

## 10. PCM in Alwar

### (1) Queries and Suggestions:

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

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

- Our village is very fertile and we should get the compensation according to that and the Govt. should make progress work in the villagers from where this project is passing through.
- I have 20 acres of land and in this project 5 acre is to be acquired by the Govt. What will happen to my rest of 15 acres of land? Will there be any damage to the water resource of the area and when will we get the final detail about the railway job?
- What will happen of the new bill is not passed in the Parliament or their children don't get the job?
- The land does not belong to the government, so why should they decide the rates?
- What kind of arrangement will be done for the maintenance of the trees which is to be planted along the track?
- People who are affected due to this project should get job in the railway and the job should be permanent.
- Every villagers whose land are being acquired should get an alignment map showing the details of the land to be acquired.

### (2) No. of Participants:

140 men and no woman participated in the PCM.

### (3) Photographs:



Source: JICA Survey Team

**Photo 1 PCM in Alwar**



Source: JICA Survey Team

**Photo 2 PCM in Alwar**

### (4) Analysis of Feedback Forms:

Out of 140 participants, 105 (75%) filled up the feedback form. Most participants did not give response to all the questions in the feedback form. Most people mentioned largely about issues related to compensation.

#### [Suggestions for environmental issues]

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

Sl. No.	Type of Responses	No. of Responses*	Percentage
1	There should be no impact to the environment of the area.	30	33%
2	Health of people should not be affected by the project.	8	9%
3	Compensation amount should be appropriate and realistic.	4	5%
4	Such techniques should be used that minimize noise pollution.	6	7%
5	Minimum trees should be cut for the project. More and more trees should be planted near the track and proper care should be taken.	32	35%
6	We should get permanent job in railway.	4	5%
7	Affected tube wells and bore wells should be restored by the railway department.	5	6%

Note: \*Nearly 15% of feedback forms were blank

Source: JICA Survey Team

[Suggestions for social issues]

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

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	Person whose land is being acquired should get job in the railway department.	23	32%
2	There should be no harm to the environment, health issues must be taken into consideration, and there should be no littering due to the project.	15	21%
3	A person who will be responsible should be appointed.	9	12%
4	Compensation rate should be proper, like the rates in Noida.	9	12%
5	Appropriate compensation should be given for any kind of destruction to any government or public buildings.	4	5%
6	All residual land which is of no use to the farmers should be acquired at the same rate of compensation.	6	9%
7	Villagers should get some kind of aid from the govt. such as job etc, so that they could earn some livelihood.	4	5%
8	The alignment of the track should be little away from the village.	2	3%
9	The rate of compensation should be same for all.	1	1%

Source: JICA Survey Team

[Suggestions for other issues]

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

Sl. No.	Type of Responses	No. of Responses	Percentage
1	If house comes in between the project, villagers should get proper compensation for that also.	7	8%
2	Land owners should get jobs.	28	31%
3	Rate of compensation should be equal.	36	40%
4	Track should be away from habitation.	4	4%
5	There should be proper protection barriers along the track.	1	1%
6	Government should try to save the water resources such as tube wells and bore wells, if they can't then alternative solution for the problem.	3	3%
7	Environment should not be harmed and more tree plantation should be done.	3	3%
8	Proper roads should be provided to the villagers and no road shall be closed.	1	1%
9	Every villager whose land is being acquired should get an alignment map showing the details of the land to be acquired .	8	9%

Source: JICA Survey Team

## 11. PCM in Mewat

### (1) Queries and Suggestions:

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

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

- What rate has been given to the farmers of the other villagers?
- If 5 acre out of 8 acre is acquired in the project, then will they also get the compensation for the rest?
- Private companies have purchased land in this area at rates such as 1 crore per acre. Will the farmers get the same rate?
- Minimum trees should be cut down for the project. More trees should be planted near the track and proper maintenance of those should be taken.
- They should use such techniques that there will be minimal noise pollution due to the track.

### (2) No. of Participants:

187 men and no woman participated in the PCM.

### (3) Photographs:



Source: JICA Survey Team

**Photo 1 PCM in Mewat**



Source: JICA Survey Team

**Photo 2 PCM in Mewat**

### (4) Analysis of Feedback Forms:

Out of 187 participants, 75 (40%) filled up the feedback form. Most participants did not give response to all the questions in the feedback form. Most people mentioned largely about issues related to compensation.

**[Suggestions for environmental issues]**

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

Sl. No.	Type of Responses	No. of Responses*	Percentage
1	There should be no impact to the environment of the area.	10	31%
2	Health of people should not be affected by the project.	0	0%
3	Compensation amount should be appropriate and realistic.	4	12%
4	Such techniques should be used that minimize noise pollution.	13	39%
5	Minimum trees should be cut for the project. More and more trees should be planted near the track and proper care should be taken.	4	12%
6	We should get permanent job in railway.	1	3%
7	Affected tube wells and bore wells should be restored by the railway department.	1	3%

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

Source: JICA Survey Team

**[Suggestions for social issues]**

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

Sl. No.	Type of Responses for Social Issues	No. of Responses	Percentage
1	Person whose land is being acquired should get job in the railway department.	5	12%
2	There should be no harm to the environment, health issues must be taken into consideration, and there should be no littering due to the project.	5	12%
3	A person who will be responsible should be appointed.	0	0%
4	Compensation rate should be proper, like the rates in Noida.	19	45%
5	Appropriate compensation should be given for any kind of destruction to any government or public buildings.	6	14%
6	All residual land which is of no use to the farmers should be acquired at the same rate of compensation.	0	0%
7	Villagers should get some kind of aid from the govt. such as job etc, so that they could earn some livelihood.	2	5%
8	The alignment of the track should be little away from the village.	1	2%
9	The rate of compensation should be same for all.	4	10%

Source: JICA Survey Team

**[Suggestions for other issues]**

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

Sl. No.	Type of Responses	No. of Responses	Percentage
1	If house comes in between the project, villagers should get proper compensation for that also.	3	4%
2	Land owners should get jobs.	17	25%
3	Rate of compensation should be equal.	29	42%
4	Track should be away from habitation.	4	6%
5	There should be proper protection barriers along the track.	0	0%
6	Government should try to save the water resources such as tube wells and bore wells, if they can't then alternative solution for the problem.	0	0%
7	Environment should not be harmed and more tree plantation should be done.	3	4%
8	Proper roads should be provided to the villagers and no road shall be closed.	2	3%
9	Every villager whose land is being acquired should get an alignment map showing the details of the land to be acquired.	11	16%

Source: JICA Survey Team

## 12. PCM in Palwal

### (1) Queries and Suggestions:

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

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

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

### (2) No. of Participants:

91 men and no woman participated in the PCM.

### (3) Photographs:



Source: JICA Survey Team

**Photo 1 PCM in Palwal**



Source: JICA Survey Team

**Photo 2 PCM in Palwal**

### (4) Analysis of Feedback Forms:

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

**[Suggestions for environmental issues]**

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

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

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

Source: JICA Survey Team

**[Suggestions for social issues]**

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

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

Source: JICA Survey Team

**[Suggestions for other issues]**

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

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

Source: JICA Survey Team

### 13. PCM in Faridabad

#### (1) Queries and Suggestions:

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

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

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

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

108 men and no woman participated in the PCM.

#### (3) Photographs:



Source: JICA Survey Team

**Photo 1 PCM in Faridabad**



Source: JICA Survey Team

**Photo 2 PCM in Faridabad**

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

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

[Suggestions for environmental issues]

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

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

Source: JICA Survey Team

[Suggestions for social issues]

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

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

Source: JICA Survey Team

[Suggestions for other issues]

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

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

Source: JICA Survey Team



## 14. PCM in Gautam Buddha Nagar

### (1) Queries and Suggestions:

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

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

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

### (2) No. of Participants:

70 men and no woman participated in the PCM.

### (3) Photographs:



Source: JICA Survey Team

**Photo 1 PCM in G. B. Nagar**



Source: JICA Survey Team

**Photo 2 PCM in G. B. Nagar**

### (4) Analysis of Feedback Forms:

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

[Suggestions for environmental issues]

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

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

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

Source: JICA Survey Team

[Suggestions for social issues]

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

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

Source: JICA Survey Team

[Suggestions for other issues]

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

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

Source: JICA Survey Team

## 15. PCM in Gurgaon

### (1) Queries and Suggestions:

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

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

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

### (2) No. of Participants:

51 men and no woman participated in the PCM.

### (3) Photographs:



Source: JICA Survey Team

**Photo 1 PCM in Gurgaon**



Source: JICA Survey Team

**Photo 2 PCM in Gurgaon**

### (4) Analysis of Feedback Forms:

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

**[Suggestions for environmental issues]**

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

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

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

Source: JICA Survey Team

**[Suggestions for social issues]**

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

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

Source: JICA Survey Team

**[Suggestions for other issues]**

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

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

Source: JICA Survey Team

## Attachment II.4.1 Summary of Draft ESIA Report for Information Dissemination

[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 Compartmented 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 metro 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, Jirahat/Nahri Fort Trust (JNFT) in Mumbai and Dabri in Uttar Pradesh including Tuglakabad (TND) in Delhi, and the other, the traffic emanating from branch line feeder routes at the various junction points en route. Implementation of the DFC Project will result in reducing the carbon intensity of India's transport sector.

### The Project Area

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





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

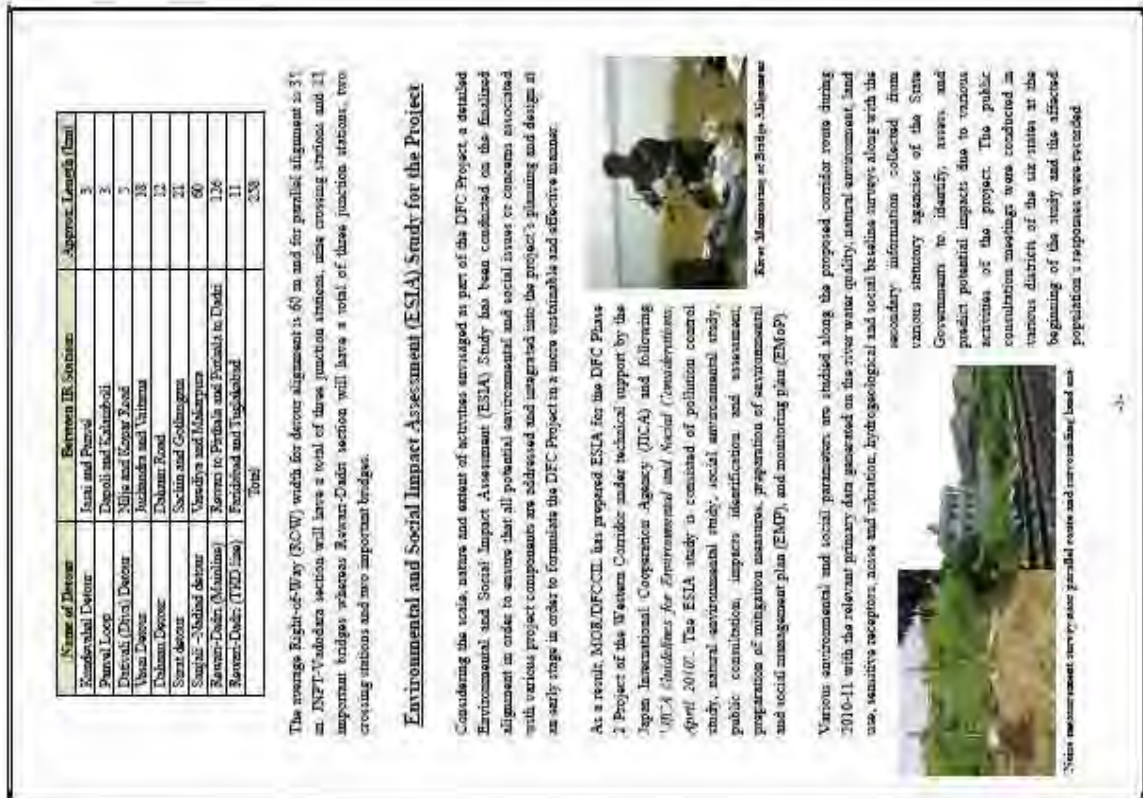
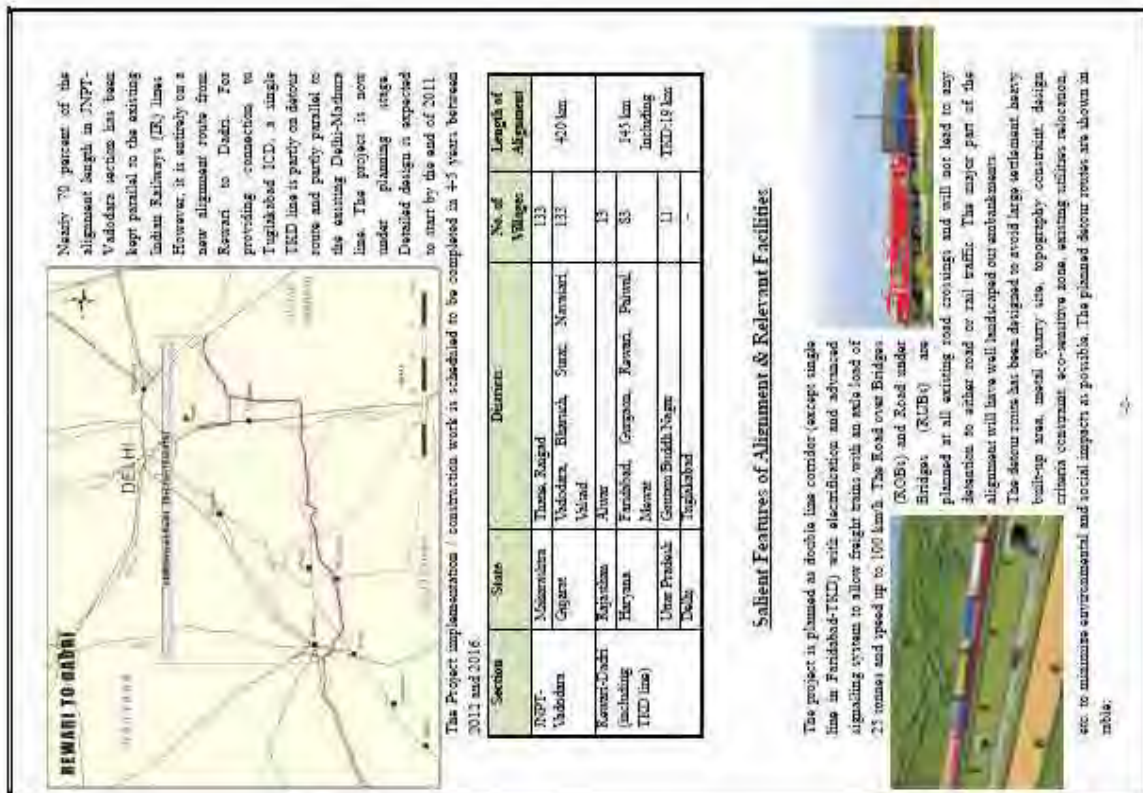
### Western Corridor of the DFC Project (phase 2) JNFT to Vadodara and Rewari to Dabri Summary of the Environmental and Social Impact Assessment (ESIA) Study

September 2011



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





**Key Survey Parameters for ESIA Study**

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

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

**Potential Impacts and Mitigation Measures**

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

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

Potential Impacts	Mitigation Measures
1. Noise and Vibration < Construction phase > * Noise and vibration due to movement of vehicles, and operations of light and heavy construction machinery	* Major construction equipment and machinery shall be fitted with acoustic control measures * Construction activities only during daytime near residential areas * Provision of protective gears such as ear muffs etc. to construction personnel exposed to high decibel levels
< Operation phase > * Noise and vibration due to movement of trains and road vehicles	* Use of lining weighted rails * New technologies incorporated to lower noise and vibration generation * Strict control on speed of trains * Appropriate maintenance of locomotives, tracks and stations
2. Water Pollution < Construction phase > * Wastewater from construction activities with suspended impurities * Wastewater disposal from the workers camp and storage generated from construction sites	* Control of quality of construction wastewater emanating from the construction site through suitable drainage systems with sediment traps * Provision of self-cleaning water bodies * Provision of proper sanitation facilities at the construction site 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 * Some localities along the alignment route are notified as critically polluted areas	* Storage of construction materials in covered godowns or enclosed spaces * Adequate dust suppression measures such as regular water sprinkling in unpaved road, tracks and vulnerable areas of the construction sites * All major construction machinery 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 Reserved Forest Areas in Thane District and one forest patch in Gannam Budha Nagar District	* Assess alternatives and review design to reduce loss of forest land to the minimum * Procedure for obtaining clearance under the Forest Conservation Act, 1980 being followed after due consultation with the Forest Department (FD) * Comply with all stipulated conditions of Forest Clearance when granted
< Construction phase > * Loss of flora due to felling of trees within ROW directly along alignment * Deposition of fugitive dust in pollution layers of nearby vegetation could lead to temporary reduction of photosynthesis	* Item 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 Dahanu eco-sensitive area, one item for each tree cut * Compensation for trees to private land based on fruit yield, timber and other economic values * Regular and proper water sprinkling near the site to minimize dust deposition on vegetation



Potential Impacts	Mitigation Measures
<p>10. Hydrological Situation</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Natural drainage and recharge conditions near project sites affected due to blockage of drainage channels, deep rock cutting, earth filling, sand leveling and other construction activities</li> </ul>	<ul style="list-style-type: none"> <li>No dumping of material into natural drains and hence would not block or impede flow in drainage channels</li> <li>Construction of DFC track through dry ditch (excavated channels) shall be avoided. Provision of drainage structures in such areas or in other areas, as required, shall be made to ensure that water flow is not affected</li> <li>Provision of suitable drainage at each construction site and provision of suitable waste logging or formation of drainage canal of water</li> </ul>
<p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Local drainage likely to be affected due to formation of embankment along DFC alignment</li> </ul>	<ul style="list-style-type: none"> <li>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</li> <li>Daily augmentation of the capacity of existing drainage works and other drainage structures in parallel section</li> </ul>
<p>11. Land Acquisition and Relocation</p> <p>&lt; Planning/Design phase &gt;</p> <ul style="list-style-type: none"> <li>Loss of livelihood and prospects</li> </ul>	<ul style="list-style-type: none"> <li>Compensatory and restorative package shall be planned as per Rehabilitation and Resettlement Plan (RRP), separately from the ESA</li> </ul>
<p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Disruption of vehicle traffic and pedestrian (farmers) passage</li> </ul>	<ul style="list-style-type: none"> <li>Provision of detour with adequate sign board and illumination</li> </ul>
<p>11. Public Safety and Security</p> <p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Risks of accidents and fatalities in the early stages of DFC operations</li> <li>Road and rail crossings on DFC line as well as other infrastructure could disrupt people's movements</li> </ul>	<ul style="list-style-type: none"> <li>Incorporate proper warning signals, alarm system and modern highway safety measures in the design</li> <li>Provision of ALRS, ROP, pedestrian safe ways, rail flyovers and level crossings etc. on all existing road crossings and major highways</li> </ul>

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

Potential Impact	Mitigation Measures
<p>&lt; Operation stage &gt;</p> <ul style="list-style-type: none"> <li>Improper post-plantation maintenance as well as illegal felling of plantation</li> </ul>	<ul style="list-style-type: none"> <li>Plantation along the ROW shall be maintained properly as well as protection from illegal felling</li> </ul>
<p>5. Forest</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Both terrestrial and wetland affected by water logging due to construction equipment and machinery shall be used in construction equipment and machinery</li> <li>Disturbance of habitats such as local birds, nesting sites along the line alignment route</li> </ul>	<ul style="list-style-type: none"> <li>All major water providing construction equipment and machinery shall be fitted with suitable exhaust measures</li> <li>No construction work in the forest areas</li> <li>Construction schedule in such a manner to avoid heavy construction near forest areas during winter season when migratory birds inhabit the area</li> </ul>
<p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Impact on aquatic fauna in case of excavation of soil and toxic chemicals release from the area into the water bodies</li> </ul>	<ul style="list-style-type: none"> <li>Immediate action shall be taken for speedy cleaning up of oil spills, fuel and toxic chemicals in the event of accidents</li> </ul>
<p>6. Biodiversity</p> <p>&lt; Planning/Design phase &gt;</p> <ul style="list-style-type: none"> <li>Alignment passes through reserved forest area between SGNP and Tangambour Wildlife Sanctuary along parallel section</li> <li>Some migratory areas in Thane District along parallel section</li> </ul>	<ul style="list-style-type: none"> <li>Design review, adjustments to ROW or loop length to reduce loss of reserved forest land to the minimum</li> <li>Procedure for obtaining clearance under the Wildlife Protection Act, 1972 after consultation with the State's Chief Wildlife Warden and Ministry of Environment and Forests</li> <li>Procedure for obtaining clearance under the Forest Conservation Act, 1985 for migratory areas</li> <li>Comply with all stipulated conditions</li> </ul>
<p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Migratory areas with species having conservation concerns affected by the construction activities</li> <li>Impact on SGNP and independent forest species in the ROW near SGNP</li> <li>Impact on water birds and habitat such as fish, bees, breeding sites etc.</li> </ul>	<ul style="list-style-type: none"> <li>Compensate loss of migratory vegetation by replanting at other migratory sites after the consultation with the PD and paying compensatory plantation for endangered species in the degraded forest land near protected area in consultation with the PD</li> <li>Provide low water holes inside the forest areas to encourage wildlife movement inside in consultation with the SGNP authority</li> </ul>
<p>&lt; Operation phase &gt;</p> <ul style="list-style-type: none"> <li>Potential direct impact of DFC train hitting wildlife near protected area</li> </ul>	<ul style="list-style-type: none"> <li>Interpolate some appropriate structures into the design such as underpass, pipe culverts and/or other structures as needed to allow wildlife to cross the right-of-way</li> </ul>
<p>7. Terrestrial and Wetland</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Impact on overall relief of the region due to DFC alignment passing through plain, rolling and hilly terrain</li> <li>Disturbance of topography and disturbance to geological setting due to indiscriminate digging of borrow pits</li> <li>Enhancement of rock-joint require huge due to deep cutting and rock excavation work in hilly blocks along the alignment</li> </ul>	<ul style="list-style-type: none"> <li>Use of only identified borrow pits and quarry sites to avoid any disturbing of topography</li> <li>Procurement of construction materials from the existing approved and licensed quarry sites only</li> <li>Involvement of specialist engineering geologists to study rock-capture boards and bed rock geology along with characterization of weak zones to critical hill blocks during detailed engineering stage</li> </ul>
<p>8. Soil Erosion</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Loose soil for embankment preparation could result in silt run-off</li> <li>Uncontrolled opening up of borrow pits could result in loss of productive soil</li> <li>Loosening of top soil and loss of vegetation cover within ROW due to excavation, land cut and back filling could increase soil erosion</li> </ul>	<ul style="list-style-type: none"> <li>Avoid cut and fill operation in the erosion areas</li> <li>Protect embankment slopes and exposed hill surfaces from soil loss by engineering products</li> <li>Reuse of top soil from the construction sites in construction of embankment</li> <li>Top soils of the borrow pit sites shall be conserved and reworked after excavation work is over</li> <li>Use of fly ash as a substitute to top soil in construction of embankment shall be done only after careful analysis of site conditions</li> </ul>
<p>9. Greenhouse</p> <p>&lt; Construction phase &gt;</p> <ul style="list-style-type: none"> <li>Uncontrolled use of ground water for construction use could put further stress on ground water resource in the area</li> </ul>	<ul style="list-style-type: none"> <li>Prepare a comprehensive plan to conserve water along with mitigating mechanism</li> <li>Use of only identified ground water sources by the CGWA based on estimated quantity and expected quality for construction use</li> </ul>



**Environmental Management Plan (EMP)**

Environmental Management Plan (EMP) envisages the plans for the proper implementation of mitigation measures to reduce the adverse impacts resulting from various project activities during planning design, construction and operation phases. An effective EMP ensures that proper expected results are obtained from the implementation of environmental mitigation measures. EMP has been prepared addressing the following issues:

- The following specific Environmental Management Plans (EMP) is proposed in the Draft ESIA Report:
  - ◆ 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 (only outline but details in RFP Report)
  - ◆ Plan for Sanitation and Housekeeping at the Construction Labour Camps
  - ◆ Occupational Health and Safety Management
- Phase-wise Environmental Management Measures are proposed for the following environmental and social issues:
  - a) Planning/Design Phase
    - ◆ Land acquisition, diversion of forest land, preservation of trees, borrow areas, quarry areas, construction water uses for other construction materials, site identification for placement of construction machineries and disposal of unusable materials, construction camp, arrangement for temporary yard, orientation of implementation agency and contractors
  - b) Construction Phase
    - ◆ Site clearance, procurement of construction materials, construction work (drainage, siltation, slope protection, etc.), water pollution, air pollution, noise, safety, labour camp management, contractor's demobilization (clean-up operation, restoration and rehabilitation)
  - c) Operation Phase
    - ◆ Monitoring of operation performance of various mitigation measures, pollution monitoring

**Environmental Monitoring Plan (EMoP)**

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 programmes and are mentioned below:

**1. Performance Indicators**

- ◆ Planning/Design Phase: land acquisition, dumping locations, construction worker camp, borrow areas, quarry sites
- ◆ Construction Phase: ambient air quality, noise & vibration levels, water quality (ground water, river water, drinking water), water usage, vegetation cover, soil quality
- ◆ Operation Phase: survival rate of trees, rehabilitation of borrow areas, ability of noise barriers for sensitive receptors

**2. Environmental Monitoring Programme**

This includes parameters to be monitored, monitoring methods, location of the monitoring sites, frequency and duration of monitoring, institutional responsibilities for implementation and supervision, and estimated cost. Some specific parameters that will be used for monitoring environmental issues are:

- ◆ Ambient air quality, Noise levels, Water quality, Loss of trees and vegetation

**Public Consultation Meetings (PCMs)**

The Public Consultation Meetings primarily aim at providing a platform for the project affected persons and different stakeholders to express their views on possible impact of the proposed intervention. The PCMs for ESIA are held at two different stages in order to collect opinion and feedback of the public and to disseminate information on the project and ESIA study. The PCMs are conducted district-wise in all fourteen districts.

◆ The first stage of the PCM for ESIA was conducted in the month of Nov- 2010 (and supplemental PCM in Maharashtra in Feb 2011) at the time of environmental scoping in the initial stage of the ESIA study. Information on the Project and scope of the ESIA study was disseminated to the public, and comments and opinion were collected to incorporate in the ESIA study.

◆ The second stage of the PCM for ESIA, is to be conducted in September 2011 to disseminate information about findings of draft environmental and social impact assessment (ESIA) study and probable mitigation measures to the general public that are directly or indirectly affected by the DFC project and to obtain their feedback and opinion and incorporate their comments and request on the environment and social mitigation measures and management and monitoring plans.

Some opinion and issues raised in the first stage PCM were – compensation and employment opportunities, displacement and land acquisition, environment and health, drainage, access to resource and community facilities, and socio-cultural aspects. The first stage PCM was attended by project affected persons (PAPs), representatives from gram panchayat, district administration, revenue department, forest officer, local improvement persons (MPS, MLAs), NGOs and other senior citizens.

**Information Dissemination in ESIA Process**

The ESIA study findings are disseminated to the project affected persons stakeholders and the implementation authorities so that preventive measures can be taken for the successful completion of the project. The information disclosure is implemented at two stages for the ESIA.

- ✧ The first stage of information dissemination is conducted when the draft ESIA is prepared. The full draft ESIA in English is delivered and placed at each DFCCIL office and/or existing railway stations and district authorities along the DFC route. Additionally, the summary of the draft ESIA is prepared in local languages, such as Hindi, Gujarati and Marathi and is delivered to all the project affected villages along the DFC route.
- ✧ The second stage of information dissemination is implemented when the ESIA is finalized. The full final ESIA in English is delivered and placed at each DFCCIL office, major existing railway stations and district authorities along the DFC route. Additionally, the summary of the final ESIA is prepared in local languages, such as Hindi, Gujarati and Marathi and is delivered to all the project affected villages along the DFC route.

**Availability of Draft ESIA Report and Submission of Comments**

- ✧ Draft ESIA Report is available for review by the public in the following disclosed locations: DFCCIL Head Office, respective Chief Project Manager (CPM), major stations along the proposed DFC alignment, and respective District Offices from September 17, 2011 onwards.
- ✧ Summary of Draft ESIA in local languages is also available in respective offices of all the project affected villages along the DFC route from September 17, 2011 onwards.
- ✧ Comments can be submitted to the DFCCIL Head Office or respective CPM offices either by post or through email at [dfc.phase2@gmail.com](mailto:dfc.phase2@gmail.com) by September 26, 2011.

**Address of the CPM Offices of the DFCCIL**

- ✧ Dedicated Freight Corridor Corporation of India Limited (DFCCIL)  
 (Head Office) 133444700, Ex. 91-11-22444701,  
 CPM Office Mumbai.
- ✧ P. Plot, New Administrative Building, Central Station (D/F) Road, Malad East - 400 061, Maharashtra  
 (Tel: 91-22-2834184, Fax: 91-22-2834184)
- ✧ CPM Office: Jaipur  
 P. Plot, Jaipur, New Administrative Building, Central Station (D/F) Road, Malad East - 400 061, Gujarat  
 (Tel: 91-79-2531512, Fax: 91-79-2531513)
- ✧ CPM Office: Lucknow  
 P. Plot, Lucknow, New Administrative Building, Central Station (D/F) Road, Malad East - 400 061, Uttar Pradesh  
 (Tel: 91-522-3326024, Fax: 91-522-3326027)
- ✧ CPM Office: Bangalore  
 P. Plot, Bangalore, New Administrative Building, Central Station (D/F) Road, Malad East - 400 061, Karnataka  
 (Tel: 91-80-22040923, Fax: 91-80-22040924)

**Major Stations where the Draft ESIA Report is available**

- ✧ Malad East
- ✧ Faridkot, Ludhiana, Ghazi, Jalandhar, Ferozpur, Patiala, Dhillon Road
- ✧ Amritsar
- ✧ Sonapat, Vapi, Veraval, Palanpur (Ja), Haveri, Solapur, Solapur (W), Bikaner
- ✧ Jaipur, Bikaner, Udaipur, Delhi
- ✧ Raigarh (B), Faridkot, Ludhiana

[Hindi]



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

**डेडिकेटेड फ्रेट कॉरीडोर परियोजना चरण-2**  
**जेएनपीटी से बड़ोदरा और रेवाड़ी से दादरी**  
**के विकास पर**

**पर्यावरण एवं समाजिक प्रभाव आकलन और अध्ययन**  
**का सारांश**  
सितम्बर 2011



यह सारांग डेडिकेटेड फ्रेट कॉरीडोर परियोजना चरण-2 के पश्चिमी कॉरीडोर (जे एन पीटी से बड़ोदरा एवं रेवाड़ी से दादरी) के पर्यावरण एवं सामाजिक प्रभाव आकलन (ESIA) हेतु किए गए अध्ययन का मुख्य विन्दुओं की व्याख्या करता है। ड्रामट्र ESIA का यह सारांग परियोजना कार्यान्वयन एजेंसी के तौर पर डेडिकेटेड फ्रेट कॉरीडोर कॉर्पोरेशन ऑफ इंडिया लिमिटेड (DFCCIL) द्वारा परियोजना के अन्तर्गत सूचना प्रसारण प्रक्रिया हेतु जनता में विस्तारित किया जा रहा है।

**परियोजना संक्षेप**

डेडिकेटेड फ्रेट कॉरीडोर कार्यान्वयन ऑफ इंडिया लिमिटेड (DFCCIL) रेल मंत्रालय की एक विशेष उद्देश्य संस्था है जो कि द्वारा पश्चिमी DFC के तहत दिल्ली - मुंबई के पांच कॉम्प्लेक्सिबल फेजों में बड़ोदरा एवं रेवाड़ी से दादरी तक डेडिकेटेड फ्रेट कॉरीडोर परियोजना कार्यान्वयन कर रही है। दोनों फेजों में अंतर इनका बीच पड़न वाले चरणों के तहत निर्माण शुरू मात्र परियोजना के तहत बड़ोदरा DFC परियोजना अन्तर्गत लक्ष्यीक उद्देश्य हेतु मात्र परियोजना का सफरक आगमन से इस कार्यों उन्मुखित करने वाले रेल परियोजना की और तेजी से स्थानांतरित कर देगा तथा जारी बरतुछी की सुगमता की रेल परियोजना की उन्मुखित करेगा।

पश्चिमी DFC का विन एवं 2010-2014 में कुल 371 निश्चित कर मात्र कुल 850 किग्राटन किया गया है जो 2003-04 तक बड़ोदरा 140.4 मिलियन टन में आया। एसा उपलब्ध है कि इस स्तर पर मुम्बई रेल क्षेत्र का निष्पत्त जो कि स्थान बगत में अनुपलब्ध है, अपने साथ-साथ औद्योगिक क्षेत्रों को निश्चित करने एवं अन्य आर्थिक व सामाजिक क्षेत्रों की स्थापना का भी आवश्यकता होगी तथा भारत की निकटवर्ती अर्थव्यवस्था को भी प्रभाव करना जिस विश्व की दूसरी सबसे बड़ी से बड़ी अर्थव्यवस्था माना जाता है।

पश्चिमी DFC में परियोजना की दो मुख्य शाखाएँ हैं, एक दोनों पार्श्वों पर स्थित स्थापन विन्दुओं मुंबई में उद्देश्य वाले बड़े फ्रेट टर्मिनस और दिल्ली में ट्रांसपोर्टेशन का स्थिति करने हुए उत्तर पार्श्व के उत्तरी के तहत दूसरी पार्श्व में विभिन्न उद्योगों पर फीडर मार्गों में आता परियोजना DFC परियोजना के कार्यान्वयन का अनुपात होगा भारत के परियोजना संवर्धन की कर्तव्य करने में सके।

**परियोजना क्षेत्र**



पश्चिमी कॉरीडोर को दो चरणों में विभाजित किया गया है जिसमें पहले चरण में बड़ोदरा और रेवाड़ी के बीच कॉरीडोर शामिल है और दूसरे चरण में शामिल है मुंबई से जे. एन. पी. टी. से बड़ोदरा तथा रेवाड़ी से दादरी तक का कॉरीडोर एवं फ्रेट टर्मिनस के पास में DFC परियोजना में ट्रांसपोर्टेशन तक एक विंगल लोडिंग।

यह अध्ययन DFC परियोजना के दूसरे चरण से संबंधित है। यहाँ की सूचना एवं सात की बरतुछी स्थिति, प्रभावित परियोजना की मासिकता में प्रदर्शित है।





**सम्भावित प्रभाव और निवारक उपाय**

ESIA सर्वे के परिणामों और तदनन्तर विश्लेषण के आधार पर निम्नलिखित प्रभावों को संभावित रूप से पहचाना जा सकता है। इन प्रभावों को नकारना और उन्हें नष्ट करने के लिए उचित उपायों को लागू करना होगा। इन प्रभावों को नकारना और उन्हें नष्ट करने के लिए उचित उपायों को लागू करना होगा। इन प्रभावों को नकारना और उन्हें नष्ट करने के लिए उचित उपायों को लागू करना होगा।

**संभावित प्रभावों व निवारक उपायों की मुख्य सूची**

संभावित प्रभाव	निवारक उपाय
1. <b>वायु प्रदूषण</b>	<ul style="list-style-type: none"> <li>वायु प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>वायु प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>वायु प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> </ul>
2. <b>जल प्रदूषण</b>	<ul style="list-style-type: none"> <li>जल प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>जल प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>जल प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> </ul>
3. <b>ध्वनि प्रदूषण</b>	<ul style="list-style-type: none"> <li>ध्वनि प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>ध्वनि प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>ध्वनि प्रदूषण को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> </ul>
4. <b>भू-उपयोग परिवर्तन</b>	<ul style="list-style-type: none"> <li>भू-उपयोग परिवर्तन को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>भू-उपयोग परिवर्तन को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>भू-उपयोग परिवर्तन को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> </ul>
5. <b>समाजिक-सांस्कृतिक प्रभाव</b>	<ul style="list-style-type: none"> <li>समाजिक-सांस्कृतिक प्रभाव को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>समाजिक-सांस्कृतिक प्रभाव को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>समाजिक-सांस्कृतिक प्रभाव को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> </ul>
6. <b>पर्यावरणीय प्रभाव</b>	<ul style="list-style-type: none"> <li>पर्यावरणीय प्रभाव को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>पर्यावरणीय प्रभाव को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> <li>पर्यावरणीय प्रभाव को नियंत्रित करने के लिए उचित उपायों को लागू करना।</li> </ul>

**ESIA अध्ययन के मुख्य सर्वे पैरामीटर**

ESIA अध्ययन के कुछ मुख्य सर्वे पैरामीटर निम्नलिखित हैं। इन सर्वे में सम्बन्धित पर्यावरणीय तथा सामाजिक पैरामीटर के परिवर्तन को नियंत्रित करने के लिए उचित उपायों को लागू करना होगा।

संभावित प्रभाव	मुख्य सर्वे पैरामीटर
संभावित प्रभाव	1 - जल स्रोत, सतह जल, उपरोक्त क्षेत्रों में उपलब्धता और दूरी का निर्धारण।
	2 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	3 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	4 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	5 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	6 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	7 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	8 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	9 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	10 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	11 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	12 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	13 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
समाजिक-सांस्कृतिक प्रभाव	1 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	2 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	3 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	4 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	5 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।
	6 - जल सतह, उपजाऊ भूमि, वन, गंगा, यमुना और अन्य नदी।











[Gujarati]



ડેડિકેટેડ ફ્રીગ્ટ કોર્ડોર ઓફ ઈન્ડિયા લિમિટેડ  
ડી.એફ.સી.સી. એન્ડ ઈન્ડિયા લીમિટેડ, DFCCIL

પશ્ચિમ માલવહન સમર્પિત રેલ્વે યોજના (ફીજી-૨)  
જવાહરલાલ નેહરુ પોર્ટ ટ્રસ્ટથી વડોદરા અને રેવાડી થી દાદરા

પર્યાવરણીય તથા સામાજિક અસરોના અંદાજનો અભ્યાસનો સાર. (ESIA Study)

સપ્ટેમ્બર ૨૦૧૧



આ તારણો પશ્ચિમ માલવહન સમર્પિત રેલ્વેયાર્થ (DFC) ફીજી-૨ જે.એ. એન.પી.ટી.વાંદરા અને રેવાડી ઠીલ્લી ક્લસ્ટર આવક છે તેના માટે કરવામાં આવેલ પર્યાવરણ તથા સામાજિક અસરોના અંદાજના અભ્યાસની મહત્વની શરૂઆત સમજાવે છે. અભ્યાસમાં સંસ્થા તરીકે આ ઈ.એસ. આઈ.એ. ના સુચિત તારણો ડી.એફ.સી.સી. આઈ.એસ. સંસ્થા માલવહન સમર્પિત રેલ્વે માનવોજના અંતર્ગત મહિત્વની પ્રકારની ટીકિંગે સંબંધિત અપવાદમાં આવે છે.

પરિયોજનાનો સાર

ડી.એફ.સી.સી.એન્ડ ઈન્ડિયા લિમિટેડ ડેડિકેટેડ ફ્રીગ્ટ કોર્ડોર ઓફ ઈન્ડિયા (DFCCIL) એ ભારતનું સરકારના રેલ્વે મંત્રાલયને વીજાવડી એક્ટના નીચે મુજબ ટ્રસ્ટ દ્વારા સંચાલિત છે. રેલ્વે મંત્રાલય ઈન્ડિયા, ફીડી ટ્રસ્ટીઝ ડેવલપમેન્ટ ઓફ ઈન્ડિયા લિમિટેડ (DFCCIL) દ્વારા એક નોલ્ડસ પેપરને માટેના વાળગુણ(SPV), કોમ્પ્યુટર ક્લસ્ટરના માટેની મોડલ હાઈ એક્સપ્રેસ વાલ વાલન યા મહિતિ રેલ્વે માર્ગ પરિયોજના પશ્ચિમ DFC ના ઈપસમાં ઈસી અને મુંબઈ વચ્ચે અમલમાં મુકાયે. મુખ્ય માર્ગે એને તેની અસરો અંગત માલકો વચ્ચે વહેતાં જતાં માલ સપ્લાયની હેલ્કેટર ને જોડતું સુચિકલિત ટેન્ક-એક્સપ્રેસ યુક્ત DFC પરિયોજનાના પ્રસ્થાવને રચના કરવા માલવહન રેલ-સેક્ટરની જ અસરો ઓછી કાનું-સીવામાં પર્યાવરણ રેલ્વે ટ્રેન્સપોર્ટ ટરના આ સેક્ટરમાં એક મોટું પરિવહન અવરો અને તેમાં રેલ્વે ટરના જિલ્લા સંચાલક માલવહાનની હેલ્કેટરમાં પણ સંચાલકને એક ઈન્ડિયન કંપનમાં વધારે.

પશ્ચિમ DFC ની ૨૦૧૧-૧૨ ના નવલંબી વર્ષમાં ૩૦૦ કીમ ૨મ માલ કોમ્પાર્ટ્સી હેલ્કેટર હી છે તે હી ઈસીની કારવામાં આવી છે. જે ૨૦૩૩-૩૪ વર્ષમાં ૧૪૦૨ કીમ ૨મ મુજબ મહોલો. અટકાવે એક રેલ માલવાહી ઈસી સ્વાસ્થ્ય ભારતમાં અર્પણ કરી શકાય તેવી છે. ઓલોમીકલ વ્યાવહાર, ઓલોમીકલ યાદ, અના આલિકિ વેવાડી મલકો રેલ કાર્ટોનની બંને રાક ટિકિસવચમાં અવરો જે ઈન્ડિયાન અવરના વિકસન ઈસીમાં મીજૂં રૂબન કરાવે છે તેની આલિકિ રૂબ મુજબ યાદ.

પશ્ચિમ DFC ના ટૂલ્સી ઈસી ને રાકી પ્રવાહ વચે એક મુંબઈ સુચિક મી વચ્ચે મુંબઈના જવાહરલાલ નેહરુ પોર્ટ ટ્રસ્ટ (JNPT) થી ઈસી પ્રકારના રૂબમાલકાકી સુચિક ઈસીના (TKD) ઈસી સુચી અને મીજૂં જે રેલ જંકશન સુચિકનાકી તેની અસરો અંગત ઈસીના DFC પરિયોજના અમલીકરણથી ભારતના વ્યાવહારિક કાર્યો જે કાર્યોની કારવામાં આવે છે તેની ઈસીનાકી કારણ થશે.

પરિયોજનાનો વિસ્તાર



પશ્ચિમ માલવે ને અસરમાં પરિવહનમાં અવરો છે. પરિવહનમાં અસરો વધારા અને રેવાડી વચ્ચેના માર્ગને અને મીજૂં અસરો મુંબઈ-ના JNPT થી વાંદરા અને રેવાડી વચ્ચેનાકી તેમજ રેલવે સુચિકનાકી અસરો અંગત ઈસીના DFC એક મુજબ વાળગુણને આવી વ છે. આ અસરો DFC પરિયોજના મીજૂં અસરો અંગત ઈસીના DFC એક મુજબ વાળગુણને આવી વ છે. આ અસરો DFC પરિયોજના અમલીકરણમાં અસરો અંગત ઈસીના DFC એક મુજબ વાળગુણને આવી વ છે. આ અસરો DFC પરિયોજના અમલીકરણમાં અસરો અંગત ઈસીના DFC એક મુજબ વાળગુણને આવી વ છે.

























<p><b>पर्यावरण व्यवस्थापन योजना (EMP)</b></p> <p>प्रकल्प प्रारंभी, निधान, विकास, विकास आणि प्रशासन वगैरे दरम्यान प्रकल्पस्थळी असलेल्या वन्यजीव प्राण्यांचा धोका होतो. यासाठी पर्यावरण व्यवस्थापन योजना (EMP) तयार करावयाची आहे. यातूनच पर्यावरणाचा धोकाही टाळावा आणि वन्यजीव प्राण्यांचा आरक्षण करण्यात येईल.</p> <p>1.ESIA अन्वयेच्या अटीतच पर्यावरण व्यवस्थापन योजना EMP या अन्वयेच करावयाची आहे.</p> <ul style="list-style-type: none"> <li>• प्रतिपादा विचार घ्यावा.</li> <li>• वान, शेजारची पुरवठा आणि व्यवस्थापन घ्यावा.</li> <li>• वन्यजीव प्राण्यांचा धोका टाळावा आणि निवारण.</li> <li>• पर्यावरण व्यवस्थापन घ्यावा.</li> <li>• हानिकारक प्राण्यांसाठी नुकतेवून, शास्त्रांनी आणि स्थानिक व्यवस्थापक.</li> <li>• आर्याणी व्यवस्थापक.</li> <li>• प्रकल्प आणि पुरवठा व्यवस्थापक (R&amp;P) अन्वयेच्या अटीतच करावयाची आहे.</li> <li>• वन्यजीव प्राण्यांची नुकतेवून आणि नुकतेवून घ्यावा.</li> <li>• आर्याणी व्यवस्थापक.</li> </ul> <p>२. पर्यावरण व्यवस्थापन आणि आर्याणी व्यवस्थापक यांनी तयार करावयाची आहे. यातूनच पर्यावरणाचा धोका टाळावा आणि निवारण घ्यावा.</p> <ul style="list-style-type: none"> <li>• वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</li> <li>• वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</li> <li>• वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</li> <li>• वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</li> <li>• वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</li> </ul>	<p><b>पर्यावरण देखरेख योजना (EMoP)</b></p> <p>EMP व पर्यावरण व्यवस्थापन यांचा धोका टाळावा आणि पर्यावरण व्यवस्थापन घ्यावा. पर्यावरण व्यवस्थापन (EMoP) वगैरे अन्वयेच्या अटीतच पर्यावरण व्यवस्थापन घ्यावा. यातूनच पर्यावरणाचा धोका टाळावा आणि निवारण घ्यावा.</p> <ul style="list-style-type: none"> <li>• पर्यावरण व्यवस्थापन घ्यावा.</li> <li>• पर्यावरण व्यवस्थापन घ्यावा.</li> <li>• पर्यावरण व्यवस्थापन घ्यावा.</li> <li>• पर्यावरण व्यवस्थापन घ्यावा.</li> <li>• पर्यावरण व्यवस्थापन घ्यावा.</li> </ul>
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<p><b>1. कार्यप्रणाली अंमलात</b></p> <ul style="list-style-type: none"> <li>• आर्याणी निवारण घ्यावा.</li> <li>• वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</li> <li>• वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</li> <li>• वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</li> </ul> <p><b>2. पर्यावरण देखरेख कार्यप्रणाली</b></p> <p>वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</p> <p><b>उत्तरेत्यार क्षेत्र (PCMs)</b></p> <p>उत्तरेत्यार क्षेत्रात वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</p>	<p>उत्तरेत्यार क्षेत्रात वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</p>  <p>उत्तरेत्यार क्षेत्रात वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा. वन्यजीव प्राण्यांची नुकतेवून घ्यावा.</p>
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## Attachment II.4.2 Public Notice and Letter for Information Dissemination of Draft ESIA Report

[Public Notice: English]

### PUBLIC NOTICE

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

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

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

#### Draft ESIA report is available and Comments are received At the Following CPM Offices of the DFCCIL

- ❖ Dedicated Freight Corridor Corporation of India Limited (DFCCIL)  
(Under Ministry of Railways), Fifth Floor, Pragati Maidan, 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, Anus-1, Near Icon Mall, Dumas Road, Piprod, Surat - 395 007, Gujarat  
(Tel: 91-261-2633250; Fax: 91-261-2633250)
- ❖ CPM Office Vadodra:  
1st Floor, New Administrative Complex, 3rd Floor, R. C. Dutt Road, Akapuri, 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)

#### Draft EIA report is available At the Following Major Stations

- ❖ Maharashtra  
Panvel (Jn), Kalyan (Jn), Vainama, Kelve Road, Palghar, Daham Road
- ❖ Gujarat  
Sujan, Vapi, Valsad, Bilimara (Jn), Navsari, Sachin, Kosamba (Jn), Bharuch (Jn)
- ❖ Haryana, Rajasthan, UP, Delhi  
Rewari (Jn), Faridabad, Dabri

#### At the Following District Collectorate Offices

- ❖ Maharashtra  
Rangarh, Thane
- ❖ Gujarat  
Valsad, Navsari, Surat, Bharuch, Vadodra
- ❖ Haryana, Rajasthan, UP, Delhi  
Rewari, Mevati, Gurgaon, Faridabad, Alwar, Guntam Budhia Nagar

Signature by DFCCIL

[Public Notice: Hindi]

### पब्लिक नोटिस

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

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

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

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

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

- ❖ डेडिकेटेड फ्रेट कॉरिडोर कॉर्पोरेशन ऑफ इंडिया लिमिटेड (DFCCIL)  
(रजि. मंत्रालय के अन्तर्गत) पावली मंडिरा प्रगति मैदान मेट्रो स्टेशन बिल्डिंग कॉम्प्लेक्स, नई दिल्ली-110001  
(Tel: 91-11-23454700; Fax: 91-11-23454701)
- ❖ CPM कार्यालय मुंबई  
7वीं मंजिल, न्यू प्रशासनिक भवन, सेक्टर 4, डी.एन. रोड, मुम्बई-400 001, महाराष्ट्र  
(Tel: 91-22-22634184; Fax: 91-22-22634184)
- ❖ CPM कार्यालय सूरत  
चौथी मंजिल, अनुस-1, इकोन मॉल के पास, पीपल रोड, सूरत-395 007, गुजरात  
(Tel: 91-261-2633250; Fax: 91-261-2633250)
- ❖ CPM कार्यालय वडोदरा  
13-14/17-18, पंचवत्या, कॉम्प्लेक्स, तीसरी मंजिल, आर सी दत्त रोड, अलकापुरी, वडोदरा-395007, गुजरात  
(Tel: 91-265-2326024; Fax: 91-265-2326027)
- ❖ AGM कार्यालय रेवाड़ी से दादरी  
स्टार हाउस, प्रथम मंजिल, प-102, सेक्टर-4, नोएडा, उत्तर प्रदेश  
(Tel: 91-120-4309720; Fax: 91-120-4134554)

मसौदा ESIA रिपोर्ट निम्नलिखित मुख्य स्टेशनों पर उपलब्ध है:

- ❖ महाराष्ट्र  
पानवेल (जंक्शन), कल्याण (जंक्शन), वैतरणा (जंक्शन), केतवे रोड (जंक्शन), पालघर (जंक्शन), दाहानू रोड (जंक्शन)
- ❖ गुजरात  
सुजान, वापी, वलसाद, विलोमोडा (जंक्शन), नवसारी, सचिन, कोसांबा (जंक्शन), मरुच (जंक्शन)
- ❖ हरियाणा, राजस्थान, उत्तर प्रदेश, दिल्ली/रेवाड़ी (जंक्शन), फरीदाबाद, दादरी

मसौदा ESIA रिपोर्ट निम्नलिखित जिला कार्यालयों पर उपलब्ध है:

- ❖ महाराष्ट्र  
राजगढ़, ठाणे
- ❖ गुजरात  
वलसाद, नवसारी, सूरत, मरुच, वडोदरा
- ❖ हरियाणा, राजस्थान, उत्तर प्रदेश, दिल्ली  
रेवाड़ी, मेवात, मुहाना, पलवल, फरीदाबाद, अलवर, गौतम बुद्ध नगर

DFCCIL द्वारा हस्ताक्षरित



[Letter to District Collector (DC): English]

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

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

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

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

Suitable action in this regard may please be taken.

Signed by (DFCCIL)

**Attachment:**  
➤ List of Places for the Information Dissemination of the Draft ESIA Report and its Summary

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

New Delhi, dated 06.09.2011

District Collector  
Vadodara District  
District Administration Office  
Vadodara, Gujarat

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

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

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

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

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

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

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

[Letter to Station Master: English]

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

The Divisional Railway Manager,  
Western Railway  
Church Gate, Mumbai

New Delhi, dated 06/09/2011

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

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

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

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

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

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

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

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

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

Suitable action in this regard may please be taken.

Signed by (DFCCIL)

Attachment:

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



[Letter to Sarpanch: English]

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

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

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

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

Suitable action in this regard may please be taken.

Signed by (DFCCIL)

Attachment:

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

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

Village Head\*  
Village Administration Office  
New Delhi, dated 06.09.2011

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

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

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

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

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

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

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

[Letter to Sarpanch: Hindi]

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

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

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

इस संदर्भ में उपयुक्त करवाई की जाए।

DFCCIL द्वारा हस्ताक्षरित

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

नई दिल्ली 06.09.2011

ग्राम प्रशासनिक कार्यालय

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

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

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

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

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

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

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



[Letter to Sarpanch: Marathi]

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

प्रकल्प सुरळीतपणे व सुनियोजितपणे पणे पार पाडण्यासाठी सर्व ग्रामपंचायतीची ESIA अहवाल मसूदा त्रिकोणन त्यावर योग्य ती कार्यवाही करून ती जनतेच्या माहितीसाठी उपलब्ध करून देण्याची विनंती.

सदर अहवालाच्या वितरणसाठी स्थानिक सल्लागार कंपनीचे प्रतिनिधी लवकरच आपल्याशी संपर्क करतील.

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

स्वाक्षरी  
DFCCIL

सल्लेख : ESIA अहवालाचा मसूदा आणि सारांश प्रति मिलणाच्या जागांची यादी

ESIA मसूदा आणि सारांश अहवालाचे स्थानिक ग्रामीण प्रशासकिय कार्यालयात वितरण

गावाचा सरपंच  
ग्रामीण प्रशासकिय कार्यालय  
१३.०९.२०११

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

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

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

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

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

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

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

ESIA आणि RRP अध्यातन JICA चे सर्वेक्षण पथक आणि DHI (इंडिया ) प्रा. लि., दिल्ली यांनी संयुक्तरीत्या केले तसेच ESIA अहवाल वितरणच्या कामात तसेच विचार व सल्ले गोळा करण्याच्या कामात DHI चे पथक सहकार्य करेल. इतकते कडून राणच्या सुचना पत्रवावहार, फॅक्स किंवा ईमेल या माध्यमातून दि.२७ सप्टेंबर

### Attachment II.4.3 Distribution List of Draft ESIA Report

#### (1) Delivery Status of Distribution of Main Reports

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			

Source: JICA Survey Team

#### (2) Delivery Status of Distribution of Summary of Draft ESIA

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	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
22				11	Kalundre	20-Sep

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
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
81			12	Gokhivare	22-Sep



Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
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		Talasari	1	Brahmanpada	21-Sep
135			2	Borigaon	21-Sep
136			3	Vevaji	21-Sep
Total : District			95		95
Total : State			136		136

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
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## 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	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	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	Jalalpore	1	Vedchha	24-Sep
185				2	Mandir	24-Sep
186				3	Hansapore	24-Sep
187		Navsari (Rural)	Navsari (Rural)	1	Vejalpore	24-Sep
188				2	Veravan	24-Sep
189		Jalalpore	Jalalpore	1	Tavdi	22-Sep
190	2			Sagra	22-Sep	

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
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		6	Kim	25-Sep	
227	Mangrol	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
248			11	Dahegam	21-Sep

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
249			12	Kukarwada	21-Sep
250		Ankleshwar	1	Sarfudin	24-Sep
251			2	Deeva	24-Sep
252			3	Ankleswar	24-Sep
253			4	Piraman	24-Sep
254			5	Umarwada	24-Sep
255			6	Bhatkodra	25-Sep
256			7	Kapodra	25-Sep
257			8	Sakkarpur	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
294			12	Lodhana	19-Sep

Total Sl. No.	District	Sub-district	No. per Sub-district	Name of Village	Delivery date
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	Khuntpuri	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
348			4	Faridpur	20-Sep
349			5	Kheri Kala	20-Sep

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

Source: JICA Survey Team