umara	24-Feb	
223		3	Sayan	24-Feb	
224		4	Kareli	24-Feb	
225		5	Kudsad	24-Feb	
226		6	Kim	24-Feb	
227	Mangrol	1	Siyalaj	24-Feb	
228		2	Kunwarda	24-Feb	
229		3	Kosamba	24-Feb	
230		4	Hathuran	24-Feb	
Total : District			35		35
231	Bharuch	Amod	1	Ochhan	23-Feb
232			2	Telod	23-Feb
233			3	Ikhar	23-Feb
234			4	Dhora	23-Feb
235			5	Wantarsa	23-Feb
236			6	Tankariya	23-Feb
237			7	Pardriya	23-Feb
238		Bharuch	1	Parkhet	23-Feb
239			2	Pipaliya	23-Feb
240			3	Pariyej	23-Feb
241			4	Tralsa	23-Feb
242			5	Tralsi	23-Feb
243			6	Derol	23-Feb
244			7	Mahudhala	23-Feb
245			8	Tham	23-Feb
246			9	Kanthariya	23-Feb
247			10	Manubar	23-Feb
248			11	Dahegam	23-Feb
249			12	Kukarwada	23-Feb
250		Ankleshwar	1	Sarfudin	23-Feb
251	2		Deeva	23-Feb	
252	3		Ankleswar	23-Feb	

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
253			4	Piraman	23-Feb
254			5	Umarwada	23-Feb
255			6	Bhatkodra	23-Feb
256			7	Kapodra	23-Feb
257			8	Sakkarpor	23-Feb
258			9	Sanjali	23-Feb
259			10	Panoli	23-Feb
Total : District			29		29
260	Vadodara	Karjan	1	Mesrad	04-Mar
261			2	Mangrol	22-Feb
262			3	Kambola	22-Feb
263			4	Bodka	22-Feb
264			5	Handod	22-Feb
265			6	Khanda	22-Feb
266			7	Kurai	22-Feb
267			8	Pingalwada	22-Feb
268		Vadodara	1	Unitya Medad	22-Feb
269			2	Gosindra	22-Feb
Total : District			10		10
Total : State			133		133

3) Rajasthan

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
270	Alwar	Tijara	1	Rabarka	27-Feb
271			2	Salarpur	27-Feb
272			3	Shahpur	27-Feb
273			4	Kalaka	27-Feb
274			5	Tatarpur	27-Feb
275			6	Thara	27-Feb
276			7	Khajooriwas	27-Feb
277			8	Jiwana	27-Feb
278			9	Banban	27-Feb
279			10	Kehrani	27-Feb
280			11	Mundana Meo	27-Feb
281			12	Amlaki	27-Feb
282			13	Shahdod	27-Feb
Total : District			13		13
Total : State			13		13

4) Haryana

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
283	Rewari	Rewari	1	Daliaki	28-Feb
284			2	Jatuwas	28-Feb
285			3	Bhadawas	28-Feb
286			4	Bithwana	28-Feb
287			5	Bhiwari	28-Feb
288			6	Kamalpur	28-Feb
289			7	Devlawas	28-Feb
290			8	Dhamlaka	28-Feb
291			9	Dawana	28-Feb
292			10	Lalpur	28-Feb
293			11	Kasola	28-Feb
294			12	Lodhana	28-Feb
295			13	Pithanwas	28-Feb
296			14	Mukandpur Basi	28-Feb
297			15	Asiaki Tappa Jarthal	28-Feb
298			16	Jarthal	28-Feb

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date		
299			17	Nandrampur bas	28-Feb		
Total : District			17		17		
300	Mewat	Taoru	1	Sewaka	28-Feb		
301			2	Raniyaki	29-Feb		
302			3	Gunawat	29-Feb		
303			4	Dhidara	29-Feb		
304			5	Bharangpur	29-Feb		
305			6	Taoru	29-Feb		
306			7	Gaurka	29-Feb		
307			8	Buraka	29-Feb		
308			9	Rahedi	29-Feb		
309			10	Malaka	29-Feb		
310			11	Dalaka	29-Feb		
311			12	Dhulawat	29-Feb		
312			13	Sashol Patuka	29-Feb		
313			14	Khor	29-Feb		
314			15	Marola	29-Feb		
315			16	Rojka	29-Feb		
316			17	Aata	29-Feb		
317			18	Rampur	29-Feb		
318			19	Uddaka	29-Feb		
Total : District			19		19		
319	Gurgaon	Sohna	1	Raipur	25-Feb		
320			2	Sohna	29-Feb		
321			3	Lakhuwas	25-Feb		
322			4	Sancholi	25-Feb		
323			5	Bhirawati	25-Feb		
324			6	Karanki	25-Feb		
325			7	Silani	25-Feb		
326			8	Khuntpuri	25-Feb		
327			9	Barkhera (Rati Ka Nawad)	25-Feb		
Total : District			9		9		
328	Palwal	Palwal	1	Parauli	24-Feb		
329			2	Dahlaka	24-Feb		
330			3	Kalwaka	24-Feb		
331			4	Chhapraula	24-Feb		
332			5	Pirthala	24-Feb		
333			6	Jataula	24-Feb		
334			7	Asawati	24-Feb		
335			8	Laadpur	24-Feb		
Total : District			8		8		
336	Faridabad	Ballabgarh	1	Pahaladpur	ND		
337			2	Fatehpur Billoch	ND		
338			3	Ladauli	24-Feb		
339			4	Bahbalpur	24-Feb		
340			5	Fafunda	24-Feb		
341			6	Dayalpur	24-Feb		
342			7	Machgar	24-Feb		
343			8	Bukharpur	24-Feb		
344			9	Nawada Tigaon	23-Feb		
345			Faridabad	Faridabad	1	Tigaon	23-Feb
346					2	Nimka	23-Feb
347					3	Saidpur	23-Feb
348					4	Faridpur	23-Feb
349		5			Kheri Kala	23-Feb	
350		6			Nachauli	23-Feb	
351		7			Bhopani	23-Feb	
352		8	Dhandhar	23-Feb			
353		9	Mahawatpur	23-Feb			

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
354			10	Laalpur	23-Feb
355			11	Riwazpur	23-Feb
356			12	Tikawali	23-Feb
357			13	Baadshahpur	23-Feb
358			14	Palwali	23-Feb
359			15	Wazipur	23-Feb
360			16	Mawai	23-Feb
361			17	Mewala Maharajpur	23-Feb
362			18	Sarai Khawaza	23-Feb
363			19	Pul pahladpur	23-Feb
Total : District			28		28
Total : State			81		81

5) Uttar Pradesh

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
364	Gautam Budha Nagar	Sadar	1	Dalelpur	22-Feb
365			2	Gulaoli	22-Feb
366			3	Jhatta	22-Feb
367			4	Badoli Bangar	22-Feb
368			5	Mubarakpur	22-Feb
369			6	Guijarpur	22-Feb
370			7	Namoli	22-Feb
371			8	Gulistanpur	22-Feb
372			9	Saquipur	22-Feb
373			10	Pali	22-Feb
374			11	Tilpata Karanbas	22-Feb
Total : District			11		11
Total : State			11		11

Note: ND – Not Delivered (as villagers refused to accept)

* Vaklan and Nighu villages are listed in Raigad District in this list, which is prepared based on the order of the villages along the alignment of the DFC Project, though it was found that Vaklan and Nighu belonged to Thane District in the Baseline Survey and Census conducted by the CPM Mumbai office as of March, 2012.

出典：JICA 調査団