


[Gujarati]



સમર્પિત 'માલવહન કોરિડોર' વિકાસ પ્રોજેક્ટ: બીજું ચરણ
'પર્યાવરણીય તથા સામાજિક પ્રભાવ આકલન' સંબંધી અભ્યાસ'

'લોકસંવાદ બેઠક'
જિલ્લી-વડોદરા
૧૫ નવેમ્બર, ૨૦૧૦



સંપૂર્ણ પ્રોજેક્ટનું સંક્ષિપ્તમાં વિવરણ

- પ્રોજેક્ટના પ્રસ્તુતકર્તા: રેલ્વે મંત્રાલય, ભારત સરકાર
- પ્રોજેક્ટનું અમલીકરણ કરનાર સંસ્થા: ડેડિકેટેડ ફ્રેટ કોરિડોર નિગમ લિમિટેડ (ડી.એફ.સી.સી.આઈ.એલ.)
- ડેડિકેટેડ ફ્રેટ કોરિડોર નિગમ લિમિટેડ (DFCCIL) ની સ્થાપના રેલ્વે મંત્રાલયના પ્રશાસન નિયંત્રણ હેઠળ એક ખાસ હેતુ માટેના નિગમ રૂપે કરવામાં આવી છે.
- એનો ઉદ્દેશ યોજના ઘડવી અને વિકાસ કરવો, નાણાકીય સંસાધનોનો સક્રિય ઉપયોગ કરવો તથા સમર્પિત માલવહન કોરિડોરનું સંચાલન તેમજ નિભાવ કરવાનો છે.






સંપૂર્ણ પ્રોજેક્ટનું સંક્ષિપ્તમાં વિવરણ

- સમર્પિત માલવહન કોરિડોર (ડી.એફ.સી.સી.)નો પ્રસ્તાવ વિશ્વ-સ્તરીય આધુનિક ટેકનોલોજીના અગ્રીકરણ હેતુ કરવામાં આવ્યો છે. મૂળભૂત ડિઝાઇન તથા રૂપરેખામાં નોંધપાત્ર સુધારા થકી વર્તમાન માલવહન ક્ષમતામાં અર્થસભર વૃદ્ધિ કરવાનું લક્ષ્ય છે.
- નોંધપાત્ર તેમજ ઉચ્ચ-સ્તરીય પ્રયોજનાયુક્ત એક સ્થાયી માર્ગનું નિર્માણ કરવામાં આવશે. જે અધિક ભાર સાથે ઝડપી આવનજાવન કરી શકે. આ સુધારા લાંબા અંતરની ભારે રેલ ગાડીઓને સમર્પિત માલવહન કોરિડોર પર દોડવાની સ્વતંત્રતા પૂરી પાડશે.
- પહેલા ચરણમાં ડી.એફ.સી.સી.આઈ.એલ. (DFCCIL) બે કોરિડોર - પશ્ચિમી ડી.એફ.સી.સી. તેમજ પૂર્વીય ડી.એફ.સી.સી.નું નિર્માણ કરશે, જેનું કુલ અંતર ૩૩૦૦કિ.મી. રહેશે. પશ્ચિમી કોરિડોરનું પહેલું તથા બીજું ચરણ દાદરી થી દિલ્લી, ફરિયાણા, રાજસ્થાન, ગુજરાત અને મહારાષ્ટ્ર રાજ્યોથી પસાર થતા મુંબઈ સુધીનું અંતર કાપશે.

પ્રોજેક્ટના લાંબાગાળાના ઉદ્દેશ

- જથ્થાબંધ માલના ઝડપી તથા સુરક્ષિત પરિવહન હેતુ મલ્ટિપલ(વિવિધ) ક્ષેત્ર ઓફ લોડ ફેટ કોરિડોર નો વિકાસ
- આનો હેતુ કુલ માલવહન લાઇન પર એક વર્ષમાં લગભગ ૩૮૦ લાખ ટન માલનું પરિવહન કરવાનો છે.
- આર્થિક વૃદ્ધિના વર્તમાન પ્રવાહને ચાલુ રાખવો તથા વેગ આપવો.
- રાજગારીની તકો ઊભી કરવી, વધુ નફો અને રાજ્ય ની આવક વધારવી, ક્રોડેબિક આવકમાં વૃદ્ધિ તથા સા માન્ય લોભના હિતનું ધ્યાન રાખવું.




બીજા ચરણમાં પશ્ચિમી કોરિડોરનો પ્રોજેક્ટ વિસ્તાર

વિસ્તાર
ગુજરાત- વડોદરા, ભરૂચ, સુરત, નવસારી
મહારાષ્ટ્ર- ધાણે, રાયગઢ
રાજસ્થાનમાં- અલવર
ફરિયાણા-ફરિદાબાદ, ગુડગાંવ, રેવાડી, પલવલ, મેવાત
દિલ્લી- તુગલકાબાદ
ઉત્તર પ્રદેશ- ગૌતમ બુદ્ધ નગર

પ્રસ્તાવિત સગવડો:
બે (૨) ટર્મિનલ સ્ટેશન, ત્રણ (૩) જકશન સ્ટેશન, દસ (૧૦) કોસિંગ સ્ટેશન, એકસો ચોર્યાસી (૧૮૪) મુખ્ય તથા મહત્વપૂર્ણ પુલ તેમજ એકવીસ (૨૧) આર.ઓ.બી.

પ્રોજેક્ટનું નિયોજિત સમયપત્રક:
ઈ.એસ.આઈ.એ. (પર્યાવરણીય તથા સામાજિક અસર આકલન) તેમજ પુનર્વસન અને પુનઃસ્થાપન યોજના સંબંધી અભ્યાસ: સપ્ટેમ્બર ૨૦૧૦ થી ફેબ્રુઆરી ૨૦૧૧

સિવિલ કાર્યનું નિર્માણ: જુલાઈ ૨૦૧૧ થી સપ્ટેમ્બર ૨૦૧૫

બીજા ચરણમાં પશ્ચિમી કોરિડોરની પંક્તિ



રેવાડી (ફરિયાણા) થી દાદરી(ઉત્તર પ્રદેશ) વચ્ચે ૧૫૯ કિ.મી. (આમાં પીરથલા થી તુગલકાબાદ વચ્ચે ૩૨ કિ.મી.ના વિસ્તારનો સમાવેશ થાય છે.)

જવાહરલાલ નેહરુ પોર્ટ (મહારાષ્ટ્ર)થી વડોદરા (ગુજરાત) વચ્ચે ૪૨૫ કિ.મી.





લોકસંવાદ બેઠકના હેતુઓ

આ લોકસંવાદ બેઠકોનું આયોજન પ્રોજેક્ટ નિયોજન ચરણ દરમિયાન અનુમાનિત પર્યાવરણીય તથા સામાજિક અસરો તેમજ તેમને ઓછી/અસરહીન કરવા, સામાન્ય લોકોના વિચારો તથા મતવ્યોના સમાવેશ હેતુ કરવામાં આવી રહ્યું છે.

મુખ્ય હેતુઓ :

- પ્રોજેક્ટની પંક્તિબદ્ધતા, સમયપત્રક તથા યોજના સંબંધી જાણકારીનું લોક-માનસમાં વિતરણ
- પ્રોજેક્ટ પર ભાગીદારીઓની ચિંતાઓને નિયોજન ચરણ દરમિયાન જ વ્યક્ત કરવાની તક પૂરી પાડવી
- લોકસંવાદ બેઠકો દરમિયાન પ્રાપ્ત થયેલ ભાગીદારોના મતવ્યોને પ્રોજેક્ટની નિયોજન પ્રક્રિયા સુધી પહોંચાડવા
- પ્રોજેક્ટની પર્યાવરણીય તથા સામાજિક અસર અને લાભ સંબંધિત જાણકારી પૂરી પાડવી

ઈ.સી.આઈ.એ. તથા અન્ય સંબંધિત પ્રવૃત્તિઓનો ઉદ્દેશ

- સામાજિક તથા પ્રાકૃતિક વાતાવરણ તેમજ પ્રોજેક્ટ દ્વારા સંભવિત અસરોની ઓળખ અને આકલન કરવા હેતુ પર્યાવરણીય તથા સામાજિક આધારભૂત જાણકારી એકત્ર કરવી.
- સંભવિત પર્યાવરણીય તથા સામાજિક અસરોથી પાર પડવા માટે આવશ્યક પગલાં લેવા હેતુ એક શમન (નિષ્ક્રિય/અસરગણ કરનારું) યોજના ઘડવી, જેમ કે "પર્યાવરણીય તથા સામાજિક પ્રબંધ તથા સંરક્ષણ યોજના (ઈ.એસ.એમ.એમ.પી.)"
- જમીન અધિકરણ, પુનર્વસન તથા પુનઃસ્થાપનનો અભ્યાસ સ્વતંત્રપણે "પુનર્વસન તથા પુનઃસ્થાપન યોજના (આર.આર.પી.)" માં કરવામાં આવશે.





સંભવિત મુખ્ય પર્યાવરણીય તથા સામાજિક લાભ


મુખ્ય સકારાત્મક અસરો	દિપ્પણી
આર્થિક પ્રગતિ	મુખ્ય આર્થિક અને ધંધાકીય કેન્દ્રો વચ્ચે ઉચ્ચત સંપર્ક-સાધન દ્વારા દેશના વિભિન્ન ભાગોના આર્થિક એકત્રીકરણને વધારવા
રોજગાર તકો	નિર્મોલ તથા સંચાલન દરમિયાન પ્રત્યક્ષ અતવા પરોક્ષ રૂપે રોજગારની તકો ઊભી કરવી તથા આજીવિકાના સાધનોમાં વૃદ્ધિ કરવી
વળતરરૂપી વૃક્ષરોપણ	વૃક્ષો કાપવાના વળતર પેટે દેશી પ્રજાતિના વૃક્ષોનું રોપણ
વિશ્વવ્યાપી તાપમાનમાં વૃદ્ધિ	સામૂહિક પરિવહન તથા વિદ્યુતીકરણ ને કારણે વિશ્વવ્યાપી વાતાવરણમાં સુધારાની શક્યતા
યોગ્ય જળનિકાલ	રેલ્વે કોરિડોર પંક્તિની સમાનાંતર વરસાદના પાણીના નિકાલની ઉપલબ્ધિ
પ્રદૂષણ દેખરેખ	પ્રોજેક્ટ અમલીકરણના ચરણ દરમિયાન સમયાંતરે પ્રદૂષણ સ્તરની દેખરેખ



સંભવિત મુખ્ય પર્યાવરણીય તથા સામાજિક પડકાર

મુખ્ય નકારાત્મક અસરો	દિપ્પણી
ધ્વનિ તથા કપન પ્રદૂષણ	બાંધકામ તેમજ સંચાલન દરમિયાન ભારે વાહનો તથા યંત્રોને કારણે
વનસ્પતિ તથા પ્રાણીઓ	બાંધકામ તેમજ સંચાલન દરમિયાન
વૃક્ષ કાપણી	બાંધકામ દરમિયાન
પાણી ભૂમિગત	બાંધકામ તેમજ સંચાલન દરમિયાન ભૂગર્ભી રસ્તાઓ દ્વારા પાણી વહી જવાના કારણે
જળાશયો	બાંધકામ દરમિયાન
વાયુ પ્રદૂષણ (ધૂળ)	બાંધકામ દરમિયાન
જમીનનું ધોવાણ	સાક થયેલી જમીન તથા ખોદેલા વિસ્તારોમાં
સામુદાયિક વિચ્છેદ	બાંધકામ તેમજ સંચાલન દરમિયાન આવનજાવન દરમિયાન ઊભી થવાની સંભાવના
સલામતી, સ્વચ્છતા અને ચોપા	બાંધકામ તેમજ સંચાલન દરમિયાન બાંધકામ દરમિયાન મજૂરોના શોભર અને ધસારાને કારણે
જમીન અધિકરણ	અપોક્ષિત આર.ઓ.ડબલ્યુ. (ROW) ને કારણે ખેતીલાયક જમીન, મકાન તથા કેટલાક માળખાંને નુકસાન


ઈ.એસ.આઈ.એ. સંબંધિત તમામ કાર્યક્રમોના નિર્મોલ અને સંચાલન દરમિયાન આ અસરોને નાબૂદ કરવા યોગ્ય પગલા લેવામાં આવશે.




ઈ.એસ.આઈ.એ. અભ્યાસ તથા અન્ય સંબંધિત પ્રવૃત્તિઓનું કાર્યક્ષેત્ર

મુખ્ય અભ્યાસ મુદ્દાઓ	દિપ્પણી
ધ્વનિ તથા કપન પ્રદૂષણ	પરસ્તાવિત કોરિડોર માર્ગ-પંક્તિને સમકક્ષ આકલન
વનસ્પતિ તથા પ્રાણીઓ	કોરિડોર માર્ગ-પંક્તિ તથા નોંધાયેલ જંગલોને સમકક્ષ જમીનનું આકલન
પાણી ભૂમિગત	અરાવલી પર્વતમાળાના ભૂગર્ભી માર્ગવાળા વિસ્તારનું પરીક્ષણ
જળાશયો	કોરિડોર પંક્તિમાંથી પસાર થતાં નદીઓનું જળ ગુણવત્તા વિશ્લેષણ
સામાજિક અસરો	"બેસિલાઇન સર્વે એન્ડ સેન્સસ ઓફ ધ રિસેટલમેન્ટ એન્ડ રિફોર્મીલિટ ડેશનપ્લાન (આર.આર.પી.) સ્ટડી" અંતર્ગત અભ્યાસ
લોકસંવાદ બેઠકો (પી.સી.એમ.)	અભ્યાસના શરૂઆતી તેમજ આખરી ચરણમાં જિલ્લા સ્તરે ઇ.એસ. આઈ.એ. સંબંધિત પી.સી.એમ.નું આયોજન કરવામાં આવશે. પી.સી.એમ.ના આગલા ચરણની યોજના જાન્યુઆરી અથવા ફેબ્રુઆરી ૨૦૧૨માં કરવામાં આવશે.


નોંધ: જમીન અધિકરણ, પુનર્વસન તેમજ પુનઃવસવાટ ના અભ્યાસ પૃથક રીતે આર.આર.પી. તથા પી.સી.એમ. અંતર્ગત કરવામાં આવશે



આભાર



[Marathi]



समर्पित मालवाहतुक जोडमार्गाचा विकास (टप्पा २)

पर्यावरणीय व सामाजिक परिणामाच्या मूल्यमापनाचा अभ्यास

लोकसवाद सभा
(पी.सी.एच.)

रेवाडी जिल्हा

दिनांक / महिना / वर्ष

प्रकल्पाची दीर्घकालीन उद्दिष्टे

- मोठ्या परिसरातील मालाची शीघ्र व सुरक्षित वाहतूक सुलभ करण्यासाठी मल्टिव्हेल हाय एक्सप्रेस मालवाहतूक जोडमार्गाच्या विकासाची कल्पना करण्यात आली आहे.
- आराखड्यानुसार वर्षाला सरासरी ३७.७ मिलियन टन माल वाहून नेण्याची या मार्गाची क्षमता आहे.
- अर्थव्यवस्था खट्टीचे सद्यकालीन काल चालू ठवण्यास व गतिवर्धक करण्यास मदत.
- रोजगाराच्या संधी निर्माण करणे, अत्याधिक महसूल मिळविणे व परगुती उत्पन्नामध्ये वाढ करणे आणि सार्वजनिक हित जोपासणे

प्रकल्प पुरवठ्या
रेल्वे मंत्रालय,
भारत सरकार

प्रकल्प अमलीकरण संस्था
भारतीय समर्पित मालवाहतूक जोडमार्ग महासंघळ वर्षादित
(डॉ.एफ.सी.सी.आय.एल.)

रेल्वे मंत्रालयाच्या प्रशासकाय नियंत्रणाअंतर्गत उभारलेल्या डॉ.एफ.सी.सी.आय.एल. ह्या विशेष हेतू वाहनामाफत समर्पित मालवाहतूक प्रकल्पाच्या नियोजनाचा व विकासाचा, आर्थिक साधनाच्या गतिशीलतेचा आणि बांधकामाचा, प्रतिपालनाचा व क्रियान्वयनाचा अंगीकार केला आहे.

पश्चिम भाग - टप्पा २ प्रकल्पाची व्याप्ती

प्रकल्प क्षेत्र :

- महाराष्ट्रमधील ठाणे व रायगड
- गुजरातमधील त्रलवाड, वडोदा, भाळुच, मूर, नवसारी
- राजस्थानमधील अजमेर
- हरियाणामधील फरीदाबाद, तुलना, रेवाडी, पलवल व पंजाब
- उत्तरप्रदेशमधील मोतसबुद्धनगर
- दिल्लीमधील तुगलकाबाद

प्रस्तावित सुविधा :

बोन (२) उर्मित स्टेशन, सीन (२) जवण स्टेशन, बला (१०) कार्मिंग स्टेशन, एकरजे चौऱ्याशी (१४४) प्रमुख व महत्त्वपूर्ण प्ल तसेच एकरजेस (२१) आर.ओ.बी.

नियोजित प्रकल्प वेळापत्रक :

ई.एस.आय.ए. आणि पुनर्वसाहत व पुनर्वसन नियोजन (आर.आर.पी) अभ्यासाचा कालावधी : सप्टेंबर २०१० - फेब्रुवारी २०११
सामाजिक सुधारणेसाठीचे बांधकाम : जुलै २०१२ - सप्टेंबर २०१५

प्रकल्पासंबंधित एकूण (२)

- जागतिक दर्जाचा व अत्याधुनिक तंत्रज्ञानाचा स्वीकार करण्यास समर्पित मालवाहतूक जोडमार्ग प्रकल्प विद्यमान आहे. मूलभूत आराखड्याय वैशिष्ट्याच्या नुतनीकरणद्वारा वरिष्ठ वरिष्ठमतेमध्ये महत्त्वपूर्ण बदल करण्याचे प्रयत्न आहेत. महत्त्वाच्या व उच्च दर्जाचा आराखड्याय वैशिष्ट्याच्या सहाय्याने कायमस्वरुपी मार्गाचे बांधकाम होणार आहे. त्यामुळे जाणवत असलेल्या मालाची वाहतूक शीघ्रगतीने होईल. ह्या बदलासुद्धे लांब व वजनदार रेल्वेगाड्या समर्पित मालवाहतूक जोडमार्गावर चालू लागतील.
- पहिल्या टप्प्यात, DFCCIL दोन जोडमार्गांची बांधणी करणार आहे. पश्चिम डॉ.एफ.सी.आय.एल. आणि पूर्व डॉ.एफ.सी. - विस्ताराची एकूण लांबी साधारणतः ३३०० कि.मी. दिल्ली, हरियाणा, राजस्थान, गुजरात आणि महाराष्ट्र ह्या राज्यांमधून जाणारा पश्चिम जोडमार्ग (टप्पा १ व २) हा नांदरी ते मुंबई अंतर पार करेल.

पश्चिम भाग - दुसऱ्या टप्प्याची मांडणी



रेवाडी (हरियाणा) ते दादरी (उत्तरप्रदेश) दरम्यान १५९ कि.मी. यापेक्षा पौरुषल ते तुगलकाबाद दरम्यानच्या ३२ कि.मी. चा अंतरभाव

जे.एन.पी.टी. ते वडावादा दरम्यान ४२५ कि.मी.

Attachment II.3.2 Result of PCMs for ESIA Scoping

Schedule of PCM

	District	Venue	Date	Language	No.PAPs
JNPT-Vadodara Section					
1	Bharuch District	Sevasharam Rajput Chhatralay	Nov. 18, 2010	Gujarati	80
2	Surat District	Manibhai Marrigat Hall	Nov. 19, 2010	Gujarati	104
3	Navsari District	Shri Maharaja Agrasen Sanskritik Hall	Nov. 20, 2010	Gujarati	73
4	Valsad District	Shri Ganesh Hall	Nov. 22, 2010	Gujarati	167
5	Vadodara District	Kheri Wadi Utpan Samiti Meeting Hall	Nov. 24, 2010	Gujarati	105
6	Thane District	K.T Wadi Hall	Nov. 25, 2010	Marathi	170
7	Thane District (Kalyan and Bhiwandi): re-holding	Geeta Hall	Feb. 24, 2011	Marathi	56
8	Thane District (Palghar): re-holding	Lions Club of Palghar	Feb. 28, 2011	Marathi	201
9	Raigad District	Asirvad Mangaal Karyalaya	Nov. 25, 2010	Marathi	133
10	Raigad District: re-holding	Agri Samai Hall	Feb. 25, 2011	Marathi	64
Rewari-Dadri Section					
11	Rewari District	Yadav Samaroh Sthal	Nov. 10, 2010	Hindi	174
12	Alwar District	Hotel Rajasthan Heritage	Nov. 11, 2010	Hindi	154
13	Mewat District	Agarwal Dharamshala	Nov. 13, 2010	Hindi	195
14	Palwal District	Abhinandan Banquet Hall	Nov. 16, 2010	Hindi	86
15	Faridabad District	Jaat Bhawan	Nov. 18, 2010	Hindi	119
16	Faridabad District (9 additional villages)	Primary School, Badshahpur Village, Faridabad Tehsil	Feb. 17, 2011	Hindi	86
17	Gautam Buddh Nagar District	Shree Vatika	Nov. 19, 2010	Hindi	39
18	Gurgaon District	Punjabi Dharamshala	Nov. 20, 2010	Hindi	125

Source: JICA Survey Team

Summary of each PCM

[JNPT-Vadodara Section]

1. PCM in Bharuch

(1) Minutes: Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- Villagers required the information on when and whose land will be acquired and how much compensation will be given.
- Participants also explained that if the MoR does not want to discuss their interest (compensation), they would like to leave the meeting.
- Railway officer explained them that this meeting was organized to discuss social and environment issues, the rehabilitation and resettlement issues will be discussed in another meeting. He asked them to stick to the theme of the meeting. But the participants were not ready to agree with him.

[Environmental Issues]

- Afforestation should be carried out as compensation for tree-cutting and environmental damages.

(2) List of Participants:

80 participants attended the PCM.

(3) Photographs:



Source: JICA Survey Team

Photo 1-1 PCM in Bharuch



Source: JICA Survey Team

Photo 1-2 PCM in Bharuch

(4) Analysis of the Feedback Form:

Not available. People did not give back the feedback forms in terms of expressing dissatisfaction of the meeting.

2. PCM in Surat

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- Land compensation was the major issue raised by the villagers and their main concern was how to save their land or get maximum compensation.
- Villagers explained that they are small and marginal farmers and do not have any other source of income.
- Most of the participants concerned whether the railway will provide employment for at least one person from each affected family.
- Villagers demand feeder roads should be constructed for transporting their goods to the railway station.

[Environmental Issues]

- Villagers demanded trees and environment should be conserved during implementation of DFC project.
- Villagers requested on preparing a proper drainage of the rain water.

(2) **List of Participants:**

89 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team
Photo 2-1 PCM in Surat



Source: JICA Survey Team
Photo 2-2 PCM in Surat

(4) **Analysis of the Feedback Form:**

Out of 89 persons who attended the meeting, 50 (55%) filled up the feedback form. Person, who filled up the feedback form, did not reply all the questions. Especially they did not give relevant answers for questions related to environment and social issues. In most of the forms answers for environment and social issues were not given.

[Suggestions for Environmental Issues]

Under this section out of 50 filled of forms only 33 (68%) responded, while 17 (32%) did not. A total of Only 25 (76%) said that trees and environment should be conserved during implementation of DFC project, 5 (15%) said that they should be paid good compensation and job in railways and 3 (9%) said water and electricity should be supplied properly in the project affected area. Overall it is observed that it was difficult for the participants to stick to environment related topics while they were worried about the land compensation issues.

Table 2-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses Environment	No. of Responses	Percentage
1	The land gives us food and water. It also provides fodder for our animals.	0	0%
2	We need a house for a house	0	0%
3	The road to the village is getting damaged	0	0%
4	We want a good compensation and a job.	5	15%
6	Water and electricity should be properly supplied to affected area.	3	9%
7	We should get appropriate compensation for trees.	0	0%
8	We want a land for land	0	0%
9	Trees and environment should be conserved.	25	76%
10	Noise pollution	0	0%
Total		33	100%

Source: JICA Survey Team

[Suggestions for Social Issues]

Under this section out of 50 filled in forms only 20 (40%) responded and 30 (60%) did not. A total of 14 (70%) people said that they should get good amount of money and job in railway, while 3 (15%) said that good feeder road should be constructed for transporting their goods to the railway station, 2(10%) said that system should be developed for proper drainage of the rain water, and 1(5%) said that land should be given in exchange of land. Idea of feeder road seems relevant social issue, as this will provide benefit to the local people for transporting their goods by DFC goods trains.

Table 2-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	We should a good amount of money and job.	14	70%
2	We demand a house for house in the same village.	0	0%
3	We expect sufficient money in compensation for trees	0	0%
4	We want a land for land.	1	5%
5	Plan to make a good road.	0	0%
6	Water should be properly drained out.	2	10%
7	Good quality roads for transporting their good to the Rly station	3	15%
Total		20	100%

Source: JICA Survey Team

[Suggestions for Other Issues]

Under this section out of 50 filled of forms only 32 (64%) responded and 18 (36%) did not. All 32 (100%) said that “we want same quality land, as acquired under DFC project.

Table 2-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses (other issues)	No. of Responses	Percentage
1	We need land of the same quality we have	32	100%
2	We want a land for land	0	0%
3	We want job and good amount of money.	0	0%
4	There should be no tax on the compensation money	0	0%
5	Good road for transporting our goods to the Rly. Station	0	0%
6	Platform at the railway station	0	0%
7	We need a house for a house.	0	0%
8	Over bridge at the railway crossings.	0	0%
9	Proper water and electricity supply to the affected area	0	0%
Total		32	100%

Source: JICA Survey Team

3. PCM in Navsari

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- Villagers wanted to present their views first about the compensation only. Participants wanted to leave if land issues were not discussed.
They demanded a house for house in the same village and land for land as compensation.

[Environmental Issues]

- Villagers demanded trees and environment should be conserved during implementation of DFC project.
- Villagers requested on preparing a proper drainage of the rain water.

(2) **List of Participants:**

73 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 3-1 PCM in Navsari



Source: JICA Survey Team

Photo 3-2 PCM in Navsari

(4) **Analysis of the Feedback Form:**

Out of 73 persons who attended the meeting, 63 (86%) filled up the feedback form. Person, who filled up the feedback form, did not reply all the questions. Especially they did not give relevant answers for questions related to environment and social issues. In most of the forms answers for environment and social issues were not given.

[Suggestions for Environmental Issues]

Under this section out of 63 filled of forms only 44 (69%) gave the answer and 19 (31%) did not. Out of 63, only 36 (82%) talked about the environment. 29(66%) said that trees and environment should be saved and 7 (16%) said that noise pollution should be reduced. Other answers were: we want good compensation and a job in exchange of our land, we want land for land, village road should not be damaged and should be repaired to unable village people to the railway station.

Table 3-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	The land gives us food and water. It also provides fodder for our animals.	0	0%
2	We need a house for a house	0	0%
3	The road to the village is getting damaged	2	5%
4	We want a handsome amount and a job.	6	14%
5	Trees should be saved.	0	0%
6	Water and electricity should be properly supplied.	0	0%
7	We should get appropriate compensation for trees.	0	0%
8	We want a land for land	0	0%
9	Trees and environment should be conserved	29	66%
10	Noise pollution.	7	16%
11	Railway tracks should be far from locality	0	0%
Total		44	100%

Source: JICA Survey Team

[Suggestions for Social Issues]

Under this section out of 63 filled in forms only 36 (57%) gave reply and 63% did not. A total of 21 (58%) people said that they should get good amount of money and job in railway, while 4 (11%) said that community places should be saved and another 4(11%) said that water should be drained properly from the village site avoid water logging, 5(14%) said that good quality road should be constructed for good transportation to the railway station. Remaining 6% said that they want land in exchange of land as compensation.

Table 3-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	We should get a good amount of money and job.	21	58%
2	We demand a house for house in the same village.	0	0%
3	We expect sufficient money in compensation for trees	0	0%
4	We want a land for land.	2	6%
5	Plan to make a good road.	0	0%
6	Water should be properly drained out.	4	11%
7	Good quality roads for transportation.	5	14%
8	Community places should be conserved	4	11%
Total		36	100%

Source: JICA Survey Team

[Suggestions for Other Issues]

Under this section out of 73 filled of forms only 51 (70%) gave reply and 22 (30%) did not. A total of 37(73%) they want a job in railways and good compensation for their land, 5(10%) said they want good road, another 5(10%) said that community places should be saved and remaining 4 (8%) said that an over bridge on the railway crossing should be build.

Table 3-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need land of the same quality we have	0	0%
2	We want a land for land	0	0%
3	We want a job and good amount of compensation.	37	73%
4	There should be no tax on the compensation money	0	0%
5	Good road for transporting our goods to the Rly. Station	5	10%
6	Platform at the railway station	0	0%
7	We need a house for a house.	0	0%
8	Over bridge at the railway crossings.	4	8%
9	Proper water and electricity supply to the affected area	0	0%
10	Community places should be conserved	5	10%
Total		51	100%

Source: JICA Survey Team

4. PCM in Valsad

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;

[Socio-Economic Issues]

- Major issue was when and whose land will be acquired and compensation rate.
- Villagers explained that they are small and marginal farmers and do not have any other source of income. In addition, they demands higher compensation rate to be given to the agriculture land in Valsad because it is very fertile.
- Whether the railway will provide employment for at least one person from each affected family? Who is eligible for the job? Even if we have small piece of land being acquired, can we get the job?
- At present there are pot holes near the railway crossing, during rainy season they cause accidents, for DFC all these aspects should be taken into account.
- They want land in exchange for land.
- Villagers were also concerned about proper infrastructure in the village.

[Environmental Issues]

- Major concern was tree conservation

(2) **List of Participants:**

167 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 4-1 PCM in Valsad



Source: JICA Survey Team

Photo 4-2 PCM in Valsad

(4) **Analysis of the Feedback Form:**

Out of 167 persons who attended the meeting, 162 (97%) filled up the feedback form. The persons who filled up the feedback form, did not reply all the questions. Especially, they did not give relevant answers for questions related to environment and social issues. In most of the forms answers for environment and social issues were not given.

[Suggestions for Environmental Issues]

Under this section out of 162 filled of forms only 61 (37%) gave the answer. Out of 61, only 36 (59%) talked about the environment. Their major concern was to save trees.

Table 4-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	The land gives us food and water. It also provides fodder for our animals.	1	2%
2	We need a house for a house	35	57%
3	The road to the village is getting damaged	1	2%
4	We want a handsome amount and a job.	21	34%
5	Trees should be saved.	2	3%
6	Water and electricity should be properly supplied.	5	8%
7	We should get appropriate compensation for trees.	4	7%
8	We want a land for land	1	2%
9	Trees and environment should be conserved.	31	51%
Total		61	100%

Source: JICA Survey Team

[Suggestions for Social Issues]

Under this section out of 162 filled in forms only 91 (56%) gave reply. A total of 54 (59%) people said that they should get good amount of money and job in railway, while 19 (21%) said that they want house in the same village, if their house comes under the acquisition and 10 (11%) said that they want land in exchange of land. Remaining 8 (9%) were concerned about proper infrastructure in the village.

Table 4-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	We should get a good amount of money and job.	54	59%
2	We demand a house for house in the same village.	19	21%
3	We expect sufficient money in compensation for trees	2	2%
4	We want a land for land.	10	11%
5	Plan to make a good road.	1	1%
6	Water should be properly drained out.	3	3%
7	Good quality roads for transportation.	2	2%
Total		91	100%

Source: JICA Survey Team

[Suggestions for Other Issues]

Under this section out of 162 filled of forms only 87 (54%) gave reply. A total of 60(69%) they want a job in railways and good compensation for their land, 18% people said that they want land for land, and house for house. Remaining 18% insisted for good infrastructure development by DLCCL.

Table 4-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need land of the same quality we have	2	2%
2	We want a land for land	8	9%
3	We want a job and good amount of compensation.	60	69%
4	There should be no tax on the compensation money	1	1%
5	Good road for transporting our goods to the Rly. Station	2	2%
6	Platform at the railway station	2	2%
7	We need a house for a house.	8	9%
8	Over bridge at the railway crossings.	3	3%
9	Proper water and electricity supply to the affected area	1	1%
Total		87	100%

Source: JICA Survey Team

5. PCM in Vadodara

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;

[Socio-Economic Issues]

- The slope of their fields is from north to south while the railway line goes from east to west, it will block the natural drains and will create problems of water logging and irrigation in fields. They also said that we know physiography of our village better than any government official. It is important that while doing survey or carrying out any technical work village people should be consulted.
- Overall the questions were asked regarding when and whose land will be acquired and how much compensation will be given.
- Job assurance was another important issue raised by the villagers.
- DFCCIL officers assured the participants that their concerns will be communicated to the higher authorities, who will try to accommodate their issues in the planning and implementation.

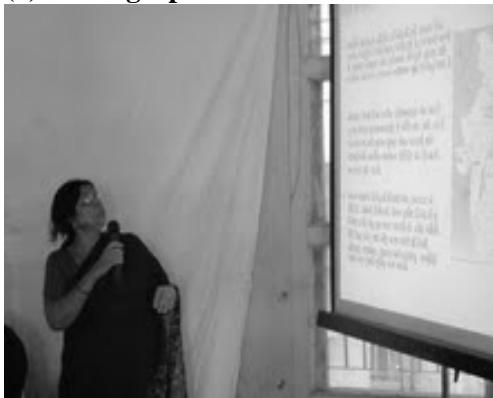
[Environmental Issues]

- Major concern was to save trees.

(2) **List of Participants:**

105 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 5-1 PCM in Vadodara



Source: JICA Survey Team

Photo 5-2 PCM in Vadodara

(4) **Analysis of the Feedback Form:**

Out of 105 persons who attended the meeting, 83 (79%) filled up the feedback form. Person, who filled up the feedback form, did not reply all the questions. Especially they did not give relevant answers for questions related to environment and social issues. In most of the forms answers for environment and social issues were not given.

[Suggestions for Environmental Issues]

Under this section out of 83 filled of forms only 61 (73%) gave the answer, remaining 22 (27%) did not answer this question.

Out of 61, only 28 (46%) talked about the environment, of which 31% said trees should be conserved and 15% said that noise pollution should be controlled. Other answers were: "we want good compensation and job, water and electricity should be properly supplied even after construction of DFC. Table 5-1 gives all details of responses.

Table 5-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses Environment	No. of Responses	Percentage
1	The land gives us food and water. It also provides fodder for our animals.	1	2%
2	We need a house for a house	0	0%
3	The road to the village is getting damaged	0	0%
4	We want a good compensation and a job.	18	30%
5	Trees should be saved.	0	0%
6	Water and electricity should be properly supplied.	12	20%
7	We should get appropriate compensation for trees.	0	0%
8	We want a land for land	2	3%
9	Trees and environment should be conserved.	19	31%
10	Noise pollution	9	15%
Total		61	100%

Source: JICA Survey Team

[Suggestions for Social Issues]

Under this section out of 83 filled in forms only 67 (81%) responded while 16 (19%) did not.

A total of 61 (01%) people said that they should get good amount of money as compensation and job in railway, while 5 (7%) said that arrangement should be made for proper drainage of rain water while constructing DFC. It is observed that the people did not give much option under this section.

Table 5-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	We should a good amount of money and job.	61	91%
2	We demand a house for house in the same village.	0	0%
3	We expect sufficient money in compensation for trees	0	0%
4	We want a land for land.	1	1%
5	Plan to make a good road.	0	0%
6	Rain Water should be properly drained out.	5	7%
7	Good quality roads for transportation.	0	0%
Total		67	100%

Source: JICA Survey Team

[Suggestions for Other Issues]

Under this section out of 83 filled of forms only 57 (69%) responded while 26 (31%) did not. A total of 44(77%) said that they want a job in railways and good compensation for their land, 5% people said that good roads should be contracted to bring their goods to the railway station, 9% said they want over bridge at the railway crossing and another 9% said that proper water and electricity should be supplied in the affected area.

Table 5-3 Classification of Responses for the Other Issues

SL. No.	Type of Responses (other issues)	No. of Responses	Percentage
1	We need land of the same quality we have	0	0%
2	We want a land for land	0	0%
3	We want job and good compensation for the land.	44	77%
4	There should be no tax on the compensation money	0	0%
5	Good road for transporting our goods to the Rly. Station	3	5%
6	Platform at the railway station	0	0%
7	We need a house for a house.	0	0%
8	Over bridge at the railway crossings.	5	9%
9	Proper water and electricity supply to the affected area	5	9%
Total		57	100%

Source: JICA Survey Team

6. PCM in Thane

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

Participants were been agitated and left the place due to not to be given the explanation on compensation issues by DFCCIL officials.

(2) **List of Participants:**

Not available. It was taken away by participants.

(3) **Photographs:**



Source: JICA Survey Team

Photo 6-1 PCM in Thane



Source: JICA Survey Team

Photo 6-2 PCM in Thane

(4) **Analysis of the Feedback Form:**

Not available. People left the place without fuilling up any feedback forms.

7. PCM in Kalyan and Bhiwandi Sub-District, Thane (Re-Holding)

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- Participants wanted to know how much land and how many villages will be affected by this project.
- Employment should be given to members of those families whose land will be acquired for the project
- Proper compensation at the prevailing rate of market should be given.
- At the prevailing rates farmers can get Rs. 4500 per sq metre as market value for the land. However, government will pay only at the rate of Rs 2700/- that will not be accepted? With those rates PAPs will not be able to buy new land and they also won't be able to get a loan.
- Farmers who will become landless after acquisition of their land are concerned about what they will do in the future.
- Those farmers who will be affected by this project should get proper & timely compensation obviously as per the current market rates.

[Environmental Issues]

- Concerns on noise pollution and vibration were addressed.
- Request to prepare counter-measures against accident was made.
- Request for enhancing tree plantation was made.

(2) **List of Participants:**

56 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 7-1 PCM in Thane



Source: JICA Survey Team

Photo 7-2 PCM in Thane

(4) **Analysis of the Feedback Form:**

Out of 56 persons who attended the meeting, 41 (73%) filled up the feedback form.

[Suggestions for Environmental Issues]

- Measure should be provided for environmental protection.
- Tree plantation should be encouraged
- Counter-measure should be prepared against noise pollution
- Counter-measure such as constructing bridge over the alignment should be prepared in order to avoid accident

[Suggestions for Social Issues]

- Appropriated Compensation rate should be prepared.
- Job opportunity should be given to the affected people.

8. PCM in Palghar Sub-District, Thane (Re-Holding)

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;

[Socio-Economic Issues]

- In one of the particular case where a farmer holds 50 coconut trees, he wanted to know how he is going to be compensated.
- Farmers whose names appear but they are not officially on record or registered with panchayat 7x 12 should be done first to complete the formality so as to avoid further complications and to make them eligible for the compensation.
- In Palghar there is a big slum namely Gandhi Nagar situated along the existing railway track. This slum would be removed. What will happen to those who have been living in the slum for a long time? How will they be compensated? In case they are asked to shift to a remote place they will oppose the project.
- Before implementing the project, the responsible officials from the ministry concerned should be invited in such meetings.
- Alternate roads should be constructed.
- Organise the meetings at the Taluka level, not at one place where PAPs cannot come due to inconvenience.

[Environmental Issues]

- Concerns on noise pollution and vibration were addressed.
- Request to prepare counter-measures against accident was made.
- Request for enhancing tree plantation was made.

(2) **List of Participants:**

201 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 8-1 PCM in Thane



Source: JICA Survey Team

Photo 8-2 PCM in Thane

(4) **Analysis of the Feedback Form:**

Out of 201 persons who attended the meeting, 43 (21%) filled up the feedback form.

[Suggestions for Environmental Issues]

- Measure should be provided for environmental protection.
- Tree plantation should be encouraged
- Counter-measure should be prepared against noise pollution
- Counter-measure such as constructing bridge over the alignment should be prepared in order to avoid accident

[Suggestions for Social Issues]

- Appropriated Compensation rate should be prepared.
- Strong concern on resettlement resulted from the land acquisition was addressed
- Request for land-for-land and building-for-building compensation was made.
- Job opportunity should be given to the affected people.

9. PCM in Raigad

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;

[Socio-Economic Issues]

- Participants raised the issue of DIVA-ROHA railway line construction from 1965 to 1970, for which still they have not got the full compensation. They do not want to repeat the same history for DFCCIL.
- Participants strongly requested for M.P and M.L.A to attend the meeting and they insisted not to corporate to have the PCM without the presence of M.P and M.L.A.
- The meeting was terminated due to the strong public resentment

(2) List of Participants:

Not Available. The registration sheet was torn up by one of the participants.

(3) Photographs:



Source: JICA Survey Team

Photo 9-1 PCM in Raigad



Source: JICA Survey Team

Photo9-2 PCM in Raigad

(4) Analysis of the Feedback Form:

Not available. Participants left the place without filling out the feedback form.

10. PCM in Raigad (Re-Holding)

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;

[Socio-Economic Issues]

- Participants raised the issue of DIVA-ROHA railway line construction from 1965 to 1970, for which still they have not got the full compensation. They do not want to repeat the same history for DFCCIL.
- Temples which are part of the land being acquired should also be considered for the payment of compensation.
- Local names of that particular village shall be given to the stations.
- Give a report of the job given to those whose land is to be acquired by railway.
- Take public poll and don't use weapons like police lathies (cane) to force the farmers to leave their land.
- We have suffered a lot and have lost land in the last railway project. Some had to bear losses of up to 80% of their land in Dapoli village. Railways have provided meagre compensation.
- Due to this project, infrastructure of the roads in the area shouldn't worsen.
- As compensation, farmers should get shares of the DFCCIL.
- It has happened earlier that farmers whose land was used for making ONGC pipeline installation were not paid the compensation. How can we believe government and its agency if behave like this?
- Proper discussion and interaction should be made between farmers and leaders before proceeding for land acquisition or deciding about the compensation.
- Farmers in Raigad are poor and many are in debt. Therefore even the loss of small pieces of land can have a significant impact on their lives.
- Like CIDCO had to agree upon giving shares to farmers whose lands were affected by the airport -they should get the same compensation.
- As of today one guntha costs Rs. 1,500,000/- where as Govt. Pays Rs. 480,000/- this difference should be adjusted.
- The land which is not actually in the project area but passing through it should also be acquired.
- Only local people should be accommodated in railway jobs.
- Farmers should be given a certificate of gratitude.

[Environmental Issues]

- During this project, local tenants will have to suffer pollution problems. To maintain a balanced environment, tree cutting should not be done.
- As the banyan tree is considered to be holy as per Hindu mythology and science as it plays an important role for keeping balance of nature, where there is a perfect permutation and combination of carbon dioxide and oxygen so as far as possible we should avoid cutting them.
- There should be awareness on the environmental impact of the project among the people.
- DFCCIL should publish an elaborate report on pollution damage and its control measures in relation to this project.
- Drainage of rain water is also an important issue.
- Increases in levels of noise pollution were raised as a concern.

(2) List of Participants

64 participants attended the PCM.

(3) Photographs:



Source: JICA Survey Team

Photo2-1 PCM in Raigad



Source: JICA Survey Team

Photo2-2 PCM in Raigad

(4) Analysis of the Feedback Form:

Out of 64 persons who attended the meeting, 46 (72%) filled up the feedback form.

[Suggestions for Environmental Issues]

- Measure should be provided for environmental protection.
- Tree plantation should be encouraged
- Counter-measure should be prepared against noise pollution
- Counter-measure should be prepared against inundation.

[Suggestions for Social Issues]

- Compensation rate should be higher than present offering rate.
- Job opportunity should be given to the affected people

[Rewari-Dadri Section]

11. PCM in Rewari

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- There is a big gap between land market rates in Rewari district and official rate and the PAPs complained because the estimation basis of the proposed compensation package of MoR is the official rate.
- Most of the PAPs wanted immediate disbursement of compensation money.
- PAPs said that the alignment of the DFC should be at a suitable distance (about 1000 feet) from village.
- In Bithwana village there is a cremation ground in Khasra No 37 and Khasra No 40. Therefore, a change in alignment is requested.
- Fencing of the DFC must be done so that accidents involving domesticated animals and human beings do not take place.
- Most of the PAPs wanted guaranteed employment in DFCCIL/MoR as part of the compensation package for those who have lost land. This demand was very vociferous from those people whose only source of livelihoods was the land that would be acquired for the proposed project.
- There were many PAPs who complained that the DFCCIL is not acquiring the entire land but only acquire the land within the proposed right of way. In some cases this remaining small piece of the land which is not in the proposed right of way (ROW) of the alignment become useless for the owner. PAPs demanded that such small patches of land should also be acquired by DFCCIL.
- Some people also mentioned that compensation must include land for land, enhanced compensation packages, and employment for one member of the family that has lost substantial land to the DFC.
- Some villagers complained that bore wells laid on their patch of land will be damaged. They wanted compensation of Rs 1 lakh for drilling a new bore well.

[Environmental Issues]

- PAPs addressed that flora and fauna should be preserved and protected.
- PAPs demand that existing roads should not be closed. Wherever such an eventuality arises, manned road crossings or underpasses should be constructed so as to facilitate commuting and transportation within and between villages.
- PAPs demanded construction of a green belt on both sides to reduce noise and vibration pollution.

(2) List of Participants:

174 participants attended the PCM.

(3) Photographs



Source: JICA Survey Team

Photo 11-1 PCM in Rewari



Source: JICA Survey Team

Photo 11-2 PCM in Rewari

(4) Analysis of the Feedback Form:

Out of 175 participants, 128 filled up the feedback form. Most participants did not give responses to all the questions in the feedback form. Most people spoke largely about issues related to compensation.

[Suggestions for Environmental Issues]

Table 11-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	Green belt all along the alignment to minimise noise and vibration pollution	10	9%
2	Compensatory afforestation must be carried out.	20	16%
3	Alignment should not pass through the forest.	3	2%
4	The corridor should be built at least one km away from the village to minimize noise pollution.	34	28%
5	Care should be taken to ensure that we save as much trees as possible.	26	20%
6	There must be adequate compensation for the trees that will be felled for building the corridor.	12	9%

Source: JICA Survey Team

[Suggestions for Social Issues]

Table 11-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	There will be a disintegration of society and family ties.	2	1%
2	Community ponds where milch animals and other cattle use as drinking water should be preserved.	3	2%
3	Community tubewells should be preserved to prevent drudgery of women.	27	23%
4	There must be adequate fencing and boundary walls to prevent accidents of humans and domesticated animals as this is a high speed track.	6	4%
5	Provision for adequate waste management during construction. No waste to be dumped in our villages.	3	2%
6	Electricity poles that are uprooted must be restored immediately.	2	1%
7	Existing roads should not be closed and to and fro movement to villages must be smooth.	30	23%
8	Rail overbridges, underpasses and manned crossings near population centres must be built.	27	21%

Source: JICA Survey Team

[Suggestions for Other Issues]

Table 11-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need adequate and market linked compensation	95	77%
2	Land bank must be created and we want land for land	8	5%
3	We want a permanent job for one member of every land oustee	92	75%
4	Residual land on either side of the alignment must also be acquired by DFC	34	26%
5	Market rates are going up and compensation must be paid immediately.	8	5%
6	Compensation should be market linked and should match what private parties are paying.	70	27%
7	Compensation must be disbursed quickly as we have taken high interest loans.	13	10%

Source: JICA Survey Team

12. PCM in Alwar

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- There is a big gap between land market rates in Alwar district and official rate and the PAPs complained because the estimation basis of the proposed compensation package of MoR is the official rate.
- Most of the Project affected persons (PAPs) want immediate disbursal of compensation money.
- In Banban village the proposed DFC is aligned through residential areas. Some villagers from the village have demanded a detour in the alignment. The representative of DFCCIL explained that while all attempts were being made to avoid population centers, it was not always possible to make changes in the alignment.
- Some villagers complained that bore wells laid on their patch of land would be destroyed. They wanted compensation of Rs 1 lakh for drilling a new bore well.
- To minimize the noise and vibration effects of the DFC a green belt along the track has been proposed by the DFC. The villagers wanted DFC to provide for preparation of the green belt in addition to the compensatory afforestation drive.
- Many villagers wanted employment in DFCCIL/MoR as part of the compensation package to those who will lose land. This demand was very vociferous from those people whose only source of livelihoods was the land that would be acquired for the proposed project.
- Land of a factory called EMCO India Ltd which had 300 full time employees wanted DFCCIL to avoid the factory land patch.
- There were many PAPs who complained that the DFCCIL is not acquiring the entire land but only acquire the land within the proposed right of way. In some cases this remaining small piece of the land which is not in the proposed right of way (ROW) of the alignment become useless for the owner. PAPs demanded that such small patches of land should also be acquired by DFCCIL.
- Some people also mentioned that compensation must include land for land, enhanced compensation packages, and employment for one member of the family that has lost substantial land to the DFC.
- There was some concern amongst the administration that RIICO and RHB were paying 130 % at present and if MoR were to pay enhanced compensation (160%), land acquisitions for RIICO and RHB could hit a road block.
- PAPs should be informed about the time frame of completion of proposed DFC well in time so that they can make arrangements for a smooth transition.
- PAPs must be provided with basic facilities like colleges, roads, hospitals by the DFCCIL.

[Environmental Issues]

- Villagers suggested for plantation of trees for environmental conservation in the project affected area.

(2) **List of Participants:**

154 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 12-1 PCM in Alwar



Source: JICA Survey Team

Photo 12-2 PCM in Alwar

(4) **Analysis of the Feedback Form:**

Out of 154 participants, 60 filled up the feedback form. Most participants did not give responses to all the questions in the feedback form. Most people spoke largely about issues related to compensation.

[Suggestions for Environmental Issues]

Table 12-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	Green belt all along the alignment to minimise noise and vibration pollution	30	50%
2	Compensatory afforestation must be carried out.	39	65%
3	Alignment should not pass through the forest.	2	3%
4	The corridor should be built at least one km away from the village to minimize noise pollution.	45	75%
5	Care should be taken to ensure that we save as much trees as possible.	32	53%
6	There must be adequate compensation for the trees that will be felled for building the corridor.	10	16%

Source: JICA Survey Team

[Suggestions for Social Issues]

Table 12-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	There will be a disintegration of society and family ties.	4	7%
2	Community ponds where milch animals and other cattle use as drinking water should be preserved.	3	5%
3	Community tubewells should be preserved to prevent drudgery of women.	28	46%
4	There must be adequate fencing and boundary walls to prevent accidents of humans and domesticated animals as this is a high speed track.	8	13%
5	Provision for adequate waste management during construction. No waste to be dumped in our villages.	4	7%
6	Electricity poles that are uprooted must be restored immediately.	2	3%
7	Existing roads should not be closed and to and fro movement to villages must be smooth.	30	50%

Source: JICA Survey Team

[Suggestions for other issues]

Table 12-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need adequate and market linked compensation	59	100%
2	Land bank must be created and we want land for land	1	4%
3	We want a permanent job for one member of every land oustee	55	93%
4	Residual land on either side of the alignment must also be acquired by DFC	45	75%
5	Market rates are going up and compensation must be paid immediately.	15	25%
6	Compensation should be market linked and should match what private parties are paying.	18	30%
7	Compensation must be disbursed quickly as we have taken high interest loans.	8	13%

Source: JICA Survey Team

13. PCM in Mewat

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- There is a big gap between land market rates in Mewat district and official rate and the PAPs complained because the estimation basis of the proposed compensation package of MoR is the official rate. Most of the Project affected persons (PAPs) want immediate disbursal of compensation money.
- Fencing of the DFC must be done so that accidents involving domesticated animals and human beings do not take place. Many villagers wanted employment in DFCCIL/MoR as part of the compensation package to those who will lose land. This demand was very vociferous from those people whose only source of livelihoods was the land that would be acquired for the proposed project.
- Land of a factory called EMCO India Ltd which had 300 full time employees wanted DFCCIL to avoid the factory land patch.
- Some villagers complained that bore wells laid on their patch of land will be destroyed.
- Most of the PAPs wanted employment in DFCCIL/MoR as part of the compensation package to land ouster. This demand was very vociferous from those people whose only source of livelihoods was the land that would be acquired for the proposed project.
- There were many PAPs who complained that the DFCCIL is not acquiring the entire land but only acquire the land within the proposed right of way. In some cases this remaining small piece of the land which is not in the proposed right of way (ROW) of the alignment become useless for the owner. PAPs demanded that such small patches of land should also be acquired by DFCCIL.
- Some people also mentioned that compensation must include land for land, enhanced compensation packages, and employment for one member of the family that has lost substantial land to the DFC.
- Adequate provisions must be made to ensure that there are no accidents (both villagers and cattle)
- The agricultural land would be divided into two pieces due to the rail track passing in between and farmers concerned inconvenience to be occur on transporting water, equipments, tractors, cattle and so on.

[Environmental Issues]

- Compensatory afforestation in areas where flora would be destroyed is required.

(2) **List of Participants:**

195 participants attended the PCM.

(3) **Photographs**



Source: JICA Survey Team

Figure 13-1 PCM in Mewat



Source: JICA Survey Team

Figure 13-2 PCM in Mewat

(4) **Analysis of the Feedback Form:**

Out of 86 participants, 56 filled up the feedback form. Most participants did not give responses to all the questions in the feedback form. Most people spoke largely about issues related to compensation.

[Suggestions for Environmental Issues]

Table 13-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	Green belt all along the alignment to minimise noise and vibration pollution	10	18%
2	Compensatory afforestation must be carried out.	30	54%
3	Alignment should not pass through the forest.	6	11%
4	The corridor should be built at least one km away from the village to minimize noise pollution.	24	43%
5	Care should be taken to ensure that we save as much trees as possible.	34	61%
6	There must be adequate compensation for the trees that will be felled for building the corridor.	8	14%

Source: JICA Survey Team

[Suggestions for Social Issues]

Table 13-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	There will be a disintegration of society and family ties.	4	7%
2	Community ponds where milch animals and other cattle use as drinking water should be preserved.	20	36%
3	Community tubewells should be preserved to prevent drudgery of women.	2	4%
4	There must be adequate fencing and boundary walls to prevent accidents of humans and domesticated animals as this is a high speed track.	10	18%
5	Provision for adequate waste management during construction. No waste to be dumped in our villages.	4	7%
6	Electricity poles that are uprooted must be restored immediately.	2	4%
7	Existing roads should not be closed and to and fro movement to villages must be smooth.	30	54%
8	Rail overbridges, underpasses and manned crossings near population centres must be built.	24	43%

Source: JICA Survey Team

[Suggestions for Other Issues]

Table 13-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need adequate and market linked compensation	55	98%
2	Land bank must be created and we want land for land	8	14%
3	We want a permanent job for one member of every land oustee	48	86%
4	Residual land on either side of the alignment must also be acquired by DFC	34	61%
5	Market rates are going up and compensation must be paid immediately.	15	27%
6	Compensation should be market linked and should match what private parties like ADANI are paying.	18	32%
7	Compensation must be disbursed quickly as we have taken high interest loans.	13	23%

Source: JICA Survey Team

14. PCM in Palwal

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- There is a big gap between land market rates in Palwal district and official rate and the PAPs complained because the estimation basis of the proposed compensation package of MoR is the official rate. Most of the Project affected persons (PAPs) want immediate disbursement of compensation money.
- Fencing of the DFC must be done so that accidents involving domesticated animals and human beings do not take place.
- Some villagers complained that bore wells laid on their patch of land will be damaged/ destroyed.
- Most of the PAPs wanted employment in DFCCIL/MoR as part of the compensation package to land owners. This demand was very vociferous from those people whose only source of livelihoods was the land that would be acquired for the proposed project.
- There were many PAPs who complained that the MoR is not acquiring the entire land. In some cases an insignificant amount of land is not acquired and it becomes useless to the owner. PAPs demanded that such small patches of land should also be acquired by MoR.
- Some people also mentioned that compensation must include land for land, enhanced compensation packages, and employment for one member of the family that has lost substantial land to the DFC.

[Environmental Issues]

- Green belt all along the alignment to minimize noise and vibration pollution
- Compensatory afforestation must be carried out.
- There must be adequate compensation for the trees that will be felled for building the corridor.

(2) **List of Participants:**

86 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 14-1 PCM in Palwal



Source: JICA Survey Team

Photo 14-2 PCM in Palwal

(4) **Analysis of the Feedback Form:**

Out of 86 participants, 56 filled up the feedback form. Most participants did not give responses to all the questions in the feedback form. Most people spoke largely about issues related to compensation.

[Suggestions for Environmental Issues]

Table 14-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	Green belt all along the alignment to minimise noise and vibration pollution	10	16%
2	Compensatory afforestation must be carried out.	30	53%
3	Alignment should not pass through the forest.	6	11%
4	The corridor should be built at least one km away from the village to minimize noise pollution.	24	43%
5	Care should be taken to ensure that we save as much trees as possible.	34	61%
6	There must be adequate compensation for the trees that will be felled for building the corridor.	8	14%

Source: JICA Survey Team

[Suggestions for Social Issues]

Table 14-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	There will be a disintegration of society and family ties.	4	7%
2	Community ponds where milch animals and other cattle use as drinking water should be preserved.	20	36%
3	Community tubewells should be preserved to prevent drudgery of women.	2	4%
4	There must be adequate fencing and boundary walls to prevent accidents of humans and domesticated animals as this is a high speed track.	10	18%
5	Provision for adequate waste management during construction. No waste to be dumped in our villages.	4	7%
6	Electricity poles that are uprooted must be restored immediately.	2	4%
7	Existing roads should not be closed and to and fro movement to villages must be smooth.	30	54%
8	Rail overbridges, underpasses and manned crossings near population centres must be built.	24	43%

Source: JICA Survey Team

[Suggestions for Other Issues]

Table 14-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need adequate and market linked compensation	55	98%
2	Land bank must be created and we want land for land	8	14%
3	We want a permanent job for one member of every land oustee	48	86%
4	Residual land on either side of the alignment must also be acquired by DFC	34	61%
5	Market rates are going up and compensation must be paid immediately.	15	27%
6	Compensation should be market linked and should match what private parties like ADANI are paying.	18	32%
7	Compensation must be disbursed quickly as we have taken high interest loans.	13	23%

Source: JICA Survey Team

15. PCM in Faridabad

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- There is a big gap between land market rates in Faridabad district and official rate and the PAPs complained because the estimation basis of the proposed compensation package of MoR is the official rate.
- Most of the Project affected persons (PAPs) want immediate disbursal of compensation money.
- Many of the PAPs demanded compensation as was being paid in other parts of the National Capital Region (NCR).
- Fencing of the DFC must be done so that accidents involving domesticated animals and human beings do not take place.
- Some villagers complained that bore wells laid on their patch of land will be destroyed.
- Most of the PAPs wanted employment in DFCCIL/MoR as part of the compensation package to those who will lose land. This demand was very vociferous from those people whose only source of livelihoods was the land that would be acquired for the proposed project. They also wanted appropriate employment opportunities for their children according to their educational levels.
- There was a demand for a ROB (Road Over Bridge) at village Nawada. Also there was a demand for more manned railway crossings and underpasses to be built especially near population centres to reduce walking long distances in daily life.
- There was also some apprehension about repeated surveys being done and many people felt that anomalies regarding exact *khasra* number (plot details) and details of PAPs in these plots needs to be revisited.
- PAPs feel that the land is not being acquired to serve public purpose, instead it is serving the commercial interests of big business.
- There were many PAPs who complained that the DFCCIL is not acquiring the entire land but only acquire the land within the proposed right of way. In some cases this remaining small piece of the land which is not in the proposed right of way (ROW) of the alignment become useless for the owner. PAPs demanded that such small patches of land should also be acquired by DFCCIL.
- Some people also mentioned that compensation must include land for land, enhanced compensation packages, and employment for one member of the family that has lost substantial land to the DFC.
- Villagers of Mawai informed that the railway line is passing very close to habitation. They are also concerned about the adverse effects on the education of their children.
- Villagers required for preparing adequate provision for ensuring that there are no accidents (both villagers and cattle) because of the high speed railway line.
- Participants wanted to know the exact alignment as there were confusion about the proposed route of the DFC.
- Villagers concerned in case of their land into two pieces due to the land acquisition which would create inconvenience of transportation as well as negative impact on irrigation system.
- Participants from the Mawai Village suggested that the alignment should be strait rather than taking a detour around as there is vast land available for the project. It will also save a big patch of forest that would be destroyed if the alignment is designated as per the existing proposal.
- Some of the participants suggested that the alignment should be designated from the Bopan Road to avoid large scale acquisition.
- People were really worried about the flooding of the villages due to Yamuna River. They stated that vast areas of land are flooded by the Yamuna after rainy seasons. There is natural drainage line of the villages at present however, after construction of the DFC, drainage systems could become blocked and water will remain in agricultural fields for long time.

[Environmental Issues]

- Adequate provisioning must be made in the project to reduce the adverse impacts of sound, vibration and dust pollution.

- Need of green belt all along the alignment.

(2) List of Participants:

119 participants attended the PCM.

(3) Photographs:



Source: JICA Survey Team

Photo 15-1 PCM in Faridabad



Source: JICA Survey Team

Photo 15-2 PCM in Faridabad

(4) Analysis of the Feedback Form:

Out of 119 participants, 109 filled up the feedback form. Most participants did not give responses to all the questions in the feedback form. Most people spoke largely about issues related to compensation.

[Suggestions for Environmental Issues]

Table 15-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	Green belt all along the alignment to minimise noise and vibration pollution	45	41%
2	Compensatory afforestation must be carried out.	48	44%
3	Alignment should not pass through the forest.	2	2%
4	The corridor should be built at least one km away from the village to minimize noise pollution.	55	50%
5	Care should be taken to ensure that we save as much trees as possible.	42	39%
6	There must be adequate compensation for the trees that will be felled for building the corridor.	18	17%

Source: JICA Survey Team

[Suggestions for Social Issues]

Table 15-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	There will be a disintegration of society and family ties.	4	3%
2	Community ponds where milch animals and other cattle use as drinking water should be preserved.	12	9%
3	Community tubewells should be preserved to prevent drudgery of women.	28	24%
4	There must be adequate fencing and boundary walls to prevent accidents of humans and domesticated animals as this is a high speed track.	8	6%
5	Provision for adequate waste management during construction. No waste to be dumped in our villages.	2	1%
6	Electricity poles that are uprooted must be restored immediately.	2	1%
7	Existing roads should not be closed and to and fro movement to villages must be smooth.	40	38%
8	Rail overbridges, underpasses and manned crossings near population centres must be built.	44	40%

Source: JICA Survey Team

[Suggestions for Other Issues]

Table 15-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need adequate and market linked compensation	108	99%
2	Land bank must be created and we want land for land	1	1%
3	We want a permanent job for one member of every land oustee	103	94%
4	Residual land on either side of the alignment must also be acquired by DFC	87	80%
5	Market rates are going up and compensation must be paid immediately.	10	9%
6	Compensation should be market linked and should match what private parties are paying.	102	94%
7	Compensation must be disbursed quickly as we have taken high interest loans.	32	29%

Source: JICA Survey Team

16. PCM in Gautam Buddh Nagar

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;

[Socio-Economic Issues]

- There is a big gap between land market rates in Gautam Buddha Nagar district and official rate and the PAPs complained because the estimation basis of the proposed compensation package of MoR is the official rate.
- Most of the Project affected persons (PAPs) want immediate disbursal of compensation money.
- The Sarpanch of Nawali village said that the Greater Noida Authority is allotting plots in lieu of land acquired. The DFCCIL/ MoR was also requested to adopt a similar land-for-land policy. Also he demanded that the allotted land should be in developed areas and not be in remote areas.
- Villagers were happy that one of the terminal stations was in Dadri and wanted to know what benefits would accrue to the local populace from this development.
- Most of the PAPs wanted employment in DFCCIL/MoR as part of the compensation package to those who will lose land. This demand was very vociferous from those people whose only source of livelihoods was the land that would be acquired for the proposed project.
- Many PAPs who complained that the DFCCIL is not acquiring the entire land but only acquire the land within the proposed right of way. In some cases this remaining small piece of the land which is not in the proposed right of way (ROW) of the alignment become useless for the owner. PAPs demanded that such small patches of land should also be acquired by DFCCIL.
- Some people also mentioned that compensation must include land for land, enhanced compensation packages, and employment for one member of the family that has lost substantial land to the DFC.

[Environmental Issues]

- Villagers requested that steps should be taken to ensure mitigation of the noise and vibration arising during construction phase of DFC and also when freight trains will pass through affected villages.
- Villagers demanded that fencing of the DFC must be done so that accidents involving domesticated animals and human beings do not take place.
- Some villagers complained that bore wells laid on their patch of land will be destroyed.

(2) **List of Participants:**

39 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 16-1 PCM in G.B. Nagar



Source: JICA Survey Team

Photo 16-2 PCM in G.B. Nagar

(4) **Analysis of the Feedback Form:**

Out of 39 participants, 24 filled up the feedback form. Most participants did not give responses to all the questions in the feedback form. Most people spoke largely about issues related to compensation.

[Suggestions for Environmental Issues]

Table 16-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	Green belt all along the alignment to minimise noise and vibration pollution	5	21%
2	Compensatory afforestation must be carried out.	12	50%
3	Alignment should not pass through the forest.	0	0%
4	The corridor should be built at least one km away from the village to minimize noise pollution.	12	50%
5	Care should be taken to ensure that we save as much trees as possible.	14	58%
6	There must be adequate compensation for the trees that will be felled for building the corridor.	3	13%

Source: JICA Survey Team

[Suggestions for Social Issues]

Table 16-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	There will be a disintegration of society and family ties.	4	17%
2	Community ponds where milch animals and other cattle use as drinking water should be preserved.	2	8%
3	Community tubewells should be preserved to prevent drudgery of women.	2	8%
4	There must be adequate fencing and boundary walls to prevent accidents of humans and domesticated animals as this is a high speed track.	6	25%
5	Provision for adequate waste management during construction. No waste to be dumped in our villages.	2	8%
6	Electricity poles that are uprooted must be restored immediately.	2	8%
7	Existing roads should not be closed and to and fro movement to villages must be smooth.	16	67%
8	Rail overbridges, underpasses and manned crossings near population centres must be built.	16	67%

Source: JICA Survey Team

[Suggestions for Other Issues]

Table 16-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need adequate and market linked compensation	24	100%
2	Land bank must be created and we want land for land	4	16%
3	We want a permanent job for one member of every land oustee	20	83%
4	Residual land on either side of the alignment must also be acquired by DFC	21	90%
5	Market rates are going up and compensation must be paid immediately.	16	66%
6	Compensation should be market linked and should match what private parties/GB Nagar Authority are paying.	18	75%
7	Compensation must be disbursed quickly as we have taken high interest loans.	12	50%

Source: JICA Survey Team

17. PCM in Gurgaon

(1) **Minutes:** Queries asked by the participants during the question / answer session are as follows;
[Socio-Economic Issues]

- There is a big gap between land market rates in Gurgaon district and official rate and the PAPs complained because the estimation basis of the proposed compensation package of MoR is the official rate.
- Most of the Project affected persons (PAPs) want immediate disbursal of compensation money.
- In Raipur village the proposed DFC is passing through a land belonging to a Kabristaan (graveyard) and an *Idgah* (kind of mosque) where regular *namaaz* (prayers) is performed five times a day. Affected people have demanded that survey be done again taking religious sensitivities in mind.
- Some villagers from Uddaka village have demanded a detour in the alignment as it passes through the village. They also addressed that a popular temple where regular prayers are being held also falls on the alignment route. Thus they demanded that an *in situ* survey be done again taking religious sensitivities in mind. Also they complained that in Uddaka village it is passing through the middle of the village and homestead properties are affected. The representative of DFCCIL explained that while all attempts were being made to avoid population centres, it is not always possible to make changes in the alignment.
- The sarpanch of Silani village mentioned that the *chakbandi* (Land Consolidation) in the village took place way back in 1940. There was an apprehension that common roads built would be sealed off and commuting would be a problem.
- Villagers demanded that fencing of the DFC must be done so that accidents involving domesticated animals and human beings do not take place.
- Representatives from Lakhuwas village demanded that the alignment should be along the highway as there is excess land available with government/ revenue department.
- In Sohna ward no. 8, a gas line, a petrol pump, homestead land and a market are in the line of the alignment.
- Some villagers complained that bore wells laid on their patch of land will be destroyed.
- Most of the PAPs wanted employment in DFCCIL/MoR as part of the compensation package to those who will lose land. This demand was very vociferous from those people whose only source of livelihoods was the land that would be acquired for the proposed project.
- Many PAPs who complained that the DFCCIL is not acquiring the entire land but only acquire the land within the proposed right of way. In some cases this remaining small piece of the land which is not in the proposed right of way (ROW) of the alignment become useless for the owner. PAPs demanded that such small patches of land should also be acquired by DFCCIL.
- Some people also mentioned that compensation must include land for land, enhanced compensation packages, and employment for one member of the family that has lost substantial land to the DFC.

[Environmental Issues]

- Afforestation should be carried out for environment protection and conservation purposes.

(2) **List of Participants:**

125 participants attended the PCM.

(3) **Photographs:**



Source: JICA Survey Team

Photo 17-1 PCM in Gurgaon



Source: JICA Survey Team

Photo 17-2 PCM in Gurgaon

(4) Analysis of the Feedback Form:

Out of 125 participants, 110 filled up the feedback form. Most participants did not give responses to all the questions in the feedback form. Most people spoke largely about issues related to compensation.

[Suggestions for Environmental Issues]

Table 17-1 Classification of Responses for the Environmental Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	Green belt all along the alignment to minimise noise and vibration pollution	40	36%
2	Compensatory afforestation must be carried out.	70	64%
3	Alignment should not pass through the forest.	2	1%
4	The corridor should be built at least one km away from the village to minimize noise pollution.	34	32%
5	Care should be taken to ensure that we save as much trees as possible.	54	49%
6	There must be adequate compensation for the trees that will be felled for building the corridor.	12	11%

Source: JICA Survey Team

[Suggestions for Social Issues]

Table 17-2 Classification of Responses for the Social Issues

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	There will be a disintegration of society and family ties.	4	4%
2	Community ponds where milch animals and other cattle use as drinking water should be preserved.	4	4%
3	Community tubewells should be preserved to prevent drudgery of women.	12	11%
4	There must be adequate fencing and boundary walls to prevent accidents of humans and domesticated animals as this is a high speed track.	34	31%
5	Provision for adequate waste management during construction. No waste to be dumped in our villages.	1	1%
6	Electricity poles that are uprooted must be restored immediately.	1	1%
7	Existing roads should not be closed and to and fro movement to villages must be smooth.	44	40%
8	Rail overbridges, underpasses and manned crossings near population centres must be built.	52	47%

Source: JICA Survey Team

[Suggestions for Other Issues]

Table 17-3 Classification of Responses for the Other Issues

Sl. No.	Type of Responses	No. of Responses	Percentage
1	We need adequate and market linked compensation	107	99%
2	Land bank must be created and we want land for land	8	7%
3	We want a permanent job for one member of every land oustee	103	96%
4	Residual land on either side of the alignment must also be acquired by DFC	101	95%
5	Market rates are going up and compensation must be paid immediately.	75	72%
6	Compensation should be market linked and should match what private parties are paying.	34	31%
7	Compensation must be disbursed quickly as we have taken high interest loans.	43	40%

Source: JICA Survey Team

Attachment II.3.3 PCM Contents for Draft ESIA

(1) Invitation Letters for PCM (English, Hindi, Gujarati, Marathi)

[Invitation Letter to Govt. Officials: English]

DFCC
Dedicated Freight Corridor Corporation of India Ltd.
A Government of India Undertaking
4th Floor, Anand-1, Bhamburda, PO Box No. 1461, P.O. Box, Surat, 395 007.
Phone No. (0) 0261-2254495; Fax No. 0261-2254496.

No. ST/EN/JICA/VOL-1/62 Date: -23.08.2011

To,
Dr. Sandhya Bhullar
District Collector,
Govt. of India,
Navsari.

Sub: Public Consultation Meeting (PCM) on the outcome of environment and social study for Development of Dedicated Freight Corridor Project (Phase 2)

Dear Madam:

The Ministry of Railways (MoR), Government of India has given top priority to strengthen rail infrastructure in the country for faster and safer transportation of bulk goods for economic advancement and in line with the same, development of Dedicated Freight Corridor Project has been conceived to facilitate faster and safer transportation of goods in bulk, which will help in faster distribution of goods and services. The project aims to create tremendous high quality job opportunities, higher profits and growth of household income and will serve in the interests of the public at large. The project is currently in the planning stage.

Navsari district is among one of the 14 districts through which the proposed railway corridor will pass. In order to disseminate information on outcome of environmental and social study on the project to the general public and other stakeholders and to seek their opinion and suggestions in the final planning stage, DFCCIL is organizing a Public Consultation Meeting in this district.

In this context, we would like to sincerely request you to attend the meeting and share your opinion and suggestions for planning of the project as per following:

Date of Meeting: 09.09.2011
Time of Meeting: 11:00 AM
Venue: Shri Mahanj Aghasen Sanskratik Bhawan, Shanta Devi Road,
Near Railway Station, Navsari.

Looking forward to your participation.
Thanking you.
Yours faithfully,
CPM - DFCC - Surat

Handwritten notes and stamps:
CPM - DFCC - Surat
09-09-2011
11:00 AM
Shri Mahanj Aghasen Sanskratik Bhawan, Shanta Devi Road, Near Railway Station, Navsari.

[Invitation Letter to Village Sarpanch: English]

Date

To,
The Sarpanch

Sub: Public Consultation Meeting on the Outcome of Environmental and Social Study for Development of Dedicated Freight Corridor Project (Phase 2)

Dear Sir / Madam,

Dedicated Freight Corridor Corporation of India Limited (DFCCIL) is implementing the Dedicated Freight Corridor (DFC) Project, which involves development of Multiple High Axle Load Freight Corridor with Computerized Control on the Western Industrial Corridor connecting from Rawari in Haryana to Dadri in Uttar Pradesh and from Vadodara in Gujarat to JNPT in Maharashtra. The project aims to create tremendous high quality job opportunities, higher profits and growth of household income and will serve in the interests of the public at large. The project is currently in the planning stage.

..... is one of the 14 districts through which the proposed freight corridor will pass. A public consultation meeting is being organized in in order to disseminate information on outcome of environmental and social study on the Project and to seek opinion and suggestions from public. Keeping this in mind we would like to invite you to attend the public consultation to elicit your views, comments, suggestions and opinions, on the project implementation. We request you to participate in the above mentioned public consultation meeting which will be held on at

Thanking you.
Yours sincerely,
Authorized Signatory

For further information, please contact,
CPM Office in
Phone No.

[Invitation Letter to Village Sarpanch: Hindi]

डेडीकेटेड फ्रेट कोरिडोर कॉर्पोरेशन मोल्डा इकाई
(भारत सरकार का उपक्रम)
Dedicated Freight Corridor Corporation Noida Unit
(A Government of India Enterprise)



सेवा में,
सरपंच महोदय,
रिनाक - 0110912001

श्री. महेश कुमार - 9671453823
(संपर्क)

विषय- समर्पित माल परिवहन गलियारा; डेडीकेटेड फ्रेट कोरिडोर के विकास सम्बन्धित परियोजना के संदर्भ में पर्यावरण एवं सामाजिक प्रभाव अध्ययन के निष्कर्ष पर चर्चा हेतु जन सवाद सभा का आयोजन।

आदर्शवीय महोदय/महोदया,

समर्पित माल-परिवहन गलियारा परियोजना का विधान्य भारतिय डेडीकेटेड फ्रेट कोरिडोर निगम (लिमिटेड) द्वारा किया जा रहा है, जिसके अन्तर्गत हरियाणा के रेवाड़ी जिले के उत्तर प्रदेश के वादरी से और गुजरात के बड़ोदा को महाराष्ट्र के जवाहर ताल नहरू पोर्ट से जोड़ने वाले पश्चिम औद्योगिक कोरिडोर पर कम्प्यूटर नियंत्रित हाई स्पीड लोड फ्रेट कोरिडोर का विकास किया जाना है। इस परियोजना का उद्देश्य अधिक मात्रा में उच्च-स्पीड रेलगाड़ी के अस्तर उद्योग करना, घरेलू आयात व निर्यात में दक्षता तथा आम लोगों के हित को पूरित करना है। यह परियोजना वर्तमान में निर्यात की प्रक्रिया में है।

..... जिला" उन चोट दिनों में से एक है जिससे होकर यह प्रस्तावित माल-परिवहन गलियारा गुजरात। इस परियोजना के अन्तर्गत किये गये पर्यावरण एवं सामाजिक प्रभाव अध्ययन के निष्कर्ष को प्रभावी जन-समुदाय तक पहुंचाने तथा आम लोगों से उनके विचार व मत प्राप्त करने हेतु एक जन-सवाद सभा का आयोजन में किया जा रहा है। तदनुसार, हम आपको इस जन-सवाद सभा में सादर आमंत्रित कर परियोजना के विधान्य पर आपके विचार, सुझाव, मत एवं टिप्पणियां प्राप्त करना चाहते हैं। जन-सवाद सभा आयोजित है कि आप उपरोक्त जनसवाद सभा, जो दिनांक 21/03/2012 को 11:00 बजे कोरिडोर कॉर्पोरेशन, मोल्डा इकाई आयोजित की जाएगी, जन-सवाद सभा में भाग लेकर / बंधी होकर अपना बहुमूल्य योगदान देने की कृपा करें। (संकेत)

धन्यवाद।

आपका शुभामोक्षी
अधिकृत, विकास/संरचना

9728259281 से सम्पर्क करें।
श्री. महेश कुमार, सेवका
ज.स.स. (संकेत)

[Invitation Letter to Village Sarpanch: Gujarati]

ડેડિકેટેડ ફ્રેટ કોરિડોર કોર્પોરેશન
DFCC
(A Government of India Undertaking)
4th Floor, Arunis-1, Dammam Road, Near ISCOM Mall, Pipalad-Surat-395 007.
Phone No. (0) 0261-2254495, Fax No.0261-2254496.
No. ST/EN/Jaica/Vol.1/62
તારીખ : ૧૫/૦૮/૨૦૧૧

પ્રતિ,
સરપંચ શ્રી,
જિલ્લા વલસાડ.
વલસાડ વલસાડ.

વિષય : સમર્પિત માલપહન કોરિડોર પ્રોજેક્ટ (દિલીપ ઘરશાળા) વિકાસ હેતુ પર્યાવરણ શેનાવલોકનના સંદર્ભમાં લોકસંવાદ ભેટકનું આયોજન

આદરણીય સરપંચ શ્રી,

ભારતીય ડેડિકેટેડ ફ્રેટ કોરિડોર નિગમ લિમિટેડ (DFCCIL) દ્વારા સમર્પિત માલપહન પ્રોજેક્ટનું અમલીકરણ થવા જઈ રહ્યું છે, જેનો અંતર્ગત હરિયાણાના રવાણીને ઉત્તર પ્રદેશના દાદરી સાથે તથા ગુજરાતના વોદરાને મહારાષ્ટ્રના જવાહરલાલ નહેરૂ પોર્ટ ટ્રસ્ટ (JNPT) સાથે જોડતા પરિયમ ઓલોમિક્રી કોરિડોર પર કમ્પ્યુટર - નિયંત્રિત હાઈ સ્પીડ લોડ ફ્રેટ કોરિડોરનો વિકાસ થવા જઈ રહ્યો છે. રેલ્વે નંનાથય આ પ્રોજેક્ટનું અમલીકરણ લોક-ભાગીદારીના આધારે કરવા માંગે છે.

વલસાડ જિલ્લો એ રોડ (૧૪) જિલ્લાઓમાંથી એક છે કે જ્યાંથી આ પ્રસ્તાવિત માલ પરિવહન કોરિડોર પસાર થશે. આ પ્રોજેક્ટના અમલીકરણ દરમિયાન ભલા થતા પર્યાવરણ અને સામાજિક ગુદાઓ પર આપના સલાહ, સૂચનો પ્રાપ્ત કરવા હેતુ એક લોકસંવાદ ભેટકનું "શ્રી ગણેશ ક્ષોભ, કરસુરભા હોસ્પિટલની નજીક, મેહતાવાડ, વલસાડ" - સ્થળે આયોજન કરવામાં આવ્યું છે. આથી પ્રોજેક્ટના અમલીકરણ પર આપના નેતવ્યો તથા સલાહ સૂચનો પ્રાપ્ત કરવા અને આપને આ લોકસંવાદ ભેટકમાં સામેલ થવા આમંત્રણ આપીએ છીએ. અમણે નમ્ર નિવેદન છે કે ૨૬/૦૮/૨૦૧૧ તારીખે ૧૧૦૦ વાગ્યે વલસાડ માં યોજનારી લોકસંવાદ ભેટકમાં અચૂક હાજર રહી અમને ફતારી કરશે.

આભાર સહ,

આપનો શુભેચ્છક,
શ્રી. પ્રદેશ મેનેજર
ડેડિકેટેડ ફ્રેટ કોરિડોર કોર્પોરેશન
સુરત
શ્રી. ઉચ્ચનાય. ૭. ૧૭૭૧૭

વધુ માહિતી માટે, સંપર્ક કરો,
સીપીએમની ઓફિસ - ૪થા માળે, અરુણ - ૧, ઈસ્ટીનમ્બલ પાસે, ડુમ્સ રોડ, પીપલોદ, સુરત - ૩૯૫ ૦૦૭.
ફોન નંબર : +૯૧ - ૨૬૧ - ૨૨૫૪૪૯૫, ફેક્સ : +૯૧ - ૨૬૧ - ૨૨૫૪૪૯૬.