

Attachment II.4.4 Comments from the Public on Draft ESIA Report

[Letter 1: Palwal]

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

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

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

- (A) By virtue of its aim and objects and the fact that the DFCCIL is registered under Companies Act is does not fall under "Public Interest" category, hence the cost of the land my kundry be paid accordingly and that too by single payment.
- (B) The land Acquisition Amendment Act is pending in Parliament for passing. This act will be effective from retrospective date. This fact may please be kept in view while paying the compensation.
- (C) The parameter of minimum area of land acquired for giving employment was not declared. It may please be done at the earliest.
- (D) It is presumed that all the Co-sharer of land (JOINT KHEWAT) to be acquired will be given employment. The position may please be clarified. The accounts of the land could not be separated due to so may reasons.
- (E) The procedure for paying the cost of land among Co-share holders was not clarified. It requires clarification.

Cont....2

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moyumi goto <dfc.phase2@gmail.com>

28 September 2011 16:16

Puneet Kaushik <pnu_kaushik@yahoo.com>
To: dfc.phase2@gmail.com

Views/Comments
1 message

For Saraswati Computer Point
Puneet Kaushik
Managing Director
Mob. No.: 9891000807
E-mail id: pnu_kaushik@yahoo.com

scan.pdf
13K

2011/09/29 12:37

1/1

-2-

- (F) In case land is partition into pieces the whole land may be acquired as the remaining part of land is not usable for farming purpose.
- (G) To shift the water sources of the Kisan particularly electricity Tubewell, all the cost may be born by the DFCCIL as the Haryana Electricity Corporation is charging heavy amount for shifting the connection.
- (H) Path for the fields provided during the Land Consolidation may be kept at the same place by providing Under Bridge without any condition of width of the path.
- (I) Proposed roads likely to be constructed by DFC parallel to the track on both side may be allowed for use by Kisan's without ifs and buts.
- (J) The passage for water channel may be retained at the existing places without change.
- (L) The facility of exemption from paying Stamp Duty etc. for acquiring the landed property all over India for the amount received by the Kisan may be provided.
- (M) The acquisition of three crop land may please be avoided as far as possible. If indispensable, due consideration may please be taken while fixing the cost of such land.
- (N) Dust pollution is unavoidable at the construction in site inspite of taking all available measures to control it. I am grower of vegetable and dalhan crops which are bound to be suffered by dust pollution and I have to switch over to other crops. Due compensation for such loss may please be paid for construction period of the project.
- (O) Kisans doing farming on lease - holding land may please be duly compensated.

Cont.....3

-3-

- (P) Dependant family members of the effected Kisans may please be associated by DFC by providing other livelihood means like petty contractor, labour contractor, building material supplier, issue of tea stall, clearing and forwarding agency, authorized transport license etc.
- Not the last but the least, I request your Honour to kindly consider all the aforesaid points at the time of taking any final decision in this matter. It is further requested that assurances/ facilities likely to be given by the DFCCIL may kindly be taken in the from of Undertaking by the Haryana Govt. authority so that the kisan like me are not left in the wilderness after the acquisition. In this connection you kind attention is drawn to an exiting such case of Indian Oil Corporation Project located at Asawati. At the time of takingover of land for the said project many verable assurances including employment were given to the kisans but they are still inbarch and looking for a ray of hope in the darkness.

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

Date : 26.09.2011

Place : Asawati


Your Sincerely

Gian Singh Dhanwal
V.P.O. Asawati
Tehsil & Distt Patwi

[Letter 2: Palwal]

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mayumi goto <dfc.phase2@gmail.com>



remarks regarding aquirement of land for DFCCIL

1 message
baldev tavar <b_tavar@rediffmail.com> 28 September 2011 15:45
To: 'dfc.phase2@gmail.com' <dfc.phase2@gmail.com>


Dear Sir,
We are submitting our suggestions as well as remarks as under:-
1. Job and compensation should be on the basis of nominated persons for the ownership of the land concerned.
2. Proper Compensation for tubewell and vegetation affected by the aquirement.
We have submitted our suggestions and remarks already to SDO Palwal under the receipt no. 4856/16-11-2010.
Remarks:-
Sons of late sh. Ram Singh,
Sons of Sh. balRam,
Sons of Sh. Nainhe Ram,
Sons of Sh. Bai Singh, S/O Late Sh. Hukam Singh
R/O Village Medapur Jatola
Owners of the Land To be aquired for dfccil as under:-
Khevat No.-1, Khatoni No. 1, Ta: 7, Musteel No. 19//17/1, 17/2, 18, 19
Total area to be aquired= 6607 haatares

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[Letter 3 Faridabad: Hindi]

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Bombay to Dadri Freight Corridor

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

Makrand Sharma
09868565668,09716279548
V.P.O FATEHPUR BILLOCH,
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To: "makrand.sharma@rediffmail.com" <makrand.sharma@rediffmail.com>
Date:
Subject:

Sagar Sharma

3 attachments

सेवा में

माननीय रेल मंत्री

भारत सरकार

नई दिल्ली।

मार्फत : जिला उपायुक्त

फरीदाबाद

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

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

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

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

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

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

1. भूमि का अधिग्रहण कलेक्टर रेट के स्थान पर पांच करोड़ रुपए प्रति एकड़ के हिस्सा से किया जाए तथा हरियाणा सरकार की नीति अनुरूप जिन किसानों की जमीन का अधिग्रहण किया जाए उनको आगामी 33 साल तक रायल्टी दी जाए।

2. पानी का प्रबंध का जिम्मा रेलवे उठाए चाहे फिर इसके लिए ट्यूबवैल लगाना हो या फिर माईनरी में पक्की नाली बनानावानी हो,

3. अधिग्रहित भूमि में लगे पेड़ व अन्य मकान आदि का मुआवजा अलग से दिया जाए,

4. रेलवे विभाग की नीति एक परिवार को नौकरी के स्थान पर किसान के बेटों के परिवार के हिस्सा से उनकी योग्यता अनुसार नौकरी दी जाए,

5. रेलवे लाईन के दोनो तरफ के रास्ते को लिखित तौर पर आम रास्ता घोषित किया जाए।

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

धन्यवाद

R. K. Sharma
मकरंद शर्मा (0986856668)

प्रधान

एवं समस्त किसान जिला फरीदाबाद

जिला फरीदाबाद
संसदीय II

ग्राम पंचायत फतेहपुर किल्लोच
गाण्ड बल्लभगढ़ (फरीदाबाद)

Saty Prakash
सत्य

ग्राम पंचायत लहौली
बल्लभगढ़ (फरीदाबाद)

15-9-2011

बीर सिंह लुधियाना
बीर लुधियाना
ड० बल्लभगढ़ (फरीदाबाद)

11/3/12

प्राति : मुख्यमंत्री हरियाणा सरकार चंडीगढ़

प्राति : उपमन्त्री योजना आयोग भारत, नई दिल्ली

प्राति : जयगम रमेश केन्द्रीय मंत्री

ब्रि हार्सेट्टे
अध्यक्ष

ग्राम पंचायत बल्लभगढ़
बल्लभगढ़ (फरीदाबाद)

15-9-2011

[Letter 4 Gurgaon: Hindi]

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

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

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

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

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

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

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

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

7. प्रत्येक परिवार को एक प्लॉट दिया जाए।

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

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

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

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

धन्यवाद

एवं समस्त किसान तहसील सोहना

दयावती

सरपंच

श्रीमती इमरती
अनं पंचायत करनको खडकी
ब्लाक सोहना

प्रति : मुख्यमंत्री हरियाणा सरकार चंडीगढ़

प्रति : उपाध्यक्ष योजना आयोग भारत, नई दिल्ली

प्रति : जयराम रमेश केंद्रीय मंत्री

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Attachment II.4.5 Summary of Final ESIA 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 Computerized Multi Modal High Axle Load Dedicated Freight Corridor (DFC) Project between Delhi-Mumbai under the Western DFC Corridor. Considering the ever increasing freight traffic movement between the metros and their respective hinterlands, the DFC Project through adoption of improved technologies will result in a paradigm shift of freight transportation from road to the low carbon intensive mode rail transport and inherent improvement in energy efficiency of freight rail for transportation of bulk goods.

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


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

The Project Area




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

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



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

December 2011



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

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

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

Salient Features of Alignment & Relevant Facilities

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

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

| Name of Detour | Between IR Stations | Approx. Length (km) |
|-------------------------|--|---------------------|
| Kundevaha Detour | Jasri and Panvel | 3 |
| Panvel Loop | Dapoli and Kalamboli | 3 |
| Dabwali (Dive) Detour | Nile and Kopar Road | 5 |
| Vasai Detour | Juchandra and Vairama | 18 |
| Dahanu Detour | Dahamu Road | 12 |
| Surat Detour | Sachin and Gohangam | 21 |
| Singoli - Noida Detour | Vidhya and Makarpura | 60 |
| Rewari-Dadri (Mainline) | Rewari to Pirhala and Pirhala to Dadri | 126 |
| Rewari-Dadri (TKD line) | Faridabad and Tuglakabad | 11 |
| | Total | 259 |

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

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

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

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

River Monitoring at Bridge Alignment

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

Noise measurement survey near parallel route and surrounding land use

Key Survey Parameters for ESIA Study

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

| Section | Key Survey Parameters |
|------------------------------|--|
| | <p>Noise and Vibration Survey</p> <ol style="list-style-type: none"> 1. Pavei, Palghar, Boisar, Vapi, Valsad, Amalsad and Kim Stations for Noise and Vibration Survey <p>Land Use and Sensitive Receptor Survey</p> <ol style="list-style-type: none"> 2. Land Use distribution and Sensitive Receptor sites within 60-100 m from the centerline of the proposed DFC alignment <p>River Water Quality (at bridge site locations)</p> <ol style="list-style-type: none"> 3. The South Vainarna, North Vainarna and Ulhas Rivers in Thane District, Maharashtra 4. The Damnan Ganga, Par River and Amnango Rivers in Valsad District, Gujarat 5. The South Kaveri, North Kaveri, Ambika, N. Poorna and Minthola Rivers in Navsari District, Gujarat 6. The Tapi River in Surat District, Gujarat 7. The Narmada River in Bharuch District, Gujarat <p>Flora and Fauna Survey (in recorded forest areas)</p> <ol style="list-style-type: none"> 8. Nearly 20 small forest patches in Bhiwandi, Vasiti, Palghar and Daham Taluka in Thane District with acquired forest land of 32 ha 9. Three mangrove areas in Thane District 10. Reserved forest area between Sunjay Gandhi National Park (SGNP) and Tungreshwar Wildlife Sanctuary in Thane District 11. Legally protected ecologically fragile Dahanu area of Thane District in Maharashtra <p>Hydrogeological Survey</p> <ol style="list-style-type: none"> 12. Tunnel Section in Vasai Detour 13. 269 affected villages along the alignment for socio-economic survey and Public Consultation Meetings |
| JNPT/Vadodara Section | |
| | <p>Noise and Vibration Survey</p> <ol style="list-style-type: none"> 1. Asoti Station for Noise and Vibration Survey <p>Land Use and Sensitive Receptor Survey</p> <ol style="list-style-type: none"> 2. Land Use distribution and Sensitive Receptor sites within 60-100 m from the centerline of the proposed DFC alignment 3. The Yamuna and Hindon Rivers in Gauram Buddha Nagar District, Uttar Pradesh <p>Flora and Fauna Survey (in recorded forest areas)</p> <ol style="list-style-type: none"> 4. Guistampur reserved forest in Gauram Buddha Nagar District with acquired forest land of 10 ha <p>Hydrogeological Survey</p> <ol style="list-style-type: none"> 5. Legally protected Geo-physical sensitive area near Aravalli Hill Range in Alwar District in Rajasthan and Mewar District in Haryana <p>PCM, Baseline Survey and Census</p> <ol style="list-style-type: none"> 6. 105 affected villages along the alignment for socio-economic survey and Public Consultation Meetings |
| Rewari-Dudri Section | |

Potential Impacts and Mitigation Measures

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

List of Main Potential Impacts and Mitigation Measures


| Potential Impacts | Mitigation Measures |
|--|--|
| <p>1. Noise and Vibration</p> <p>< Construction phase ></p> <ul style="list-style-type: none"> Noise and vibration due to movement of vehicles, and operation of heavy construction machinery. <p>< Operation phase ></p> <ul style="list-style-type: none"> Noise and vibration due to movement of trains and related facilities | <ul style="list-style-type: none"> Major construction equipment and machineries shall be fitted with acoustic control measures such as silencers and mufflers Construction activities only during daytime near residential areas Provision of protective gears such as ear muffs to construction personnel exposed to high decibel levels Use of long welded rails New technologies incorporated to lower noise and vibration generation with respect to structures and rolling stocks Appropriate maintenance of locomotives, tracks and structures Consideration of noise barriers at appropriate locations such as residential areas and sensitive receptors |
| <p>2. Water Pollution</p> <p>< Construction phase ></p> <ul style="list-style-type: none"> Wastewater from construction activities with suspended impurities Wastewater disposed from the workers camp and sludge generated from construction sites | <ul style="list-style-type: none"> Control of quality of construction wastewater emanating from the construction site through suitable drainage system with sediment traps Provision of silt fencing and sand settling pond near water bodies Provision of proper sanitation facilities at the construction sites to prevent health related problems due to water contamination |
| <p>3. Air Pollution</p> <p>< Construction phase ></p> <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> Storage of construction materials in covered god-downs or enclosed spaces Adequate dust suppression measures such as regular water sprinkling on unpaved haul roads and vulnerable areas of the construction sites All major construction machineries shall be retrofit with appropriate dust reduction measures Necessary permission shall be taken for critically polluted areas and all conditions of permission shall be complied with |
| <p>4. Flora</p> <p>< Planning/Design phase ></p> <ul style="list-style-type: none"> Alignment passes through several forest patches of Recorded Forest Areas in Thane District and the forest patch in Gauram Buddha Nagar District <p>< Construction phase ></p> <ul style="list-style-type: none"> Loss of flora due to felling of trees within ROW linearly along the proposed alignment Deposition of fugitive dust on pubescent leaves of nearby vegetation could lead to temporary reduction of photosynthesis | <ul style="list-style-type: none"> Consideration of adjustments to ROW or loop length to reduce loss of forest patches within minimum in the Engineering and Planning stage for the Forest Conservation Act, 1980 being followed after due consultation with the Forest Department (FD) Comply with all stipulated conditions of Forest Clearance when granted Joint field verification with the respective State FD to avoid uncontrolled and indiscriminate tree felling Appropriate compensatory plantation using native species with rate of replacement as per the State FD. For example, for Dahanu eco-sensitive area, ten trees for each tree cut Compensation for trees in private land based on fruit yield, timber and other economic values Appropriate sprinkling near the site to minimize dust deposition on vegetation |

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

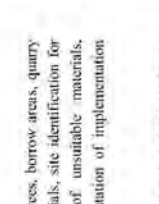
Note: Detailed explanation to above impacts and mitigation measures in addition to some more issues are given in Final ESIA Report.

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

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| <p>1. Performance Indicators</p> <ul style="list-style-type: none"> ❖ Planning/Design Phase: land acquisition, dumping locations, construction workers' camps, borrow areas and quarry sites ❖ Construction Phase: ambient air quality, noise & vibration levels, water quality (ground water, river water, drinking water), waste water quality, vegetation cover, soil quality ❖ Operation Phase: survival rate of trees, rehabilitation of borrow areas, utility of noise barriers for sensitive receptors <p>2. Environmental Monitoring Programme</p> <p>This includes parameters to be monitored; monitoring methods; location of the monitoring sites; frequency and duration of monitoring; institutional responsibilities for implementation and supervisor; and estimated cost. Some specific parameters that will be used for monitoring environmental items are:</p> <ul style="list-style-type: none"> ❖ Ambient air quality, Noise and vibration levels, Water quality, Loss of trees and vegetation <p style="text-align: center;">Public Consultation Meetings (PCMs)</p> <p>The Public Consultation Meetings primarily aim at providing a platform for the project affected persons and different stakeholders to express their views on possible impact of the proposed intervention. The PCMs for ESIA were held at two different stages in order to collect opinions and feedback of the public and to disseminate information on the project and ESIA study. The PCMs were conducted district-wise in all fourteen districts.</p> <ul style="list-style-type: none"> ❖ The first stage of the PCM for ESIA was conducted in November 2010 (and supplemental PCM in Maharashtra in February 2011) at the time of environmental scoping in the initial stage of the ESIA study. Information on the Project and scope of the ESIA study was disseminated to the public, and comments and opinion were collected to incorporate in the ESIA study. ❖ The second stage of the PCM for ESIA was conducted in September 2011 to disseminate information about findings of draft ESIA study and probable mitigation measures to the general public that are directly or indirectly affected by the project and to receive their feedback and opinions and incorporate their comments and request on the environment and social mitigation measures and management and monitoring plans in the Final ESIA Report. <p>Some opinion and issues raised in the first and second stage PCMs were - compensation and employment opportunities, displacement and land acquisition, clarification on aspects related to alignment such as discrepancy in land records, width of ROW, and provision of accessibility of service roads to farmers, environment and health, drainage, access to resources and community facilities; and socio-cultural aspects. The first and second stage PCMs were attended by project-affected persons (PAPs), representative from gram sabha and gram panchayat, elected members of zila parishad, district administration, revenue department, forest officers, local important persons (MPs, MLAs), advocates, NGOs and other senior citizens.</p> |  <p>Public Consultation Meeting</p> |
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-9-

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| <p style="text-align: center;">Environmental Management Plan (EMP)</p> <p>Environmental Management Plan (EMP) envisages the plans for the proper implementation of mitigation measures to avoid and minimize the adverse impacts caused by the project activities during planning/design, construction and operation phases. An effective EMP ensures that proper expected results are obtained from the implementation of environmental mitigation measures. EMP has been prepared addressing the following issues:</p> <p>1. The following specific Environment Management Plans (EMP) is proposed in the Final ESIA Report:</p> <ul style="list-style-type: none"> ❖ Greenbelt Development Plan ❖ Management and Rehabilitation Plan for Quarry / Borrow Areas ❖ Noise and Vibration Management and Control ❖ Solid Waste Management Plan ❖ Plan for Storage, Handling & Emergency Response for Hazardous Chemicals ❖ Drainage Management Plan ❖ Management for Land Acquisition and Resettlement (Details in RRP Report) ❖ Plan for Sanitation and Housekeeping at the Construction Labour Camps ❖ Occupational Health and Safety Management <p>2. Phase-wise Environmental Management Measures are proposed for the following environmental and social issues:</p> <p>a) Planning/Design Phase</p> <ul style="list-style-type: none"> ❖ Land acquisition, diversion of forest land, preservation of trees, borrow areas, quarry areas, construction water, sites for other construction materials, site identification for placement of construction machineries and disposal of unsuitable materials, construction camp, arrangement for temporary yard, orientation of implementation agency and contractors <p>b) Construction Phase</p> <ul style="list-style-type: none"> ❖ Site clearance, procurement of construction materials, construction work (drainage, siltation, slope protection, etc.), water pollution, air pollution, noise and vibration, safety, labour camp management, contractor's demobilization (clean-up operation, restoration and rehabilitation) <p>c) Operation Phase</p> <ul style="list-style-type: none"> ❖ Monitoring of operation performance of various mitigation measures, pollution monitoring <p style="text-align: center;">Environmental Monitoring Plan (EMoP)</p> <p>The purpose of the Environmental Monitoring Plan (EMoP) is to ensure the effective implementation of EMP in order to achieve overall objective of the project in a more sustainable and effective manner. The EMoP monitors the results of effective implementation of mitigation measures and suggest additional measures, if any, to enhance the project benefits to the target population. The environmental monitoring plan consists of performance indicators and environmental monitoring programme and are mentioned below:</p> |  <p>Public Consultation Meeting</p> |
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-10-

Information Dissemination in ESIA Process

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

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

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

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

Availability of Final ESIA Report

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

Address of DFCCIL Head Office and CPM Offices

- ❖ Dedicated Freight Corridor Corporation of India Limited (DFCCIL)
(Under Ministry of Railways), Fifth Floor, Pragati Metro Station Building Complex, New Delhi - 110 001
Tel: 91-11-23154700; Fax: 91-11-23447700
- ❖ CPM OFFICE, Mumbai
7th Floor, New Administrative Building, Central Railway, D.N. Road, Mumbai - 400 001, Maharashtra
Tel: 91-22-227634184; Fax: 91-22-22641184
- ❖ CPM OFFICE, Surat
4th Floor, New Administrative Building, Near Icon Mall, Dumas Road, Ferozpur, Surat - 395 007, Gujarat
Tel: 91-261-2633250; Fax: 91-261-2633250
- ❖ CPM OFFICE, Vadodra
T1-14, 17-18, Panorama Complex, 3rd Floor, R. C. Datt Road, Alkapuri, Vadodra - 395 007, Gujarat
Tel: 91-265-2326024; Fax: 91-265-2326027
- ❖ AGM OFFICE, Rewari-Delhi
"Star House", First Floor, A-102, Sector-4, Noida, Uttar Pradesh
Tel: 91-120-4399726; Fax: 91-120-434554

Major Stations where the Final ESIA Report is available

- ❖ Maharashtra
Panvel (M), Kalyan (M), Valarna, Kelve Road, Palghar, Dahanu Road
- ❖ Gujarat
Surat, Vapi, Valsad, Bhimnora (M), Navsari, Savelin, Kowamba (M), Bharuch (M)
- ❖ Jharkhand, Rajasthan, U.P., Delhi
Bewar (M), Faridkot, Daur

[Hindi]

परियोजना संक्षेप

डेडिकेटेड फ्रेट कॉरिडोर कारपोरेशन ऑफ इंडिया लिमिटेड (DFCCIL), देश मंत्रालय की एक विशेष उददेशीय संस्था है जो पश्चिमी DFC के तहत दिल्ली - मुंबई के मध्य कम्प्यूटेरीज्ड मल्टी मोडल लाईन एक्सप्रेस हाई डेडिकेटेड फ्रेट कॉरिडोर परियोजना कार्यान्वित कर रही है। दाना मटो नारंग और इनके बीज मटो नारंग के मध्य विस्तृत बड़े माल परिवहन के मद्देन नजर DFC परियोजना उच्चतम तकनीक अन्वेषित हुए माल परिवहन की सबसे गतिशील परियोजना है। इस परियोजना के अंतर्गत देश भर में परिवहन की और तेजी से स्थापना करने का प्रयास किया जा रहा है। मुंबई की रेल परियोजना की उच्चतम तकनीक का उपयोग करने का प्रयास किया जा रहा है।

पश्चिमी DFC को जून 2013-2014 में कुल 37.7 बिलियन डॉलर माल इंग्रैड हेतु डिजाइन किया गया है जो 2033-34 तक बजट 140.4 बिलियन डॉलर का होगा। एका अनुमानित है कि इस तरह के नए मूल देश डाइ का निर्माण जो कि स्वतंत्र भारत में अनुसूचित है, अपने सधन-साथ औद्योगिक सेवा, सांख्यिकिक नजरों पर अन्य आर्थिक व प्राथमिक उद्योगों की स्थापना का भी शक्यता है। भारत तथा देश भर में विकसित माली अव्यवस्था का भी मजद करवा जिस विषय की दूसरी खबरें माली से बहती अव्यवस्था बना जा रही है।

पश्चिमी DFC में परिवहन की दो मुख्य धारणें हैं एक दक्षिण भारत में स्थित समान बिन्दुओं मुंबई में कच्छत माल नहर चार्ट टरल और दिल्ली में दुर्गाकावाट का शामिल करके हुए उत्तर उत्तर के दक्षिण के मध्य तथा दूसरी धारा में क्रिष्ण नहरों का नौका मार्ग है। भारत परियोजना DFC परियोजना का कार्यान्वयन का निर्माण होगा। इस परियोजना से भारत के परियोजना खर्च की आवक खर्च में कमी आएगी।

परियोजना क्षेत्र

पश्चिमी कॉरिडोर की दो धारणें में विकसित किया गया है जिसमें पहले धारा में उदाहरण और रवाड़ी के मध्य कॉरिडोर शामिल है और दूसरे धारा में शामिल है मुंबई से ज. एन. पी. रो. से उदाहरण तथा रवाड़ी से दक्षिण तक का कॉरिडोर एवं कच्छतवाट के पार से DFC मरवाड से पुनाकावाट तक एक विस्तृत लाइन। यह ESIA अध्ययन DFC परियोजना के शुरू करने से संबंधित है। माली की संस्था एवं नगरों की संस्था सहित जमावित परियोजना क्षेत्र तासिक पदार्थ है।



डेडिकेटेड फ्रेट कॉरिडोर कारपोरेशन ऑफ इंडिया लिमिटेड,
(रेलवे मंत्रालय का उपक्रम, भारत सरकार)



सारांश पत्रिका

पर्यावरण एवं सामाजिक प्रभाव अध्ययन
डेडिकेटेड फ्रेट कॉरिडोर परियोजना (चरण-2)
के पश्चिमी कॉरिडोर

जेएनपीटी से उदाहरण और रवाड़ी से दादरी संकथान हेतु

दिसम्बर 2011



यह सारांश पश्चिमी कॉरिडोर के डेडिकेटेड फ्रेट कॉरिडोर परियोजना चरण-2 (ज. एन. पी. रो. से उदाहरण और रवाड़ी से दादरी) के पर्यावरण एवं सामाजिक प्रभाव अध्ययन (ESIA) हेतु किया गए अध्ययन के मुख्य बिन्दुओं की व्याख्या करता है। Final ESIA का यह सारांश विवरण, परियोजना कार्यान्वयन प्रक्रिया के तौर पर डेडिकेटेड फ्रेट कॉरिडोर कारपोरेशन ऑफ इंडिया लिमिटेड (DFCCIL) द्वारा परियोजना के अन्वेषित प्रारंभिक परामर्श संकथान का निष्पत्ती है।

[Gujarati]

પરિચોજનાનો સાર

ડેડીકેટેડ ફ્રેઇટ કોર્પોરેશન ઓફ ઇન્ડિયા (DFCCIL) એ ભારત સરકારના હેલ્થ મંત્રાલયના વડીવડી શંકુરા નીચે મુજબેલ ડિરેક્ટ કોર્પોરેશન તરીકે ઘડવામાં આવેલ છે. તેણે મંત્રાલય ડેડીકેટેડ, ફ્રેઇટ કોર્પોરેશન ઓફ ઇન્ડિયા લિમીટેડ (DFCCIL) દ્વારા એક રોકકચ દેલુનો માટેના વાઇલ્ડ (SPV) કોમ્પ્યુટર સંચાલીત મહત્તી મોડલ ઘાઈ એક્સલ માલ વાહન સમર્પિત હેલ્થે આર્ગ પ્લિઓજન પ્લિઓ DFC ના ઉપકરને દીલ્લી અને મુંબઈ વચ્ચે સમયમાં મુકરો. મુખ્ય સાર્દેશો અને તેની સારકપારના પ્રદેશો વચ્ચે વાહનો જતા માલ સમાનની ડેલ્ફેટ ને જોતા સુવિકસીત ટેકનોલોજી મુકવ DFC પરિઓજનાનો પરિચોજ સરકારના માલવાહન ટ્રાન્કપોર્ટની જગ્યાએ જોઈ કોર્પોરેશનની વડાવડા હેલ્થે ટ્રાન્કપોર્ટ દ્વારા આ ક્ષેત્રમાં એક મોટું પરવિલન આવશે અને તેમાં હેલ્થે દ્વારા ઘાટા જગ્યાએ માલસમાનની ડેલ્ફેટમાં પણ સ્વભાવિક રીતે ઉર્જા કાર્યક્ષમતા વધશે.

પ્લિઓ DFC ની ૨૦૧૩-૧૪ ના નાણાકીય વર્ષમાં ૩૦૦ લાખ ટન માલ સમાનની ડેલ્ફેટ કરી શકે તે રીતે ડીઝાઇન કરવામાં આવી છે. જે ૨૦૩૩-૩૫ સુધીમાં ૧૪૦૪ લાખ ટન સુધી પહોંચશે. ઘાટલો-મોટા રેલ માળખાની સ્થળના સ્વંત્ર ભારમાં સમર્પિત કરી શકાય તેવી છે. ઓટોડીઝ વગાલતો, લોજિસ્ટીક પાર્ક, ધાન્ય જાનિટ ટેપરી મલકો રેલ લઇનની યંત્રે વરક વિકસાવવામાં આવશે જે ટુલિયાના જગ્યાના વિકસતા દેશોમાં ળીજુ સ્થાન ધરાવે છે. તેને જાનિટ ટેકો પૂરો પાડશે.

પ્લિઓ DFC ના ટ્રાક્ટિકોને વરકી પ્રવાહ વચ્ચે- યંત્રે ટર્મિનલ ની વચ્ચે મુંબઈના જવાહરલાલ નેહરુ પોર્ટટ્ર (JNPT) થી ઉત્તર પ્રદેશના બુલખખખાદી લઇને દીલ્લીના (TKD) ઘાદી સુધી. અને ળીજુ જે તે જંકલન દેશોનેયેટી તેની સારકપારનો વિસ્તાર DFC પરિઓજનાના જામદીકરણથી ભારતના વાહન વાહન વાહન લેખથી જે કોર્પોરેશનને ડેલાવો ઘાલ છે તેની વીલ્લામાં ઘડાડો ઘશે.

પરિઓજનાનો વિસ્તાર

પ્લિઓ માગને ળે વાનકકામાં વડેલવામાં આવે છે. પડેલો વાનકકો વડેલવા અને રેવાડી વચ્ચેના માર્ગ ને સારકોજીનો વાનકકો મુંબઈના જુલખચટ થી વડેલવા અને રેવાડીથી ઘાદી તેમજ કદીલખખાદી બુલખખખાદની નજીક ડેલેલ એક માર્ગી ઘાઇનને સારકોલે છે આ સંખ્યાત DFC પરિઓજનાનો ળીજુ વાનકકાને લગતો છે. પરિઓજના સારકપારત વિસ્તાર, ઘરતર પામલા ગામોની સંખ્યા અને હેલ્થે માર્ગની લંબાઈ નીચાના કોલમાં ઘરાવિલી છે.

ડી. એક. સી. સી. એક ઇન્ડિયા લીમીટેડ DFCCIL
(હેલ્થેમંત્રાલય સંતર્ગત ભારત સરકારનું સારકલ)



પ્લિઓ માલવાહન સમર્પિત હેલ્થે યોજના (ફેઝ-૨) માટે જવાહરલાલ નેહરુ પોર્ટ ટ્રસ્ટથી વડોદરા અને રેવાડી થી ઘાદી વિભાગ

પર્યાવરણીય તથા સામાજિક અસરોના અંદાજનો અભ્યાસનો સાર (ESIA Study)

ડિસેમ્બર ૨૦૧૧



આ વારકો પ્લિઓ માલ વાહન સમર્પિત હેલ્થેમાર્ગ (DFC) ફેઝ-૨ જે જે. એન.પી.ટી-વડોદરા અને રેવાડી-દિલ્લી વચ્ચે આવેલ છે તેના માટે કરવામાં આવેલ પર્યાવરણ તથા સામાજિક અસરોના અંદાજના અભ્યાસની અંદરની જાગતી સમજણ છે. અમલકારી સરકાર વલિટ્કે આ. ઘ. એસ. એ ના સુવિલ વારકો ડી. એક. સી. સી. આઈ. એલ દ્વારા માલવાહન સમર્પિત હેલ્થે માર્ગ યોજના અંતર્ગત માહિતી પ્રકાશની દલિલે લોકોને જાણવામાં આવેલ છે.

[Marathi]



डेडिकेटेड फ्रेट कॉर्पोरेशन ऑफ इंडिया लिमिटेड
(रेल्वे मंत्रालयाचा उपखण, भारत सरकार)

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

डिसेंबर २०११



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

डेडिकेटेड फ्रेट कॉर्पोरेशन - सांक्षिप्त परिचयनामा


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


पश्चिम DFC प्रकल्पाच्या माध्यमातून २०१३-१४ च्या आर्थिक वर्षात ३७.७ किलोमीटर टन मालाची वाहतूक करण्यात येणार असून ही क्षमता २०३३-३४ च्या वर्षापर्यंत १४०.४ मिलियन टन पर्यंत वाढविण्याचे उद्दीष्ट बाळगण्यात आहे. भारतीय अर्थव्यवस्था ही जगातली दुसऱ्या क्रमांकाची वाढती अर्थव्यवस्था असून स्वतंत्र भारतामध्ये रेल्वे संरचना निर्माण करण्याबरोबरच औद्योगिक कॉर्पोरेशन, रस्द पार्क, इतर आर्थिक आणि व्यापारी केंद्राच्या निर्मितीचे उद्दीष्ट ही बाळगले असून त्याचा फायदा अर्थव्यवस्था मजबूत करण्यास होईल.

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

परियोजनाचे कार्यक्षेत्र

पश्चिम परिक्षेत्र दोन टप्प्यात विभागले असून पहिल्या टप्प्यात बडोदा ते रेवाडी आणि दुसऱ्या टप्प्यात मुंबईतील JNPT ते बडोदा आणि रेवाडी ते दादरी सह पर्यावरण ते तुळारवाड (वकशात दरम्यान दर्शकियेप्रमाणे) एकेरी मार्ग यांचा समावेश आहे. या DFC प्रकल्पांतून प्रभावित होणाऱ्या विविध गावांची संख्या च सगळी तांबी जमीन तक्त्यात दिली आहे. JNPT ते बडोदा दरम्यानचा सुमारे ७०% मार्ग श्यावस्थितीत अस्तित्वात भारतीय रेल्वेमार्गाच्या रागांतर टाकण्यात येणार आहे. रेवाडी ते दादरी दरम्यानचा मार्ग नव्या सगळी टाकण्यात येणार





VADODARA TO JNP

1:40000

Scale: 1:40000

Legend:

- 1. State Boundary
- 2. District Boundary
- 3. Block Boundary
- 4. Village Boundary
- 5. Road
- 6. Railway
- 7. Canal
- 8. Water Body
- 9. Forest
- 10. Unclassified

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



| लोकेशन | राज्य | जिल्हे | आवाती संख्या | मार्गाचे अंतर |
|-----------------------------------|--------------|----------------------------------|--------------|----------------------|
| JNP ते बल्ला | महाराष्ट्र | ठाणे, रायगड | १३६ | ४२० कि. मी. |
| रेवाडी ते दादरी (तुंगलकाबाद खोली) | गुजरात | बडोदा, मठाच, सुरत, नवसारी, बलसाड | १३३ | १४७ कि. मी. |
| | राजस्थान | अलवार | १३ | TKD वर १९ कि. मी. सफ |
| | हरियाणा | फरीदाबाद, गुरुगाव, रेवाडी, पलवल, | ८१ | |
| | उत्तर प्रदेश | मेवात | ११ | |
| | | जौलम बुधद नगर | ११ | |

| मार्गाकडे नाव | रेल्वे स्थानका दरम्यान | अंशजोत लांबी (कि. मी.) |
|------------------------------|------------------------------------|------------------------|
| कुंभेवहाळ मार्ग | जाराई व दापोली | ३ |
| पवनेल मार्ग | दापोली व पवनेल | ३ |
| दापोली (दिसा) मार्ग | जिळजे व कोपर रोड | ५ |
| वराई मार्ग | ज्युवई व वैतरणा | १८ |
| डहाणू मार्ग | डहाणू रोड | १२ |
| सुरत मार्ग | सर्पान व गोठणगाव | २१ |
| संजाली - नवीयाद मार्ग | वरेदिया व मकरपुरा | ६० |
| रेवाडी - दादरी (मुख्य मार्ग) | रेवाडी ते पिरथला व पिरथला ते दादरी | १२६ |
| रेवाडी - दादरी (TKD मार्ग) | फरीदाबाद व तुंगलकाबाद | ११ |
| | एकूण | २५९ |

संरचना व संबंधीत सुविधांची मुख्य वैशिष्ट्ये

प्रकल्पाच्या दुसरेरी मार्ग (फरीदाबाद ते तुंगलकाबाद दरम्यानचा एकेरी मार्ग काळता) विद्युतीकरण आणि आधुनिक सिग्नल यंत्रणे सह नियोजित केला आहे. ज्यामध्ये ताशी १०० किलोमीटर प्रति तास वेगाने २५ टन वजनाच्या मालवाहतुकीची परवानगी देण्यात आली आहे. प्रामुख्या रस्ते वार कारणासाठी उच्चगुण (RoBs) आणि भूयारी मार्ग (RIB's) चा नियोजन करण्यात आले असून त्यामुळे कोणत्याही प्रकारात रस्ते आणि रेल्वे वाहतुकीस अडथळा होणार नाही, संबंधीत मार्गाची संरचना ही सुनियोजित रितीने करण्यात आलेली आहे.

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

संरचना व संबंधीत सुविधांची मुख्य वैशिष्ट्ये

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

संभाव्य प्रभाव आणि उपयोजन

DFC प्रकल्पानंतर्गत आलेल्या सर्वेक्षणामुळे प्रकल्पामुळे होणाऱ्या संभाव्य पर्यावरणात्मक आणि सामाजिक प्रभावांची निविडती करण्यात आली आहे. या प्रभावांची तीव्रता लक्षात घेता प्रकल्पामधील विविध उपयोजनांना करण्यात आलेल्या आहेत. या उपयोजनांचा प्रकल्पामुळे निर्माण होणारा प्रभाव, विविध तीव्रतेचे परिणाम अशा स्तरांवर प्रस्थापित आहेत. पर्यावरणात्मक व सामाजिक प्रभावासाठी प्रस्थापित उपयोजनांमधील आलेली तसव्यत दिल्या आहेत.

मुख्य संभाव्य प्रभाव व उपयोजनांसाठी यादी

| संभाव्य प्रभाव | उपयोजन |
|---|--|
| १. आवाजाची विव्दती व कंपन स्तर (वातावरण टप्पा) | <ul style="list-style-type: none"> मुख्य वाहतूक क्षेत्रामध्ये व वाहतूकमार्गावर वाहतूक व मकानांमधील वस्तीसह क्षेत्रात वातावरणीय आवाज. संभाव्य विविधता विविधतेचे प्रभाव होणारे क्षेत्रात वातावरणीय आवाज. उच्च आवाज असलेल्या क्षेत्रात वातावरणीय आवाज असलेल्या क्षेत्रात वातावरणीय आवाज. |
| २. जमीन कंपन (वातावरण टप्पा) | <ul style="list-style-type: none"> जमीन कंपन होणारे क्षेत्रात वातावरणीय आवाज. जमीन कंपन होणारे क्षेत्रात वातावरणीय आवाज. जमीन कंपन होणारे क्षेत्रात वातावरणीय आवाज. |
| ३. वायू प्रदूषण (वातावरण टप्पा) | <ul style="list-style-type: none"> वातावरणीय प्रदूषण होणारे क्षेत्रात वातावरणीय आवाज. वातावरणीय प्रदूषण होणारे क्षेत्रात वातावरणीय आवाज. वातावरणीय प्रदूषण होणारे क्षेत्रात वातावरणीय आवाज. |
| ४. ध्वनीय प्रदूषण (वातावरण टप्पा) | <ul style="list-style-type: none"> ध्वनीय प्रदूषण होणारे क्षेत्रात वातावरणीय आवाज. ध्वनीय प्रदूषण होणारे क्षेत्रात वातावरणीय आवाज. ध्वनीय प्रदूषण होणारे क्षेत्रात वातावरणीय आवाज. |
| ५. वनस्पती / झाडे (वातावरण टप्पा) | <ul style="list-style-type: none"> वनस्पती / झाडे होणारे क्षेत्रात वातावरणीय आवाज. वनस्पती / झाडे होणारे क्षेत्रात वातावरणीय आवाज. वनस्पती / झाडे होणारे क्षेत्रात वातावरणीय आवाज. |

| सेक्टर | मुख्य सर्वेक्षण मुद्दे |
|------------------------------|--|
| रेल्वे व वाहतूक परिसर | <p>आवाजा व कंपन सर्वेक्षण</p> <p>१. अस्तित्वात स्थानातील आवाज आणि कंपन सर्वेक्षण</p> <p>२. DFC मार्ग सर्वेक्षणांमध्ये प्रस्थापित वाहतूकमार्गासह ६०-१०० मी जागेतील सर्वेक्षणांमध्ये</p> <p>३. DFC मार्ग सर्वेक्षणांमध्ये प्रस्थापित वाहतूकमार्गासह ६०-१०० मी जागेतील सर्वेक्षणांमध्ये</p> <p>४. वातावरणीय आवाज आणि कंपन सर्वेक्षण</p> <p>५. वातावरणीय आवाज आणि कंपन सर्वेक्षण</p> <p>६. वातावरणीय आवाज आणि कंपन सर्वेक्षण</p> |

Attachment II.4.6 Public Notice and Letter for Information Dissemination of Final ESIA Report

[Public Notice: English]

PUBLIC NOTICE

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

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

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

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

Address of DFCCIL, Head Office and CPM Offices

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

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| <ul style="list-style-type: none"> ❖ Maharashtra Panvel (Jn), Kalyan (Jn), Vaitarna, Kelve Road, Palghar, Dahanu Road ❖ Gujarat Sangam, Vapi, Vadod, Bilimora (Jn), Navsari, Sachin, Kosamba (Jn), Bharuch (Jn) Harjana, Rajasabha, UP, Delhi ❖ Rewari (Jn), Faridabad, Dadri |
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District Collector Offices

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| <ul style="list-style-type: none"> ❖ Maharashtra Raigarh, Thane ❖ Gujarat Vadod, Navsari, Surat, Bharuch, Vadodra Harjana, Rajasabha, UP ❖ Rewari, Mewat, Gurgaon, Palwal, Faridabad, Alwar, Gautam Budha Nagar |
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Signature by DFCCIL

[Public Notice_Hindi]

जन सूचना

भारत सरकार, रेलवे विभाग के माध्यम से, दिल्ली-मुंबई के बीच अटॉमिक एनर्जी प्रणाली पर आधारित, एक विशेष उद्देश्य, कम्प्यूटरीकृत मल्टी मोडल हाई एक्सल लोड, डेडिकेटेड फ्रेट कोरिडोर (DFCCIL) द्वारा एक विशेष उद्देश्य, कम्प्यूटरीकृत मल्टी मोडल हाई एक्सल लोड, डेडिकेटेड फ्रेट कोरिडोर परियोजना, दिल्ली से मुंबई के बीच परियोजना विकसित करेगा, जिसकी कुल लम्बाई 1,483 कि. मी. है।

DFCCIL ने पर्यावरण और सामाजिक प्रभाव अध्ययन (ESIA), डेडिकेटेड फ्रेट कोरिडोर परियोजना (परि. 2), बाहर साल नैचुरल पोर्ट ट्रस्ट से वड़ोदरा और रेवारी से दादरी सेक्शन के लिए करवाया है। यह सूचना दी जाती है कि परियोजना, दिल्ली से मुंबई के बीच परियोजना विकसित करेगा, जिसकी कुल लम्बाई 1,483 कि. मी. है।

DFCCIL ने पर्यावरण और सामाजिक प्रभाव अध्ययन (ESIA), डेडिकेटेड फ्रेट कोरिडोर परियोजना (परि. 2), बाहर साल नैचुरल पोर्ट ट्रस्ट से वड़ोदरा और रेवारी से दादरी सेक्शन के लिए करवाया है। यह सूचना दी जाती है कि परियोजना, दिल्ली से मुंबई के बीच परियोजना विकसित करेगा, जिसकी कुल लम्बाई 1,483 कि. मी. है।

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

DFCCIL प्रधान कार्यालय और मुख्य परियोजना प्रबंधक के पते

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

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| <ul style="list-style-type: none"> ❖ Maharashtra Panvel (Jn), Kalyan (Jn), Vaitarna, Kelve Road, Palghar, Dahanu Road ❖ Gujarat Sangam, Vapi, Vadod, Bilimora (Jn), Navsari, Sachin, Kosamba (Jn), Bharuch (Jn) Harjana, Rajasabha, UP, Delhi ❖ Rewari (Jn), Faridabad, Dadri |
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जिलाधिकारी कार्यालय

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| <ul style="list-style-type: none"> ❖ Maharashtra Raigarh, Thane ❖ Gujarat Vadod, Navsari, Surat, Bharuch, Vadodra Harjana, Rajasabha, UP ❖ Rewari, Mewat, Gurgaon, Palwal, Faridabad, Alwar, Gautam Budha Nagar |
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मुख्य परियोजना प्रबंधक, DFCCIL

[Letter to District Collector (DC): English]

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

The District Collector,
Thane District,
Maharashtra.

Date:

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

Dear Sir,

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

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

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

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

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

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

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

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

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

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

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

Suitable action in this regard may kindly be taken.

Yours sincerely,

.....Signed by (DFCCIL)

Enclosed:

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

[Letter to Station Master: English]

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

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

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

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

Suitable action in this regard may kindly be taken.

Yours sincerely,

.....Signed by (DFCCIL.)

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

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

Date:

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

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

Dear Sir,

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

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

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

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

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

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

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

[Letter to Sarpanch: English]

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

Suitable action in this regard may kindly be taken.

Yours sincerely,

.....Signed by (DFCCIL)

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

2 / 2

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

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

Date:

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

Dear Sir / Madam,

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

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

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

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

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

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

1 / 2

[Letter to Sarpanch: Hindi]

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

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

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

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

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

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

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

इस कार्य के सम्पादन के लिए आवश्यक कार्यवाही अपेक्षित है।

मुख्य परियोजना प्रबंधक, DFCCIL

संलग्नक:

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

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

ग्राम सरपंच कार्यालय दिनांक फरवरी 2012

ग्राम:

तालुका:

जिला:

राज्य:

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

सरपंच महोदय महोदय,

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

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

इस विषय में निम्नलिखित सूचना अवगत कराना है कि :

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

[Letter to Sarpanch: Gujarati]

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

ભલત સરકાર દ્વારા આ પરિયોજના નું મહત્વ જોતા અને ગ્રામ્ય મહાધામમાં ગ્રામ્યાસ પૂર્ણ કરી તાકિદાનું આવશ્યક કાર્ય ESIA સારાંશ ને સ્વીકારી જાહેરમાં મુકવાની વ્યવસ્થા કરી સલાહકાર સંસ્થાને જરૂરી સહયોગ આપશે, આ સંદર્ભમાં યોગ્ય પાલન લેવા વિનંતી.

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

તા. ફેબ્રુઆરી ૨૦૧૨

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

વિષય : પર્યાવરણ અને સામાજિક પ્રભાવ અભ્યાસ (ESIA) ના અંતિમ રૂપરેખાના અહેવાલની પુસ્તકોનું વિતરણ ૩:૦૦ કલાકેટ રીટ ગેરોડા પરિયોજના (ફેઝ-૨), પશ્ચિમ માર્ગ, જવાહરલાલ નહેરુ પોર્ટ ટ્રસ્ટ થી વડોદરા અને રેવાડી થી દાહરા વિભાગ વચ્ચે.

સંદર્ભે શ્રી / શ્રીમતિ,
રેલ્વે મંત્રાલય, ૩:૦૦ કલાકેટ રીટ ગેરોડા કોર્પોરેશન ઓફ ઇન્ડિયા લિમિટેડ (DFCCIL) દ્વારા એક વિશેષ ઉદ્દેશ્યથી કોમ્પ્યુટર આધારિત મઠી મોડલ હાઇ એક્સેલ લોડ, ૩:૦૦ કલાકેટ રીટ ગેરોડા પરિયોજના દિલ્હી થી સુભાઈ વચ્ચે પશ્ચિમ માર્ગ અને લુધિયાણા - દિલ્હી - કલકત્તાની વચ્ચે પૂર્વ માર્ગ વિકસાવવામાં આવનાર છે. પશ્ચિમ માર્ગ જેની કુલ લંબાઈ ૧૪૮૩ કી.મી. છે, જે બે સ્ટાપમાં વિભાજન પામેલ છે. પ્રથમ સ્ટાપ વડોદરાથી રેવાડીની વચ્ચે જ્યારે બીજું સ્ટાપ મુંબઈના જવાહરલાલ નહેરુ પોર્ટ ટ્રસ્ટ (JNPT) થી વડોદરા અને રેવાડી થી દાહરા ની વચ્ચે છે. આના સિવાય એક સિંગલ DFC લાઇન ફરોડાબાદ થી તુલસીબાદ ની વચ્ચે છે. ૩:૦૦ કલાકેટ રીટ ગેરોડા-ની બીજા સ્ટાપની કુલ લંબાઈ ૫૬૫ કી.મી. છે. પશ્ચિમ માર્ગના વિકસના હેતુ માટે નાણાકીય સહાયતા જાપાન ઇન્ટરનેશનલ કોર્પોરેશન ઓફ જાપાન (JICA) જાપાન સરકારની યોજના અંતર્ગત આપવામાં આવી રહી છે.

- આ વિષયમાં દેવલાક મુદ્દાઓ ઉપર ધ્યાન દોરવામાં આવે છે.
૧. રેલ્વે મંત્રાલય / DFCCIL ને પર્યાવરણ અને સામાજિક પ્રભાવ અભ્યાસ DFC સરણ-૨ નો JICA ના ટેકનીકલ સહાયતા અને JICA ના માર્ગદર્શન હેઠળ પર્યાવરણ અને સામાજિક પ્રભાવ નું અનુબંધિત પૂર્ણ હેલ છે. માર્ગદર્શન હેઠળ ESIA અભ્યાસ થી મળેલ નિષ્કર્ષ ને પરિયોજના અસરગ્રસ્ત વ્યક્તિઓ અને ગ્રામ્ય સંબંધિત વિભાગને જાણ થવી જોઈશે. જેનાથી પરિયોજના ને સફળ બનાવવા માટે સુરક્ષીત ઉપાય કરી શકાય અને આ સૂચના વિતરણનો ઉદ્દેશ્ય છે.
 - DFC પરિયોજના ના પર્યાવરણ અને સામાજિક પ્રભાવ, સંબંધિત નિવારણ ઉપાય, પ્રબંધન અને મોનિટરીંગ યોજના ની સુચના નું વિતરણ.

Attachment II.4.7 Distribution List of Final ESIA Report

(1) Delivery Status of Distribution of Main Reports

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

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

Source: JICA Survey Team

(2) Delivery Status of Distribution of Summary of Final ESIA

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

1) Maharashtra

| Total Sl. No. | District | Sub-district | No. per Sub-district | Name of Village | Delivery date |
|---------------|----------|--------------|----------------------|-----------------|---------------|
| 1 | Raigad | Mumbai-Uran | 1 | Jaskhar | 03-Mar |
| 2 | | | 2 | Sonari | 03-Mar |
| 3 | | | 3 | Karal | 03-Mar |
| 4 | | | 4 | Pagote | 04-Mar |
| 5 | | | 5 | Sawarkhar | 04-Mar |
| 6 | | | 6 | Shemtekhar | 03-Mar |
| 7 | | | 7 | Jasai | 03-Mar |
| 8 | | | 8 | Chirle | 03-Mar |
| 9 | | | 9 | Paundkhar | 03-Mar |
| 10 | | | 10 | Khatkhar | 04-Mar |
| 11 | | | 11 | Bandkhar | 03-Mar |
| 12 | | Panvel | 1 | Vahal | 03-Mar |
| 13 | | | 2 | Pandeghar | 02-Mar |
| 14 | | | 3 | Bambavi | 02-Mar |
| 15 | | | 4 | Kunde Vahal | 02-Mar |
| 16 | | | 5 | Ovale | 02-Mar |
| 17 | | | 6 | Dapoli | 02-Mar |
| 18 | | | 7 | Pargaon Inam | 02-Mar |
| 19 | | | 8 | Kopar | 02-Mar |
| 20 | | | 9 | Vadghar | 02-Mar |
| 21 | | | 10 | Karanjade | 29-Feb |
| 22 | | | 11 | Kalundre | 29-Feb |

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

| Total Sl. No. | District | Sub-district | No. per Sub-district | Name of Village | Delivery date | | |
|------------------|----------|--------------|----------------------|-----------------|---------------------------|---------------------------|----------|
| 80 | Thane | Vasai | 11 | Rajavalli | 05-Mar | | |
| 81 | | | 12 | Gokhivare | 05-Mar | | |
| 82 | | | 13 | Bilalpada | 05-Mar | | |
| 83 | | | 14 | Dhaniv | 05-Mar | | |
| 84 | | | 15 | Bhatpadi | 05-Mar | | |
| 85 | | | 16 | Chandansar | 05-Mar | | |
| 86 | | | 17 | Shirgaon | 05-Mar | | |
| 87 | | | 18 | Dahisar | 05-Mar | | |
| 88 | | | 19 | Kasrali | 26-Feb | | |
| 89 | | | Palghar | Palghar | 1 | Wadi Saravali | 26-Feb |
| 90 | | | | | 2 | Kandanvan | 26-Feb |
| 91 | | | | | 3 | Karvale | 26-Feb |
| 92 | | | | | 4 | Sartodi | 26-Feb |
| 93 | | | | | 5 | Saphale | 26-Feb |
| 94 | | | | | 6 | Umbarpada Nandade | 26-Feb |
| 95 | | | | | 7 | Kardal (Old Makan Kapase) | 26-Feb |
| 96 | | | | | 8 | Kapase | 26-Feb |
| 97 | | | | | 9 | Makunsar | 26-Feb |
| 98 | | | | | 10 | Rothe | 26-Feb |
| 99 | | 11 | | | Kelve Road | 26-Feb | |
| 100 | | 12 | | | Kasbe Mahim | 24-Feb | |
| 101 | | 13 | | | Navli | 24-Feb | |
| 102 | | 14 | | | Palghar | 24-Feb | |
| 103 | | 15 | | | Gothanpur | 24-Feb | |
| 104 | | 16 | | | Kolgaon | 29-Feb | |
| 105 | | 17 | | | Umroli | 29-Feb | |
| 106 | | 18 | | | Birwadi | 29-Feb | |
| 107 | | 19 | | | Panchali | 29-Feb | |
| 108 | | 20 | | | Kambalgaon | 04-Mar | |
| 109 | | 21 | | | Khairapada (Old Saravali) | 04-Mar | |
| 110 | | 22 | | | Dandipada | 04-Mar | |
| 111 | | 23 | | | Boisar | 04-Mar | |
| 112 | | 24 | | | Katkar | 04-Mar | |
| 113 | | 25 | | | Rani Shingaoon | 04-Mar | |
| 114 | | 26 | | | Navale | 04-Mar | |
| 115 | | Dahanu | | | Dahanu | 1 | Kolavali |
| 116 | 2 | | Vangaon | 04-Mar | | | |
| 117 | 3 | | Kapshi | 04-Mar | | | |
| 118 | 4 | | Asangaon | 04-Mar | | | |
| 119 | 5 | | Dehane | 05-Mar | | | |
| 120 | 6 | | Pale | 05-Mar | | | |
| 121 | 7 | | Aagwan | 25-Feb | | | |
| 122 | 8 | | Saravali | 25-Feb | | | |
| 123 | 9 | | Patilpada | 25-Feb | | | |
| 124 | 10 | | Manfod | 25-Feb | | | |
| 125 | 11 | | Junnarpada | 25-Feb | | | |
| 126 | 12 | | Nandore | 25-Feb | | | |
| 127 | 13 | | Dahanu | 25-Feb | | | |
| 128 | 14 | | Kasara | 25-Feb | | | |
| 129 | 15 | | Waki | 25-Feb | | | |
| 130 | 16 | | Ambewadi | 28-Feb | | | |
| 131 | 17 | | Chikhale | 28-Feb | | | |
| 132 | 18 | | Gholwad | 28-Feb | | | |
| 133 | 19 | | Bordee | 28-Feb | | | |
| 134 | Talasari | Talasari | 1 | Brahmanpada | 28-Feb | | |
| 135 | | | 2 | Borigaon | 28-Feb | | |
| 136 | | | 3 | Vevaji | 28-Feb | | |
| Total : District | | | 95 | | 95 | | |
| Total : State | | | 136 | | 136 | | |

2) Gujarat

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

| Total Sl. No. | District | Sub-district | No. per Sub-district | Name of Village | Delivery date |
|------------------|----------|--------------|----------------------|-----------------|---------------|
| 189 | Navsari | Jalalpore | 1 | Tavdi | 26-Feb |
| 190 | | | 2 | Sagra | 26-Feb |
| 191 | | | 3 | Chhinam | 26-Feb |
| 192 | | | 4 | Kadoli | 26-Feb |
| 193 | | | 5 | Mahuwar | 26-Feb |
| 194 | | | 6 | Ponsra | 26-Feb |
| 195 | | | 7 | Maroli | 26-Feb |
| Total : District | | | 22 | | 22 |
| 196 | Surat | Choryasi | 1 | Kansad | 25-Feb |
| 197 | | | 2 | Sachin | 25-Feb |
| 198 | | Surat City | 1 | Unn | 27-Feb |
| 199 | | | 2 | Bhestan | 27-Feb |
| 200 | | | 3 | Bhedwad | 25-Feb |
| 201 | | Choryasi | 1 | Dindoli | 24-Feb |
| 202 | | | 2 | Godadra | 24-Feb |
| 203 | | | 3 | Devach | 25-Feb |
| 204 | | | 4 | Dakhanwada | 25-Feb |
| 205 | | Palsana | 1 | Sedhav | 24-Feb |
| 206 | | | 2 | Niyol | 24-Feb |
| 207 | | Kamrej | 1 | Vedchha | 24-Feb |
| 208 | | | 2 | Chhedchha | 24-Feb |
| 209 | | | 3 | Kosmada | 24-Feb |
| 210 | | | 4 | Khadsad | 24-Feb |
| 211 | | | 5 | Pasodra | 24-Feb |
| 212 | | | 6 | Laskana | 24-Feb |
| 213 | | | 7 | Valak | 24-Feb |
| 214 | | 8 | Bhada | 24-Feb | |
| 215 | | Choryasi | 1 | Bharthana Kosad | 26-Feb |
| 216 | | Surat City | 1 | Variyav | 25-Feb |
| 217 | | | 2 | Kosad | 25-Feb |
| 218 | | Kamrej | 1 | Abrama | 24-Feb |
| 219 | | | 2 | Shekhpur | 25-Feb |
| 220 | | | 3 | Kathodara | 25-Feb |
| 221 | | Olpad | 1 | Gothan | 02-Mar |
| 222 | | | 2 | Umara | 24-Feb |
| 223 | | | 3 | Sayan | 24-Feb |
| 224 | | | 4 | Kareli | 24-Feb |
| 225 | 5 | | Kudsad | 24-Feb | |
| 226 | 6 | Kim | 24-Feb | | |
| 227 | Mangrol | 1 | Siyalaj | 24-Feb | |
| 228 | | 2 | Kunwarda | 24-Feb | |
| 229 | | 3 | Kosamba | 24-Feb | |
| 230 | | 4 | Hathuran | 24-Feb | |
| Total : District | | | 35 | | 35 |
| 231 | Bharuch | Amod | 1 | Ochhan | 23-Feb |
| 232 | | | 2 | Telod | 23-Feb |
| 233 | | | 3 | Ikhar | 23-Feb |
| 234 | | | 4 | Dhora | 23-Feb |
| 235 | | | 5 | Wantarsa | 23-Feb |
| 236 | | | 6 | Tankariya | 23-Feb |
| 237 | | | 7 | Pardriya | 23-Feb |
| 238 | | Bharuch | 1 | Parkhet | 23-Feb |
| 239 | | | 2 | Pipaliya | 23-Feb |
| 240 | | | 3 | Pariyej | 23-Feb |
| 241 | | | 4 | Tralsa | 23-Feb |
| 242 | | | 5 | Tralsi | 23-Feb |
| 243 | | | 6 | Derol | 23-Feb |
| 244 | | | 7 | Mahudhala | 23-Feb |
| 245 | | | 8 | Tham | 23-Feb |

| Total Sl. No. | District | Sub-district | No. per Sub-district | Name of Village | Delivery date |
|------------------|----------|--------------|----------------------|-----------------|---------------|
| 246 | Bharuch | Bharuch | 9 | Kanthariya | 23-Feb |
| 247 | | | 10 | Manubar | 23-Feb |
| 248 | | | 11 | Dahegam | 23-Feb |
| 249 | | | 12 | Kukarwada | 23-Feb |
| 250 | | Ankleshwar | 1 | Sarfudin | 23-Feb |
| 251 | | | 2 | Deeva | 23-Feb |
| 252 | | | 3 | Ankleswar | 23-Feb |
| 253 | | | 4 | Piraman | 23-Feb |
| 254 | | | 5 | Umarwada | 23-Feb |
| 255 | | | 6 | Bhatkodra | 23-Feb |
| 256 | | | 7 | Kapodra | 23-Feb |
| 257 | | | 8 | Sakkarpor | 23-Feb |
| 258 | | | 9 | Sanjali | 23-Feb |
| 259 | | | 10 | Panoli | 23-Feb |
| Total : District | | | 29 | | 29 |
| 260 | Vadodara | Karjan | 1 | Mesrad | 04-Mar |
| 261 | | | 2 | Mangrol | 22-Feb |
| 262 | | | 3 | Kambola | 22-Feb |
| 263 | | | 4 | Bodka | 22-Feb |
| 264 | | | 5 | Handod | 22-Feb |
| 265 | | | 6 | Khanda | 22-Feb |
| 266 | | | 7 | Kurai | 22-Feb |
| 267 | | | 8 | Pingalwada | 22-Feb |
| 268 | | Vadodara | 1 | Unitya Medad | 22-Feb |
| 269 | | | 2 | Gosindra | 22-Feb |
| Total : District | | | 10 | | 10 |
| Total : State | | | 133 | | 133 |

3) Rajasthan

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

4) Haryana

| Total Sl. No. | District | Sub-district | No. per Sub-district | Name of Village | Delivery date |
|------------------|----------|--------------|----------------------|--------------------------|---------------|
| 283 | Rewari | Rewari | 1 | Daliaki | 28-Feb |
| 284 | | | 2 | Jatuwas | 28-Feb |
| 285 | | | 3 | Bhadawas | 28-Feb |
| 286 | | | 4 | Bithwana | 28-Feb |
| 287 | | | 5 | Bhiwari | 28-Feb |
| 288 | | | 6 | Kamalpur | 28-Feb |
| 289 | | | 7 | Devlawas | 28-Feb |
| 290 | | | 8 | Dhamlaka | 28-Feb |
| 291 | | | 9 | Dawana | 28-Feb |
| 292 | | | 10 | Lalpur | 28-Feb |
| 293 | | | 11 | Kasola | 28-Feb |
| 294 | | | 12 | Lodhana | 28-Feb |
| 295 | | | 13 | Pithanwas | 28-Feb |
| 296 | | | 14 | Mukandpur Basi | 28-Feb |
| 297 | | | 15 | Asiaki Tappa Jarthal | 28-Feb |
| 298 | | | 16 | Jarthal | 28-Feb |
| 299 | | | 17 | Nandrampur bas | 28-Feb |
| Total : District | | | 17 | | 17 |
| 300 | Mewat | Taoru | 1 | Sewaka | 28-Feb |
| 301 | | | 2 | Raniyaki | 29-Feb |
| 302 | | | 3 | Gunawat | 29-Feb |
| 303 | | | 4 | Dhidara | 29-Feb |
| 304 | | | 5 | Bharangpur | 29-Feb |
| 305 | | | 6 | Taoru | 29-Feb |
| 306 | | | 7 | Gaurka | 29-Feb |
| 307 | | | 8 | Buraka | 29-Feb |
| 308 | | | 9 | Rahedi | 29-Feb |
| 309 | | | 10 | Malaka | 29-Feb |
| 310 | | | 11 | Dalaka | 29-Feb |
| 311 | | | 12 | Dhulawat | 29-Feb |
| 312 | | | 13 | Sashol Patuka | 29-Feb |
| 313 | | | 14 | Khor | 29-Feb |
| 314 | | | 15 | Marola | 29-Feb |
| 315 | | | 16 | Rojka | 29-Feb |
| 316 | | | 17 | Aata | 29-Feb |
| 317 | | | 18 | Rampur | 29-Feb |
| 318 | | | 19 | Uddaka | 29-Feb |
| Total : District | | | 19 | | 19 |
| 319 | Gurgaon | Sohna | 1 | Raipur | 25-Feb |
| 320 | | | 2 | Sohna | 29-Feb |
| 321 | | | 3 | Lakhuwas | 25-Feb |
| 322 | | | 4 | Sancholi | 25-Feb |
| 323 | | | 5 | Bhirawati | 25-Feb |
| 324 | | | 6 | Karanki | 25-Feb |
| 325 | | | 7 | Silani | 25-Feb |
| 326 | | | 8 | Khuntpuri | 25-Feb |
| 327 | | | 9 | Barkhera (Rati Ka Nawad) | 25-Feb |
| Total : District | | | 9 | | 9 |
| 328 | Palwal | Palwal | 1 | Parauli | 24-Feb |
| 329 | | | 2 | Dahlaka | 24-Feb |
| 330 | | | 3 | Kalwaka | 24-Feb |
| 331 | | | 4 | Chhapraula | 24-Feb |
| 332 | | | 5 | Pirthala | 24-Feb |
| 333 | | | 6 | Jataula | 24-Feb |
| 334 | | | 7 | Asawati | 24-Feb |
| 335 | | | 8 | Laadpur | 24-Feb |
| Total : District | | | 8 | | 8 |

| Total Sl. No. | District | Sub-district | No. per Sub-district | Name of Village | Delivery date | |
|------------------|-----------|-------------------|----------------------|------------------|---------------|--------|
| 336 | Faridabad | Ballabgarh | 1 | Pahaladpur | ND | |
| 337 | | | 2 | Fatehpur Billoch | ND | |
| 338 | | | 3 | Ladauli | 24-Feb | |
| 339 | | | 4 | Bahbalpur | 24-Feb | |
| 340 | | | 5 | Fafunda | 24-Feb | |
| 341 | | | 6 | Dayalpur | 24-Feb | |
| 342 | | | 7 | Machgar | 24-Feb | |
| 343 | | | 8 | Bukharpur | 24-Feb | |
| 344 | | | 9 | Nawada Tigaon | 23-Feb | |
| 345 | | Faridabad | Faridabad | 1 | Tigaon | 23-Feb |
| 346 | | | | 2 | Nimka | 23-Feb |
| 347 | | | | 3 | Saidpur | 23-Feb |
| 348 | | | | 4 | Faridpur | 23-Feb |
| 349 | | | | 5 | Kheri Kala | 23-Feb |
| 350 | | | | 6 | Nachauli | 23-Feb |
| 351 | | | | 7 | Bhopani | 23-Feb |
| 352 | | | | 8 | Dhandhar | 23-Feb |
| 353 | | | | 9 | Mahawatpur | 23-Feb |
| 354 | | | | 10 | Laalpur | 23-Feb |
| 355 | 11 | Riwazpur | 23-Feb | | | |
| 356 | 12 | Tikawali | 23-Feb | | | |
| 357 | 13 | Baadshahpur | 23-Feb | | | |
| 358 | 14 | Palwali | 23-Feb | | | |
| 359 | 15 | Wazipur | 23-Feb | | | |
| 360 | 16 | Mawai | 23-Feb | | | |
| 361 | 17 | Mewala Maharajpur | 23-Feb | | | |
| 362 | 18 | Sarai Khawaza | 23-Feb | | | |
| 363 | 19 | Pul pahladpur | 23-Feb | | | |
| Total : District | | | 28 | | 28 | |
| Total : State | | | 81 | | 81 | |

5) Uttar Pradesh

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

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

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

Source: JICA Survey Team

PART III

Attachment III.1.1 Survey Form for The Baseline Survey and Census

Form 001 (a) Census Questionnaire (Filled out for Category A, B, C, D, E)

I. Identification of Project Affected Families

| | | |
|--|---|--|
| 1. Questionnaire No: | 2. | Date: |
| 3. Unique ID: | 4. Village | Name: |
| 5. Panchayat: | 6. | Taluka: |
| 7. District: | 8. | State: |
| 9. Status of the Village | 1. Revenue | 2. Hamlet (Non-Revenue) <input type="checkbox"/> |
| 10. Notification Published | 1. 20A | 2. 20A & E <input type="checkbox"/> |
| 11. Type of Location | 1:Parallel to railways,2:Near Detour, 3:Near ROB(for ROB only) <input type="checkbox"/> | |
| | 4: Others (specify): | |
| 12. Plot No: | 13. Land plan: Section: | |
| 14. Land Plan: (Chainage/(km): | | |
| 15. Usage of Plot (to categorize the impact and applicable survey forms 001, 002, 003, 004) <input type="checkbox"/> | | |
| 1. Agriculture or any other land without structures (Non-resettlers) (Category A) | | |
| 2. Residential and commercial land with structures (Resettlers) (Category B) | | 3. Land with Illegal occupiers (Category C) |
| 4. Land with common property resources (Category D) | | |
| 5. Land with Tenants (Category E) | | |
| 16. Ownership Type | 1. Individual(s) | 2. Government |
| | 3. Community/Society | 4. Rent/Lease <input type="checkbox"/> |
| 17. Do you have any legal documents (with date) <input type="checkbox"/> | | |
| 1. Sale deed | | |
| 2. Patta | | |
| 3. Lease agreement from Govt. | | |
| 4. Specify..... | | |
| 5. No | | |
| 18. Any tenant? Category-E <input type="checkbox"/> | | |
| 1. Leaseholders | | |
| 2. Tenants | | |
| 3. Sharecroppers | | |
| 4. Informal Occupiers | | |
| 5. No | | |
| 19. Do you have legal agreements with your tenants <input type="checkbox"/> | | |
| 1. Lease agreement | | |
| 2. Rent agreement | | |
| 3. No | | |
| 20.1 Years rented: | | |
| 20.2 Rent per Month: | | |
| 20.3 Deposit amount by lessee: | | |
| 21. If not owned, please specify the name & address of the owner | | |
| Name: | | |

Form 001 (b) Census Questionnaire Household Profile (Filled out for Category A, B, C, D, E)

Unique ID:

II. HOUSEHOLD PROFILE (Select the answer code from below) *use multiple sheets if necessary

| | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) |
|----|---|----------------------------|-----|----------------------------|----------------|-------------------------|----------------|------------------|---------------|---------------------------|--------------------------------------|----------------------------|
| No | Name of family members including infants and children | Relation to household head | Age | Gender 1Male 2Female | Marital Status | Highest Level Education | Sector Engaged | Major Occupation | Vulnerability | Primary Income (Rs/Month) | Income from other sources (Rs/Month) | Illness within past 1 year |
| 1 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|----|--|--|--|--|--|--|--|--|--|--|--|--|
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | |

| | |
|----------------------------------|--|
| For B on Relation | 1. Myself 2. Wife; 3. Husband; 4. Son; 5. Daughter; 6. Father; 7. Mother; 8. Brother; 9. Sister; 10. Grand son; 11. Grand daughter; 12. Grand Father; 13. Grand Mother; 14. Other (specify) |
| For E on Marital Status | 1. Married; 2. Unmarried; 3. Divorced; 4. Widow |
| For F on Education | 1: Illiterate, 2: Can Read only, 3: Can read and write both, 4. Up to Class 5, 5: Upto Class 10, 6: Upto Class 12 7: Graduate & above 8: ITI, Diploma/Degree, CA, ICWA, MBA, etc; 9.Others (specify) |
| For G on Engaged in which Sector | 1: Govt. Service 2: Private Service 3: Agriculture 4. Manufacturing 5. Others (specify)..... |
| For H on Primary Occupation | 1. Permanent Employee; 2. Self Employed; 3. Wage Labourer; 4. Rural Artisan; 5. Small Trader; 6. Housewife; 7: Unemployed; 8. Not Employable (children or Elderly); 9: Others (specify)..... |
| For I on Vulnerability | 1. Disabled, 2. Orphans, 3. Women-headed household, 4. Unmarried girls, 5. Abandoned women, 6. Elderly over 50 years old, 7. Child-headed household, 8. Widow, 9. Others (specify) * NRRP 2007 defines Vulnerability means disabled, destitute, orphans, widow, unmarried girls, abandoned woman, or persons above 50 years. |
| For L on illness | 1. Diarrhea, 2 Skin Rash, 3. Dengue Fever, 5. Viral Fever, 6. Other Fever, 7. Malaria, 6 Others..... (specify) |
| | |
| | |
| | |
| Signature of Interviewee | Signature of Interviewer |
| Signature of Supervisor | |

Form 002 Asset Inventory (Filled out for Category A, B, C, D, E)
Unique ID:

* use multiple sheets if necessary.

I. Land likely to be Lost **Select one: Owner / Tenant**

| No | (A) | (B) | (C) | (D) | (E) | (F) | | (H) | | (I) | (J) | (K) | (L) | (M) | (N) | |
|----|--------------|-----------------------|------------------------------|--------------------|---------------------------------------|------------------------------------|-------------------------------------|-----------------------------|---------|--|--|---------------|-----------------|--------------|--|--|
| | Type of Land | Ownership of the land | Period of years of Ownership | Total Area (in ha) | Estimated Market Value for Land (Rs)* | No. & Land use / ownership pattern | If rented, monthly rent (Rs./Month) | Name of Major Crops (Max 3) | | Net Annual Production if any standing crops (kg/yr/crop) | Estimated market value for crops (Rs/kg/crop)* | Type of Trees | Number of Trees | Age of Trees | Estimated Market Value for trees (Rs./Tree)* | |
| | | | | | | No | Type | Rabi | Khariff | | | | | | | |
| 1 | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | |

| No | (A) Type of Land | (B) Ownership of the land | (C) Period of years of Ownership | (D) Total Area (in ha) | (E) Estimated Market Value for Land (Rs)* | (F) No. & Land use / ownership pattern | (G) If rented, monthly rent (Rs./Month) | (H) Name of Major Crops (Max 3) | (I) Net Annual Production if any standing crops (kg/yr/crop) | (J) Estimated market value for crops (Rs/kg/crop)* | (K) Type of Trees | (L) Number of Trees | (M) Age of Trees | (N) Estimated Market Value for trees (Rs./Tree)* |
|----|---------------------|------------------------------|-------------------------------------|---------------------------|--|---|--|------------------------------------|---|---|----------------------|------------------------|---------------------|---|
| | | | | | | No | Type | | | | | | | |
| | | | | | | | | Rabi | Khariff | | | | | |
| 19 | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | |

| | |
|---------------------------------------|---|
| A. Type of Land | 1. Agriculture – Irrigated 2. Agriculture Un-irrigated 3. Residential 4. Commercial 5. Industrial 6. Grazing land 7. Forest Land 8. Mixed (specify) 9. Barren Land 10. Others (specify): |
| B. Ownership | 1: Self-owned 2: State-owned land for rental 3: Private-owned land for rental or borrow 4: Group or Community owned 5: Uncertain ownership 6: Illegal land occupation |
| F. No. & Land use / ownership pattern | 1. Registered Lessees 2. Contract Cultivator 3. Lease Holder 4. Unregistered Tenant 5. Share Croppers 6. Others (Specify) |
| K. Type of Trees | 1. Fruit and fodder tree, 2. Firewood and timber wood |
| H. Major Crops | Khariff: 1. Rice 2. Sugarcane 3. Maize 4. Ground nut 5. Chillies 6. Bajra 7. Jawar 8. Other Pulses 9. Vegetables 10. Cotton 11 Tobacco 12. Others..... Rabi: 11. Wheat 12. Barley 13. Gram 14. Onion 15. Oilseed 16. Cereals 17. Massar 18. Barseen 19. Tur 20. Methi 21. Others.... |

Select one: Owner / Tenant

II. Structures Likely to Be Lost

| No | (A) | (B) | (C) | (D) | (E) | (F) | | (G) | (H) | (I) | (J) |
|----|-------------------|-------------------------|-----------------------|-------------------------|-----|-----|------|----------------------|-------------------|--|------------------------------|
| | Type of Structure | Ownership of structures | Total Area in sq. mt. | Affected area in sq. mt | Age | No. | Type | Type of construction | Type of Materials | Estimated Market Value for Structure (Rs)* | If rented, monthly rent (Rs) |
| 1 | | | | | | | | | | | |
| 2 | | | | | | | | | | | |
| 3 | | | | | | | | | | | |
| 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

| No | (A) | (B) | (C) | (D) | (E) | (F) | | (G) | (H) | (I) | (J) |
|----|-------------------|-------------------------|-----------------------|-------------------------|-----|-----|------|----------------------|-------------------|--|------------------------------|
| | Type of Structure | Ownership of structures | Total Area in sq. mt. | Affected area in sq. mt | Age | No. | Type | Type of construction | Type of Materials | Estimated Market Value for Structure (Rs)* | If rented, monthly rent (Rs) |
| 16 | | | | | | | | | | | |
| 17 | | | | | | | | | | | |
| 18 | | | | | | | | | | | |
| 19 | | | | | | | | | | | |
| 20 | | | | | | | | | | | |

* Estimated market value will be collected from the interviewee for a reference purpose.

| | | | | | | | | | | | |
|--------------------------------------|---|--|--|--|--|--|--|--|--|--|--|
| For A on Type of Affected Structures | [Private Residential] 1. Residence 2. House Fence 3. Separate Kitchen 4. Toilet 5. Bathroom 6.. Storage 7. Farm House 8. Animal Shed 9. Paddock fence 10. Well, 11. Water tank 12. Others (specify) [Private Enterprises] 13. Shop 14. Workshops 15. Stalls 16. Factories 17. Other business establishment (specify, e.g Restaurants, Dhabas etc.) | | | | | | | | | | |
| For B on Ownership | 1: Self-owned 2: State-owned structure for rental 3: Private-owned house for rental or borrow 4: Group- or Community-owned 5: Uncertain ownership, 6: Illegal Occupants | | | | | | | | | | |
| For F No. and Type of Losses | 1. Registered Lessees, 2. Tenant, 3. Others (Specify) | | | | | | | | | | |
| For G on Type of Construction | 1: Single detached one - storey 2: Single detached two - storey 3: Single detached three - storey or more 4: Apartment/Row house duplex 5: Shanties connected to each other 6: Tents or tentative simple hut | | | | | | | | | | |
| For H on Type of materials | Roof] R1: G.I. sheets R2: Tiles R3: Nipa or other natural materials R4: Concrete R5: Others (specify) [Wall] W1: All concrete W2: Concrete and wood W3: All wood W4: Nipa or other natural materials W5: Others (specify) | | | | | | | | | | |

Name and Signature of Interviewee:

Name and Signature of Interviewer:

Name and Signature of Supervisor:

Form 003 Asset Inventory (Filled out for Category D Community Property)

* conduct the survey by village-wise and use multiple sheets if necessary.

Unique ID:

| I. Common Property / Public Property | | | | | | | | | | | | |
|--------------------------------------|------------------|---|----------------------|---------------------------|----------------|--|---|---------------------|---------------|----------------------|-------------------|--|
| | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) |
| No | Name of Property | Type of Common Property / Public property | Number of Properties | Ownership of the Property | Type of Impact | Affected Size of the Property (area per floor) | If partially affected, total size of the property (areas per floor) | Age of the property | No. of Floors | Type of Construction | Type of Materials | Estimated Value of Affected Property (Rs)* |
| 1 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | |

* Estimated market value will be collected from the interviewee for a reference purpose.

| Answer Options for the Previous Table | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|-------------------------------------|---|---|---------------------------|---------------------------|--|-----------------------------|---------------|-------------------------------------|---------------------------|----------------------|--|-------------------------|---------------------------|---------------------------------|--|------------------|----------|----------------------|--|------------------------|----------------------|--------------------|--|------------------------------|-------------|-----------------------------|--|-----------------------|------------------------------|-----------------------|--|---------------------|----------------------|
| For B. Type of Common / Public Properties | <p>[Common Land] 1. Village Common Land 2. Forest Woodland 3.Pasture 4. Fishing Area 5.Land for traditional tribal institutions</p> <p>[Common / Public Structures/Asset]</p> <table border="0"> <tr> <td>1. Community Centres</td> <td>2. Roads</td> <td>3. Bridge</td> <td>4.Public Transport Facility (e.g. Bus shelters)</td> </tr> <tr> <td>5. Irrigation & Drainage channels</td> <td></td> <td>6. Water & Sewerage Lines</td> <td>7. Wells/Tube wells/Hand Pumps /Domestic Water</td> </tr> <tr> <td>8. Livestock Watering Point</td> <td></td> <td>9. Bathing & Washing Platform</td> <td>10. Community Ponds</td> </tr> <tr> <td>11. Fair Price shops</td> <td></td> <td>12. Panchayat buildings</td> <td>13. Cooperative Societies</td> </tr> <tr> <td>14. Seed cum fertilizer storage</td> <td></td> <td>15. Post Offices</td> <td>16. Bank</td> </tr> <tr> <td>17. Electricity line</td> <td></td> <td>18. Transmission tower</td> <td>19. Electricity Pole</td> </tr> <tr> <td>20. Telephone Line</td> <td></td> <td>21. Base Transceiver Station</td> <td>22. Schools</td> </tr> <tr> <td>23. Health Centre/hospitals</td> <td></td> <td>24. Places of Worship</td> <td>25. Burial/cremation grounds</td> </tr> <tr> <td>26. Historical Places</td> <td></td> <td>27. Trees (specify)</td> <td>28. Others (specify)</td> </tr> </table> | 1. Community Centres | 2. Roads | 3. Bridge | 4.Public Transport Facility (e.g. Bus shelters) | 5. Irrigation & Drainage channels | | 6. Water & Sewerage Lines | 7. Wells/Tube wells/Hand Pumps /Domestic Water | 8. Livestock Watering Point | | 9. Bathing & Washing Platform | 10. Community Ponds | 11. Fair Price shops | | 12. Panchayat buildings | 13. Cooperative Societies | 14. Seed cum fertilizer storage | | 15. Post Offices | 16. Bank | 17. Electricity line | | 18. Transmission tower | 19. Electricity Pole | 20. Telephone Line | | 21. Base Transceiver Station | 22. Schools | 23. Health Centre/hospitals | | 24. Places of Worship | 25. Burial/cremation grounds | 26. Historical Places | | 27. Trees (specify) | 28. Others (specify) |
| 1. Community Centres | 2. Roads | 3. Bridge | 4.Public Transport Facility (e.g. Bus shelters) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Irrigation & Drainage channels | | 6. Water & Sewerage Lines | 7. Wells/Tube wells/Hand Pumps /Domestic Water | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. Livestock Watering Point | | 9. Bathing & Washing Platform | 10. Community Ponds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11. Fair Price shops | | 12. Panchayat buildings | 13. Cooperative Societies | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14. Seed cum fertilizer storage | | 15. Post Offices | 16. Bank | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17. Electricity line | | 18. Transmission tower | 19. Electricity Pole | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20. Telephone Line | | 21. Base Transceiver Station | 22. Schools | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23. Health Centre/hospitals | | 24. Places of Worship | 25. Burial/cremation grounds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26. Historical Places | | 27. Trees (specify) | 28. Others (specify) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| For D. Type of Ownership | <table border="0"> <tr> <td>1. Panchayat</td> <td>2. Group of Society</td> <td>3. Association</td> <td>4. Individual Family</td> </tr> <tr> <td>5. Government (specify department).....</td> <td>6. Other (Specify).....</td> <td></td> <td></td> </tr> </table> | 1. Panchayat | 2. Group of Society | 3. Association | 4. Individual Family | 5. Government (specify department)..... | 6. Other (Specify)..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Panchayat | 2. Group of Society | 3. Association | 4. Individual Family | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Government (specify department)..... | 6. Other (Specify)..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| For E. Type of Affected Property | <table border="0"> <tr> <td>1. Fully affected (needs to be relocated)</td> <td>2.Partially Affected (no relocation)</td> <td>3. Others (specify).....</td> </tr> </table> | 1. Fully affected (needs to be relocated) | 2.Partially Affected (no relocation) | 3. Others (specify)..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Fully affected (needs to be relocated) | 2.Partially Affected (no relocation) | 3. Others (specify)..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| For J Type of Construction | <table border="0"> <tr> <td>1. Permanent,</td> <td>2. Semi Permanent,</td> <td>3.Temporary</td> </tr> </table> | 1. Permanent, | 2. Semi Permanent, | 3.Temporary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Permanent, | 2. Semi Permanent, | 3.Temporary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| For K Type of Materials | <table border="0"> <tr> <td>[Roof]</td> <td>R1. G.I. Sheet,</td> <td>R2. Tiles</td> <td>R3. Nipa or Other Natural Materials</td> <td>R4. Concrete</td> <td>R5. Others (Specify).....</td> </tr> <tr> <td>[Wall]</td> <td>W1. All Concrete</td> <td>W2. Concrete & Wood,</td> <td>W3. All Wood,</td> <td>W4. Nipa or other Natural Materials</td> <td>W5. Others (Specify).....</td> </tr> </table> | [Roof] | R1. G.I. Sheet, | R2. Tiles | R3. Nipa or Other Natural Materials | R4. Concrete | R5. Others (Specify)..... | [Wall] | W1. All Concrete | W2. Concrete & Wood, | W3. All Wood, | W4. Nipa or other Natural Materials | W5. Others (Specify)..... | | | | | | | | | | | | | | | | | | | | | | | | |
| [Roof] | R1. G.I. Sheet, | R2. Tiles | R3. Nipa or Other Natural Materials | R4. Concrete | R5. Others (Specify)..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [Wall] | W1. All Concrete | W2. Concrete & Wood, | W3. All Wood, | W4. Nipa or other Natural Materials | W5. Others (Specify)..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | |
|---|--|
| II. Open Question to Village Head/ Community Leader/ Influential Persons | |
| Where do you want to re-construct this facility? | |

Name and Signature of Interviewer:

Name and Signature of Interviewer:

Name and Signature of Supervisor:

Form 004 Socio-Economic Survey Questionnaire

(Filled out for Category A, B, C, D, E)

Unique ID:

| BASIC PROFILE OF RESETTLERS/LANDOWNERS | | |
|--|--|--|
| 1 | How many years have you been living here? (for household head) | |
| 2 | Religion (chose one for household head) 1: Hindu 2: Muslim 3: Christian 4: Jain 5: Sikh 6: Buddhist 7: Other (specify) | |
| 3 | Social Category (chose one for household head) 1: General 2: SC 3: ST(Specify): 4: OBC | |
| Other Formal / Informal Occupiers | | |
| 4 | Is there any tenant in this house/ plots? If Yes, number of tenants? (Question for owner) | |
| 5 | Are there any occupiers in this house/ plots? If Yes, number of occupiers? (Question for owner) | |
| 6 | How many years has (have) the tenant(s)/occupiers resided? (Answer for each occupier's household if you have more than one) | |
| 7 | Description about Non Title holder of plot (Select the type) 1: Illegal residents with station-related occupation 2: Shops of illegal occupancy 3: Seasonal labour (Agriculture) 4: Seasonal labour (Factory/Construction) 5: Gangmen's colony 6: Migrant Tribe 7. Encroacher 8. Others * | |

* Same personal details should be separately filled for Non-Titleholders by Non-Titleholders Survey Team

| MOVABLE ASSETS | | |
|----------------|---|------------|
| 8 | A. Livestock holding of the family (unit in nos.) | No. |
| | 1. Cow | |
| | 2. Ox | |
| | 3. Buffalo | |
| | 4. Sheep | |
| | 5. Goat | |
| | 6. Camel | |
| | 7. Donkey | |
| | 8. Horse | |
| | 9. Pig | |
| | 10. Chicken | |
| | 11. Duck | |
| | 12 Others livestock (specify) | |
| 9 | B. Agricultural implements owned by the family No. | No. |
| | 1. Tractor | |
| | 2. Power Trailer | |
| | 3. Thresher | |
| | 4. Harvester | |
| | 5. Genset Sprayer | |
| | 6. Pump Set | |
| | 7. Electric Pump | |
| | 8. Others (specify) | |
| 10 | C. Household items owned by the family | No. |
| | 1. TV | |
| | 2. Fridge | |
| | 3. Mixer | |
| | 4. Electric Cooker | |
| | 5. Geyser | |
| | 6. Electric Fan | |

| | | |
|-----------|--|------------|
| | 7. Oven Toaster Grill (OTG) | |
| | 8. Toaster | |
| | 9. Microwave | |
| | 10. Radio | |
| | 11. Gas Chullah | |
| | 12. Kerosene Chullah | |
| | 13. Grain storing facilities | |
| | 14. Others (specify) | |
| 11 | D. Other assets owned by the family | No. |
| | 1 Cycle | |
| | 2 Scooter / Motor cycle | |
| | 3 Three wheeler | |
| | 4 Jeep / Car | |
| | 5 Truck | |
| | 6 Bus | |
| | 7 Bullock / Camel Cart | |
| | 8 Others (specify) | |

| 12. HOUSEHOLD INCOME | | | |
|---|-------------------------------------|----------------------------|---------------------------------|
| Source of Income | Average Monthly/Annual Income (Rs.) | | |
| | (1) Monthly Regular Income | (2) Annual Seasonal Income | Total Annual Income= (1)x12+(2) |
| a. Agriculture | | | |
| b. Wage Labour | | | |
| c. Business/Trading | | | |
| d. Service Sector | | | |
| e. Livestock & Animal Husbandry | | | |
| f. Fishing & Aquaculture | | | |
| g. Artisan / Cottage Craft | | | |
| h. Forestry | | | |
| i. Others (specify)..... | | | |
| Total Income | | | |
| 13. HOUSEHOLD EXPENDITURE | | | |
| Type of Expenditure | Average Expenditure (Rs.) | | |
| | Monthly | Yearly | Total = (1)x12+(2) |
| a. Food | | | |
| b. Cooking Fuel | | | |
| c. Rent | | | |
| d. Drinking Water | | | |
| e. Domestic Water | | | |
| f. Electricity | | | |
| g. Transportation | | | |
| h. Agriculture Expenditure (seeds, agrochemicals, labour) | | | |
| i. Education | | | |
| j. Health | | | |
| k. Communication | | | |
| l. Social Functions | | | |
| m. Clothing | | | |
| n. Loan repayment | | | |
| o. Other (specify) | | | |
| Total Expenditure | | | |

| 14. AVAILED BENEFITS OF ANY GOVERNMENT SCHEMES | | | | |
|--|---------------------------------|---|--------------------------------|-------------------------------|
| Have you availed any benefit under any government scheme? 1. Yes 2. No | | | | |
| If yes, please give details of the facilities received under the scheme | | | | |
| 1. National Rural Employment Guarantee scheme; 2. Jawar Rojgar Yojna 3. PM Rojgar Yojna; 4. Integrated Rural Development Programme 5. Indira Awas Yojana 6. Others | | | | |
| Name of the scheme | From when you received the help | Kind of help 1. Loan 2. Training 3. Employment | If Loan, total amount received | If training, kind of training |
| | | | | |
| | | | | |
| | | | | |
| After availing this scheme did your annual income increased 1. Yes 2. No | | | | |
| If yes, how much (Rs.): | | | | |
| If no, specify the reason: | | | | |

| 15. ACCESSIBILITIES (DFC Related Issues) | | | |
|---|----------------|--|---|
| Please indicate the distance to major social infrastructure and whether it is affected by the project | Distance in km | Disturbed during Construction 1-Yes 2- No | Disturbed during Operation 1-Yes 2- No |
| 1 Distance to school (km) | | | |
| 2 Distance to market (km) | | | |
| 3 Distance to religious centre (km) | | | |
| 4 Distance to hospital/ nursing home(km) | | | |
| 5 Distance to local govt. office (km) | | | |
| 6 Distance to office/your work place (km) | | | |
| 7 Distance to access to drinking water (km) | | | |
| 8 others (please specify) | | | |

| 16 IMPACT ON BUSINESS (FOR BUSINESS OWNER ONLY) | |
|--|---------------------------------------|
| 1 | Annual Turn over |
| 2 | Annual Income |
| 3 | No. of Employees |
| 4 | Average Salary Range of the Employees |
| 1. Upto Rs 1500 2. Rs 1501 to Rs3000 3. Rs 3001 to Rs 5000/- 4. Rs 5001 to Rs8000 5. Rs 8001 to Rs 10,000/- 6. Rs 10001 to Rs 15000/- 7. Rs 15001 to Rs 25000 8. Rs 25000 to Rs 50000 9 Rs 50000 and above | |

| 17 SAVING & INDEBTEDNESS (FOR ALL RESPONDENTS) | |
|---|--|
| 1 | Total Annual Saving (Rs.) |
| 2 | Have you (household head) taken any loan? 1: Yes, 2: No, 3: Don't Know |
| 3 | If yes, then please tell us reasons the following: |
| 1. Food 2. Health 3. Education 4. Business 5. Marriage / Death / Mundan 6. Other social functions and festivals 7. Loan repayment 8. Agriculture/ agriculture based allied activity 9. Transport 10. Any other..... | |
| Name of the Loan Provider | Amount (in Rs) Repaid (in-Rs) Balance (in Rs) |
| 1. Bank / cooperatives | |
| 2. Relative/ Friend | |
| 3 Registered Money Lender | |
| 3. Mahajan | |
| 4. SHG / Mahila Mandals | |
| 5 Chit Funds | |
| 6. Others (Specify :) | |

| 18 PERCEPTION ON THE PROJECT | |
|---|---|
| 1 | Do you think the project will bring any benefits to the people? 1. Yes; 2. No; 3. Don't know |
| ASK ONLY TO THOSE WHO SAY 'YES' IN QUESTION NO. 1 ABOVE (multiple answers) | |
| 2. | If yes, what is the likely benefit(s) that you envisage? 1: Temporary increase in wage employment during construction 2: Permanent increase in business opportunities during construction 3: Temporary increase in industry establishments during construction 4: Permanent increase in wage employment during operation 5: Permanent increase in business opportunities during operation 6: Permanent increase in industry establishments during operation 7: Overall economic development of India 8. Any other..... |
| ASK ONLY TO THOSE WHO SAY 'NO' IN QUESTION NO. 1 ABOVE (multiple answers) | |
| 3. | If no, what is the likely negative impact(s) that you envisage? 1: Temporary loss of income source during construction 2: Permanent loss of income source 3: Permanent loss of all or large part of the farmland 4: Permanent loss of partial farmland 5: Temporary loss of partial land during construction 6: Becoming too far to commute working place after the resettlement 7: Loss of working place such as loss of market 8: Temporary noise disturbance by construction work 9: Temporary vibration disturbance by construction work 10: Temporary air quality (dust) disturbance by construction work 11: Temporary disturbance in access to social infrastructure during construction 12: Temporary security problem during construction due to inflow of construction workers 13: Temporary transmitted disease problem during construction due to inflow of construction worker 14: Permanent noise disturbance by the freight train operation 15: Permanent vibration disturbance by the freight train operation 16: Split of community by the freight corridor 17: Others (specify)..... |
| SHOW THE ENTITLEMENT MATRIX (PHASE 1) AND EXPLAIN THE SAME ENTITLEMENT WILL BE PROVIDED TO THE DISPLACED PERSONS TO THE RESPONDENT | |
| 4 | The compensation for land acquisition and resettlement & rehabilitation assistance programme will be provided to the displaced persons in accordance with the National Resettlement and Rehabilitation Policy of India as per the entitlement matrix, do you think the compensation and assistance in the entitlement matrix is adequate to help to recover the displaced person's livelihood? 1. Yes 2. No (specify)..... 3. Don't Know |
| 5 | Are there any other concern (s) on land acquisition, resettlement and rehabilitation would be caused by the project? 1. Yes (specify)..... 2. No 3. Don't Know |
| 6 | Are there any suggestions to mitigate the expected concern(s)? 1.Yes (specify)..... 2. No 3. Don't Know |
| 7 | What kind of assistance regarding resettlement and rehabilitation do you request / suggest for the Project Implementing Authority? 1. Training for self employment 2. Cash grant equivalent to loss 3. Others (specify) |
| 8 | In case you are to be displaced by the project, where would you like to re-settle? (choose one) 1. In the same land plot (in case your land plot is big enough to shift the affected residential structure) 2. In the same community area 3. In the same district 4. Re-settlement location does not matter 5. Others (specify) |
| 9 | If any anticipation of difficulty after resettlement ? 1. Find new income source 2. Find new house 3. Find new suitable farmland in the resettlement area 4. Find suitable school for children 5. Access to public facilities, utilities or services (specify) 6. Others (specify) |

Name and Signature of Interviewee:

Name and Signature of Interviewer:

Name and Signature of Supervisor:

Attachment III.1.2 Summary of Baseline Survey and Census Report

1.1 INTRODUCTION

As phased implementation of the DFC project, DFC sections at both ends of the proposed railway, namely JNPT-Vadodara and Rewari–Dadri sections were determined as a second priority section under the Feasibility Study of the Development of Dedicated Freight Corridor for Delhi-Mumbai and Ludhiana-Sonnagar in India in 2006 and 2008.

The JICA Survey Team has engaged DHI (India) Water & Environment Pvt Ltd, New Delhi as a local consultant to undertake the Baseline Survey and Census from Vadodara-JNPT and Rewari-Dadri; covering 5 states – Maharashtra, Gujarat, Rajasthan, Haryana and Uttar Pradesh. The total length of the alignment is approximately 565 km.

1.2 SCOPE OF THE WORK

Brief Scopes of the Work for the survey are as follows:

- To establish a baseline for the project-affected persons (PAPs);
- To get all the information of demographic profile;
- To identify the vulnerable sections and individuals of the affected population;
- To identify the estimated expenditure and indebtedness of the households;
- To assess the ownership of land holding pattern and its use related particulars;
- To estimate the households production from the land in the project vicinity;
- To assess the extent of possession of immovable assets;
- To assess their dependence on local resources;
- To identify the households who do not reside in the area but derive their income from land in the project area; and
- To assess the ethnic minority of the PAPs.

1.3 SUMMARY OF BASELINE SURVEY AND CENSUS

The Baseline Survey and Census of the project-affected households was conducted to obtain the information of social economic status of the affected households, details regarding affected land plots and structures & common property resources, etc.

The study has been carried out based on Land Plan and Notification 20A & 20E including various draft 20E (so called the list of PAPs, Joint Measurement List) which were readily available with DFCCIL. The district wise survey & re-survey schedule is presented in **Table-1.1**.

Table-1.1 District wise Survey Schedule

| Sl. No. | District/ Section | Survey Schedule | Remarks |
|---------|------------------------------|--------------------------|------------------------------|
| | Vadodara-JNPT Section | | |
| 1. | Raigad | 01/09/2011 to 11/10/2011 | Survey carried out by CRADLE |
| 2. | Thane | 15/12/2010 to 04/02/2012 | Partly done by CRADLE |
| 3. | Valsad | 31/11/2010 to 15/05/2011 | - |
| 4. | Navsari | 01/12/2010 to 15/05/2011 | - |
| 5. | Surat | 15/11/2010 to 07/09/2011 | - |
| 6. | Bharuch | 01/12/2010 to 20/09/2011 | - |
| 7. | Vadodara | 15/11/2010 to 15/03/2011 | |
| | Rewari-Dadri Section | | |
| 8. | Rewari | 12/02/2011 to 10/03/2011 | |
| 9. | Alwar | 01/03/2011 to 30/03/2011 | - |
| 10. | Mewat | 01/04/2011 to 08/09/2011 | - |
| 11. | Gurgaon | 03/03/2011 to 09/04/2011 | - |
| 12. | Palwal | 01/02/2011 to 25/09/2011 | - |
| 13. | Faridabad | 07/03/2011 to 15/02/2012 | 4 villages are not covered |
| 14. | Gautam Budh Nagar | 05/03/2011 to 12/12/2011 | |

Source: Field Survey Data

Total number of districts in Vadodara-JNPT and Rewari-Dadri Sections are **14**; out of which Baseline Survey and Census have been completed in all districts except Faridabad district where the survey has been partially completed. In Faridabad, the survey was refused in 4 villages due to intervention by the local politician. As of 7th, March 2012, the survey has been completed in remaining 13 districts; however, several plots/households have remained uncovered due to the absence of respective titleholders at the time of the survey and/or their refusal to participate in the survey.

| Sl. No. | District | Village not Surveyed | Remarks |
|---------|------------|---|--|
| 1 | Faridabad | Pahaladpur, Fatehpur Billoch, Ladauli, and Bahbalpur (4 villages) | Intervention/influence of the local politician |
| Total | 1 district | 4 villages | - |

Note: Two plots in Bahbalpur (out of total 34 plots) have been surveyed.

1.3.1 Affected Plot Numbers & Area

In the surveyed districts total number of affected villages is **374**. Total number of affected plots in these 374 villages is **8,776**. As presented in Note in the below table, the survey was carried out based on Joint Measurement list and/or PAP list in several districts where (draft) 20E Notifications were not available. District wise total number of affected plots, affected plots as per 20A Notification and affected plots as per (draft) 20E Notification along with total affected area is presented in **Table-1.2**. **Total 2,159.71 ha** of land will be acquired for the DFC project as per the Notifications.

Table 1.2 District wise Number of Affected Plots & Affected Area

| District | Total No of Village | Total No. of Affected Plot as per 20A | Total Affected Area as per 20A (ha) | Total No. of Affected Plot as per 20E/ Draft 20E | Total Affected Area as per 20E/ Draft 20E (ha) ² |
|----------------------|---------------------|---------------------------------------|-------------------------------------|--|---|
| Raigad ² | 39 | 150 | 19.92 | 136 | 19.29 |
| Thane ² | 97 | 1118 | 276.11 | 1588 | 373.21 |
| Valsad | 37 | 587 | 147.59 | 417 | 76.3 |
| Navsari | 22 | 476 | 60.98 | 461 | 92.16 |
| Surat | 35 | 642 | 326.38 | 641 | 160.59 |
| Bharuch ² | 29 | 329 | 48.46 | 729 | 243.62 |

| District | Total No of Village | Total No. of Affected Plot as per 20A | Total Affected Area as per 20A (ha) | Total No. of Affected Plot as per 20E/ Draft 20E | Total Affected Area as per 20E/ Draft 20E (ha) ² |
|------------------------|------------------------------|---------------------------------------|-------------------------------------|--|---|
| Vadodara ² | 10 | 375 | 152.6 | 305 | 114.13 |
| Rewari | 17 | 707 | 119.1 | 707 | 119.1 |
| Alwar | 13 | 512 | 375.53 | 512 | 375.53 |
| Mewat | 19 | 889 | 158.48 | 889 | 158.48 |
| Gurgaon | 9 | 319 | 43.16 | 319 | 43.16 |
| Palwal | 8 | 665 | 117.12 | 665 | 117.12 |
| Faridabad ¹ | 28 | 1238 | 216.79 | 1238 | 216.79 |
| Gautam Budh Nagar | 11 | 210 | 59.33 | 169 | 50.23 |
| Total | 374 (323³) | 8097 | 2095.8586 | 8776 | 2159.71 |

Note: ¹Survey is not completed in four villages; ²In Thane, Raigad, Bharuch and Vadodara, the survey has been carried out based on the result of Joint Measurement Survey. In Raigad and Thane, PAP lists have also been used. ³The number in the parenthesis is the number of affected villages excluding those where only public land will be affected

Source: Notification 20A & 20E/Draft 20E including JM List and PAP list

1.3.2 Survey Coverage & Sources of Information

Out of 8,776 affected plots, 6,188 plots have been surveyed. A total of 9,637 households have been identified and surveyed. The district wise summary of surveyed plots and surveyed households has been presented in **Table-1.3**.

Table 1.3 District-wise Summary of Surveyed Plots & Households

| District/ Section | (1) No of Affected Plots as per 20E ¹ | (2) No of Affected Plots Surveyed | (3) No of Affected Titleholders as per 20E | (4) No of Affected titleholders without Deceased Titleholders | (5) No of Affected HH Identified in the Field | (6) No of Affected HH not Listed in 20E but Identified in the Field | (7) No of HH Identified and Surveyed |
|------------------------|--|-----------------------------------|--|---|---|---|--------------------------------------|
| Raigad | 136 | 140 | 393 | 393 | 404 | 143 | 342 |
| Thane | 1588 | 1173 | 7669 | 7508 | 5804 | 1490 | 5658 |
| Valsad | 417 | 357 | 2859 | 2721 | 485 | 3 | 485 |
| Navsari | 461 | 380 | 1466 | 1315 | 521 | 29 | 521 |
| Surat | 641 | 411 | 2761 | 2731 | 373 | 0 | 373 |
| Bharuch | 729 | 489 | 2939 | 2937 | 446 | 0 | 446 |
| Vadodara | 305 | 214 | 638 | 632 | 211 | 0 | 211 |
| Rewari | 707 | 563 | 1400 | 1387 | 259 | 0 | 259 |
| Alwar | 512 | 462 | 1178 | 1161 | 307 | 0 | 307 |
| Mewat | 889 | 639 | 3050 | 2899 | 292 | 9 | 292 |
| Gurgaon | 319 | 173 | 433 | 432 | 133 | 1 | 133 |
| Palwal | 665 | 405 | 1887 | 1873 | 212 | 0 | 212 |
| Faridabad ² | 1238 | 669 | 1489 | 1423 | 307 | 27 | 307 |
| Gautam Budh Nagar | 169 | 113 | 266 | 249 | 91 | 2 | 91 |
| Total | 8776 | 6188 | 28428 | 27661 | 9845 | 1704 | 9637 |

Note: ¹ JM and/or PAP lists are used in Raigad, Thane, Bharuch and Vadodara districts; ² Four villages in Faridabad districts have not been surveyed due to intervention by the local politician.

Source: Notification 20A & 20E/Draft 20E including JM list & PAP list and Field Survey Data

Out of 6,188 surveyed plots, information regarding 5,964 plots has been collected from directly from the owner of the plot; information regarding 111 plots has been collected from indirect sources. Information of 777 plots could not be collected due to public protest and owners of 1,787 plots have been settled outside the village. District wise summary of survey coverage is presented in **Table-1.4**.

Indirect Source: Information regarding **111 plots** has been collected from indirect source i.e. from their relatives. After repeated attempts (three times) the owner of those plots could not be contacted and their relatives / neighbor provided the information regarding their plots. Therefore, socio-economic details and photographs of these owners could not be collected.

Table 1.4 District-wise Summary of Survey Coverage

| District/ Section | Information collected from direct Source | Information collected from Indirect Source | Denied Participation/ Public Protest | Settled outside the Village | Total Plot |
|--------------------------|--|--|--------------------------------------|-----------------------------|-------------|
| Raigad ¹ | NA | NA | NA | NA | (136) |
| Thane | 1150 | 23 | 177 | 238 | 1588 |
| Valsad | 328 | 29 | 6 | 54 | 417 |
| Navsari ² | 350 | 30 | 7 | 73 | 460 |
| Surat | 411 | 0 | 9 | 221 | 641 |
| Bharuch | 489 | 0 | 15 | 225 | 729 |
| Vadodara | 199 | 15 | 5 | 86 | 305 |
| Rewari | 563 | 0 | 0 | 144 | 707 |
| Alwar | 462 | 0 | 14 | 36 | 512 |
| Mewat | 639 | 0 | 89 | 161 | 889 |
| Gurgaon | 200 | 0 | 0 | 119 | 319 |
| Palwal | 405 | 0 | 131 | 129 | 665 |
| Faridabad ¹ | 662 | 7 | 321 | 248 | 1238 |
| Gautam Budh Nagar | 106 | 7 | 3 | 53 | 169 |
| Total² | 5964 | 111 | 777 | 1787 | 8775 |
| Percentage | 69.0% | 1.3% | 9.0% | 20.7% | |

Note: ¹ Plot-wise survey coverage is not available for Raigad district because household-wise survey coverage data was collected instead. In Raigad, information concerning 342 households has been collected from directly while 62 households were unreachable as they have settled outside the village; ² One plot in Navsari was listed in draft 20E, but the plot was actually outside the project rights of way. Hence, the total number of plot in Navsari is one too few from the number listed in draft 20E.

Source: Field Survey Data

1.3.3 Land Use Category of Surveyed Plots

Land use category of the surveyed plot has been decided based on its **type of usage** as observed at the time of survey. District wise usage of affected plots is presented in **Table 1.5**. Land use category of 84% affected plots is agricultural; out of which 74.6% plots are only for agricultural use, 9% plots are agricultural & with affected residential structures and 0.4% plots are agricultural with affected common assets.

Remaining 0.7% plots are under residential/ commercial use with affected private structures, 0.1% is under residential/ commercial use with affected CPR, 0.3% plots are vacant (barren land) without agricultural activity and structures and 1.9% plots as Common Property Resources i.e. common land with common assets.

Table 1.5 Land Use Categories of Surveyed Plots

| District/ Section | Agricultural Land w/o Affected Private Structures | Agricultural Land with Affected Residential Structures | Agricultural Land with affected Common Assets | Residential/ Commercial land with Affected Private Structure | Residential/ Commercial land with Affected Common Assets | Gov land | Vacant land | Common Land | Total |
|----------------------|---|--|---|---|---|--------------|----------------|----------------|-------------|
| Raigad | 130 | 1 | 0 | 4 | 0 | 0 | 0 | 5 | 140 |
| Thane | 871 | 127 | 0 | 42 | 2 | 94 | 16 | 21 | 1173 |
| Valsad | 262 | 49 | 14 | 15 | 3 | 6 | 0 | 8 | 357 |
| Navsari | 288 | 35 | 4 | 2 | 0 | 0 | 13 | 38 | 380 |
| Surat | 291 | 57 | 3 | 1 | 0 | 57 | 0 | 2 | 411 |
| Bharuch | 459 | 1 | 0 | 0 | 0 | 4 | 0 | 25 | 489 |
| Vadodara | 209 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 214 |
| Rewari | 410 | 67 | 0 | 0 | 0 | 76 | 8 | 2 | 563 |
| Alwar | 270 | 63 | 0 | 0 | 0 | 124 | 0 | 5 | 462 |
| Mewat | 467 | 60 | 0 | 0 | 0 | 59 | 0 | 53 | 639 |
| Gurgaon | 84 | 35 | 2 | 0 | 0 | 52 | 0 | 0 | 173 |
| Palwal | 341 | 18 | 0 | 0 | 0 | 36 | 0 | 10 | 405 |
| Faridabad | 470 | 43 | 0 | 33 | 0 | 120 | 0 | 3 | 669 |
| Gautam Budh Nagar | 66 | 3 | 0 | 0 | 0 | 19 | 7 | 18 | 113 |
| Total | 4618 | 560 | 23 | 97 | 5 | 647 | 44 | 194 | 6188 |
| Percentage | 74.6% | 9.0% | 0.4% | 1.5% | 0.1% | 10.5% | 0.7% | 3.1% | |

Note: Common Property Resources consists of common land with or without common assets

Source: Field Survey Data and Secondary Information from CPM office

1.3.4 Affected Area of Agricultural Plots

A total of 5,201 agricultural plots with the total area of 1,622.4 ha have been surveyed. The district wise number of agricultural plots along with affected area is presented in Table 1.6.

Table 1.6 Affected Area in Agricultural Plots

| District/ Section | Agricultural Land w/o Affected Private Structures | Agricultural Land with Affected Private Structures (Mixed Use) | Agricultural Land with Common Assets | Total Agricultural Plots | Affected Area (ha) |
|----------------------|---|--|--|--------------------------------|--------------------------|
| Raigad | 130 | 1 | 0 | 131 | 17.57 |
| Thane | 871 | 127 | 0 | 998 | 451.82 |
| Valsad | 262 | 49 | 14 | 325 | 57.56 |
| Navsari | 288 | 35 | 4 | 327 | 53.69 |
| Surat | 291 | 57 | 3 | 351 | 121.01 |
| Bharuch | 459 | 1 | 0 | 460 | 167.14 |
| Vadodara | 209 | 1 | 0 | 210 | 110.34 |
| Rewari | 410 | 67 | 0 | 477 | 80.66 |
| Alwar | 270 | 63 | 0 | 333 | 274.67 |
| Mewat | 467 | 60 | 0 | 527 | 77.67 |
| Gurgaon | 84 | 35 | 2 | 121 | 14.81 |
| Palwal | 341 | 18 | 0 | 359 | 94.36 |
| Faridabad | 470 | 43 | 0 | 513 | 80.3 |
| Gautam Budh Nagar | 66 | 3 | 0 | 69 | 20.8 |
| Total | 4618 | 560 | 23 | 5201 | 1622.4 |

Note: In this table, structures only refer to residential ones. Non-residential structures such as well and animal shed have been discussed in other section.

Source: Field Survey Data

1.3.5 Affected Households & Population

District-wise distribution of surveyed affected households (Title holder & Non-title holder) is presented in **Table 1.7**. **Total number of surveyed affected households is 9,637** out of which number of titleholder households is 7,710 (80%) and number of non-titleholder households is 1,927 (20%). Total population of titleholder is 51,804 and total population of non-title holder is 9,563. Therefore, **total number of surveyed population is 61,367**.

Titleholder: Total number of titleholder household with only affected land (non-resettlers) is 6,843 and total number of titleholder household with affected residential structures (resettlers) is 867.

Non-Titleholder: Total number of non-titleholder household with only affected land (non-resettlers) is 265 and total number of non-title holder household with affected residential structures (resettlers) is 1,662.

Resettlers: Total number of resettler household including title holder and non-title holder household is 2,025 and total population of resettler is 9,250.

Table 1.7 District-wise distribution of Affected Households (Title holder & Non-title holder)

| District/ Section | Titleholder HH | | | | Non-titleholder HH | | | |
|-------------------|---|--------------|--|-------------|---|-------------|--|-------------|
| | No. of Titleholder HH w/only affected land (Non-resettlers) | | No. of Titleholder HH w/affected Residential Structures (Resettlers) | | No. of Non-titleholder HH w/only affected land (Non-resettlers) | | No. of Non-titleholder HH w/affected Residential Structures (Resettlers) | |
| | HH | Population | HH | Population | HH | Population | HH | Population |
| Raigad | 205 | 1087 | 0 | 0 | 0 | 0 | 137 | 303 |
| Thane | 3617 | 18436 | 576 | 2897 | 16 | 95 | 1449 | 6343 |
| Valsad | 363 | 2372 | 67 | 472 | 51 | 327 | 4 | 37 |
| Navsari | 386 | 1984 | 30 | 230 | 71 | 464 | 34 | 191 |
| Surat | 316 | 2460 | 54 | 366 | 3 | 23 | 0 | 0 |
| Bharuch | 444 | 3352 | 1 | 4 | 1 | 3 | 0 | 0 |
| Vadodara | 204 | 1598 | 1 | 5 | 6 | 36 | 0 | 0 |
| Rewari | 210 | 1814 | 39 | 453 | 9 | 53 | 1 | 6 |
| Alwar | 275 | 3032 | 15 | 198 | 16 | 197 | 1 | 15 |
| Mewat | 221 | 3152 | 29 | 485 | 38 | 579 | 4 | 47 |
| Gurgaon | 118 | 922 | 13 | 96 | 1 | 10 | 1 | 14 |
| Palwal | 185 | 1865 | 15 | 214 | 9 | 101 | 3 | 22 |
| Faridabad | 233 | 3373 | 21 | 290 | 25 | 384 | 28 | 169 |
| Gautam Budh Nagar | 66 | 606 | 6 | 41 | 19 | 144 | 0 | 0 |
| Total | 6843 | 46053 | 867 | 5751 | 265 | 2416 | 1662 | 7147 |

Note: Non-titleholder include natural descendants not registered in the land record or listed in the Notification 20E, squatters & encroachers

Source: Field Survey Data

1.3.6 Affected Households Family Size

Based on the number of family members, the surveyed households have been categorized in 4 categories and presented in **Table 1.8**. Out of the 9,637 affected households, 45.7% are small family, 33.2% are mid-sized family, 17.4% are large family and only 3.7% are very large family with more than 20 members.

Table 1.8 Members of the Affected Households

| District/Section | Affected Households | | | | Total Households |
|-------------------|---------------------|--------------|--------------|-------------|------------------|
| | Small | Mid-Sized | Large | Very Large | |
| Raigad | 222 | 92 | 28 | 0 | 342 |
| Thane | 2958 | 1797 | 736 | 167 | 5658 |
| Valsad | 227 | 184 | 71 | 3 | 485 |
| Navsari | 309 | 159 | 50 | 3 | 521 |
| Surat | 122 | 177 | 67 | 7 | 373 |
| Bharuch | 160 | 187 | 93 | 6 | 446 |
| Vadodara | 79 | 84 | 46 | 2 | 211 |
| Rewari | 66 | 120 | 65 | 8 | 259 |
| Alwar | 56 | 108 | 113 | 30 | 307 |
| Mewat | 12 | 86 | 136 | 58 | 292 |
| Gurgaon | 51 | 49 | 30 | 3 | 133 |
| Palwal | 51 | 51 | 97 | 13 | 212 |
| Faridabad | 50 | 81 | 121 | 55 | 307 |
| Gautam Budh Nagar | 39 | 26 | 20 | 6 | 91 |
| Total | 4402 | 3201 | 1673 | 361 | 9637 |
| Percentage | 45.7% | 33.2% | 17.4% | 3.7% | 100 |

Note: Small family: 1-5 members; Mid-Sized Family: 6-10 members; Large Family: 11-20 members; Very Large Family: more than 20 members

Source: Field Survey Data

1.3.7 Distribution of Age & Gender

Total population of the 9,637 affected household is found to be 61,367, out of which 54.2% (33,232) are male and 45.8% (28,135) are female. Among titleholder households, total number of male is 27,690 and female is 23,522.

Table 1.9 Gender wise Distribution of Affected Population

| District/Section | Total Population | | Titleholders Population | | Non-titleholders Population | | Project Affected Structure Population (Resettlers)# | |
|-------------------|------------------|--------------|-------------------------|--------------|-----------------------------|-------------|---|-------------|
| | Male | Female | Male | Female | Male | Female | Male | Female |
| Raigad | 746 | 644 | 598 | 489 | 148 | 155 | 148 | 155 |
| Thane | 15086 | 12685 | 11243 | 9497 | 3517 | 2921 | 4999 | 4251 |
| Valsad | 1645 | 1563 | 1465 | 1379 | 180 | 184 | 268 | 241 |
| Navsari | 1519 | 1350 | 1169 | 1045 | 350 | 305 | 215 | 206 |
| Surat | 1478 | 1371 | 1466 | 1360 | 12 | 11 | 195 | 171 |
| Bharuch | 1764 | 1595 | 1762 | 1594 | 2 | 1 | 2 | 2 |
| Vadodara | 857 | 782 | 840 | 763 | 17 | 19 | 3 | 2 |
| Rewari | 1315 | 1011 | 1280 | 987 | 35 | 24 | 250 | 209 |
| Alwar | 1945 | 1497 | 1818 | 1412 | 127 | 85 | 119 | 94 |
| Mewat | 2369 | 1894 | 2016 | 1622 | 353 | 272 | 291 | 241 |
| Gurgaon | 553 | 489 | 539 | 479 | 14 | 10 | 56 | 54 |
| Palwal | 1210 | 992 | 1137 | 942 | 73 | 50 | 127 | 103 |
| Faridabad | 2321 | 1895 | 2012 | 1651 | 309 | 244 | 252 | 207 |
| Gautam Budh Nagar | 424 | 367 | 345 | 302 | 79 | 65 | 21 | 20 |
| Total | 33232 | 28135 | 27690 | 23522 | 5216 | 4346 | 6946 | 5956 |
| | 61367 | | 51212 | | 9562 | | 12902 | |

Note: # including Titleholders and Non-titleholders to be resettled

Source: Field Survey Data

1.3.8 Educational Status

Education level of the affected population is presented in **Table 1.10**. Among the male population 44.9% (13,219) have attained high school education and above. Meanwhile,

31.4% (7,831) have the same level of educational attainment. The number of illiterate female is more than double the number of illiterate male.

Table 1.10 Educational Status of the members of the Affected Households

| Educational Status | Male | % | Female | % |
|------------------------|--------------|------------|--------------|------------|
| 6 years old and below | 3818 | - | 3175 | - |
| Illiterate | 2717 | 9.2% | 5506 | 22.1% |
| Can read | 3434 | 11.7% | 3296 | 13.2% |
| Can write | 1842 | 6.3% | 1577 | 6.3% |
| Up to Class 5 | 8202 | 27.9% | 6750 | 27.0% |
| Up to Class 12 | 9788 | 33.3% | 5924 | 23.7% |
| Graduate | 2425 | 8.2% | 1566 | 6.3% |
| Professional Education | 1006 | 3.4% | 341 | 1.4% |
| Total | 33232 | 100 | 28135 | 100 |

Source: Field Survey Data

1.3.9 Sectors Engaged

Sector wise engagement of the affected household and members thereof in economic sectors is presented in **Table 1.11**. It may be observed that 45.8% of the affected household is from the agricultural sector, 11.6% from the private service and 4.1% from the government service and 37.1% households are engaged in the miscellaneous sector.

Persons who are engaged in trade sector, rural artisan, non-governmental organization, construction workers, taxi driver, rickshaw pooler, vendor, employee in other sectors etc. have been considered under **miscellaneous sector**.

Table 1.11 Engagement of Affected Households and Members thereof in Economic Sector

| Sectors | No of Households# | % | No of Members | % |
|--------------------|-------------------|------------|---------------|------------|
| Agriculture | 3491 | 45.8 | 23080 | 49.7% |
| Manufacturing | 97 | 1.3 | 304 | 0.7% |
| Government Service | 312 | 4.1 | 1604 | 3.5% |
| Private Service | 887 | 11.6 | 4796 | 10.3% |
| Misc. | 2827 | 37.1 | 16663 | 35.9% |
| Total | 7614 | 100 | 46447 | 100 |

Note: Many of the family members are engaged in multiple sectors, but this table presents the primary sector of respective households; 25 households in Raigad and 1998 households in Thane district did not specify the sector they are primarily engaged.

Source: Field Survey Data

1.3.10 Women Engaged in Economic Activities

Sector wise engagement of affected household and women thereof in economic sectors is presented in **Table 1.12**. It may be observed that 76.5% of working women are engaged in the miscellaneous sector while 14.5% of working women are engaged in agriculture. Women who are engaged in trade sector, non-governmental organization, construction workers, vendor, employee in other sectors etc. have been considered under miscellaneous sector.

Table 1.12 Engagement of Affected Households and Women thereof in Economic Activities

| Sectors | No of Households | % | No of Women | % |
|--------------------|------------------|------------|-------------|------------|
| Agriculture | 3491 | 51.5 | 826 | 14.5 |
| Manufacturing | 97 | 1.0 | 56 | 1.0 |
| Government Service | 312 | 5.0 | 138 | 2.4 |
| Private Service | 887 | 11.9 | 321 | 5.6 |
| Misc. | 2827 | 27.7 | 4359 | 76.5 |
| Total | 7614 | 100 | 5700 | 100 |

Note: 25 households in Raigad and 1998 households in Thane district did not specify the sector they are primarily engaged.

Source: Field Survey Data

1.3.11 Vulnerability Scan

NRRP 2007 defines **Vulnerable Persons** as disabled, destitute, orphans, widows, unmarried girls, abandoned women or persons above 50 years of age; who are not provided or cannot immediately be provided with alternative livelihood, and who are not otherwise covered as part of a family (para 6.4 (v) NRRP 2007)

The district wise total number of vulnerable families likely to be adversely affected due to the project has been summarized in **Table 1.13**. 4,207 families are with a person of age more than 50 years and 1,069 families are headed by a widow. Among the surveyed households, 836 affected households are with an unmarried girl.

Table 1.13 Number of Vulnerable Families in Affected Villages

| District/Section | Total No of Households | HH with Disabled | BPL HH | Women Headed HH | Elderly over 50 Years | Widow Headed HH | HH with Unmarried Girl | HH with Abandoned Women | HH with Orphans |
|-------------------|------------------------|------------------|------------|-----------------|-----------------------|-----------------|------------------------|-------------------------|-----------------|
| Raigad | 342 | 6 | 0 | 21 | 73 | 10 | 105 | 3 | 0 |
| Thane | 5658 | 24 | 81 | 46 | 2568 | 443 | 255 | 14 | 0 |
| Valsad | 485 | 5 | 35 | 2 | 213 | 103 | 75 | 0 | 0 |
| Navsari | 521 | 8 | 19 | 3 | 141 | 33 | 28 | 0 | 0 |
| Surat | 373 | 7 | 4 | 0 | 209 | 59 | 35 | 0 | 0 |
| Bharuch | 446 | 9 | 13 | 0 | 203 | 79 | 88 | 1 | 0 |
| Vadodara | 211 | 4 | 1 | 0 | 94 | 45 | 28 | 0 | 0 |
| Rewari | 259 | 1 | 3 | 4 | 143 | 49 | 4 | 2 | 0 |
| Alwar | 307 | 3 | 1 | 0 | 176 | 79 | 11 | 0 | 1 |
| Mewat | 292 | 8 | 1 | 0 | 175 | 5 | 43 | 0 | 0 |
| Gurgaon | 133 | 0 | 0 | 0 | 49 | 18 | 13 | 0 | 0 |
| Palwal | 212 | 0 | 5 | 1 | 81 | 30 | 36 | 2 | 0 |
| Faridabad | 307 | 1 | 0 | 1 | 58 | 105 | 112 | 1 | 0 |
| Gautam Budh Nagar | 91 | 1 | 0 | 0 | 24 | 11 | 3 | 1 | 0 |
| Total | 9637 | 77 | 163 | 78 | 4207 | 1069 | 836 | 24 | 1 |

Note: Below Poverty Line (BPL) is calculated by comparing annual household income and the latest BPL threshold income figure determined by Planning Commission, Government of India (which is INR30240 for urban households and INR19872 for rural households). Since some households did not provide information about their income, this is the minimum number of the BPL households in the affected area.

Source: Field Survey Data

1.3.12 Socio-Economic Status of Surveyed Household

Religion

Out of 9,637 surveyed household, 8,713 (90.4%) households are Hindu, 824 (8.6%) households are Muslim, 68 (0.7%) households are Christian, 16 (0.2%) households are Sikh and 5 (0.1%) households are Jain and 11 (0.1%) have other religious belief. The

district wise religion of surveyed households is presented in **Table 1.14**.

Table 1.14 Religion of Affected Household

| District/ Section | Hindu HH | Muslim HH | Christian HH | Jain HH | Sikh HH | Other HH | Total Respondent HH |
|-------------------|-------------|------------|--------------|----------|-----------|-----------|---------------------|
| Raigad | 324 | 18 | 0 | 0 | 0 | 0 | 342 |
| Thane | 5450 | 133 | 68 | 0 | 0 | 7 | 5658 |
| Valsad | 469 | 13 | 0 | 0 | 0 | 3 | 485 |
| Navsari | 490 | 27 | 0 | 4 | 0 | 0 | 521 |
| Surat | 336 | 36 | 0 | 0 | 0 | 1 | 373 |
| Bharuch | 172 | 274 | 0 | 0 | 0 | 0 | 446 |
| Vadodara | 186 | 25 | 0 | 0 | 0 | 0 | 211 |
| Rewari | 259 | 0 | 0 | 0 | 0 | 0 | 259 |
| Alwar | 266 | 36 | 0 | 0 | 5 | 0 | 307 |
| Mewat | 58 | 234 | 0 | 0 | 0 | 0 | 292 |
| Gurgaon | 129 | 4 | 0 | 0 | 0 | 0 | 133 |
| Palwal | 191 | 20 | 0 | 1 | 0 | 0 | 212 |
| Faridabad | 307 | 0 | 0 | 0 | 0 | 0 | 307 |
| Gautam Budh Nagar | 76 | 4 | 0 | 0 | 11 | 0 | 91 |
| Total | 8713 | 824 | 68 | 5 | 16 | 11 | 9637 |
| Percentage | 90.4% | 8.6% | 0.7% | 0.1% | 0.2% | 0.1% | |

Source: Field Survey Data

Social Category

The most common social categories is Other Backward Castes (63.1%) followed by General Castes (23.8%), Scheduled Caste (6.9%) and Scheduled Tribes (6.2%). The district wise social category of the surveyed household is presented in **Table 1.15**.

Table 1.15 Social Categories of the Surveyed Households

| District/ Section | General | OBC | SC | ST | Total Respondent HH |
|-------------------|-------------|-------------|------------|------------|---------------------|
| Raigad | 144 | 174 | 24 | 0 | 342 |
| Thane | 393 | 4479 | 315 | 471 | 5658 |
| Valsad | 82 | 264 | 30 | 109 | 485 |
| Navsari | 168 | 283 | 36 | 34 | 521 |
| Surat | 301 | 33 | 16 | 23 | 373 |
| Bharuch | 344 | 83 | 11 | 8 | 446 |
| Vadodara | 157 | 27 | 22 | 5 | 211 |
| Rewari | 112 | 142 | 5 | 0 | 259 |
| Alwar | 23 | 241 | 43 | 0 | 307 |
| Mewat | 71 | 182 | 30 | 9 | 292 |
| Gurgaon | 66 | 64 | 3 | 0 | 133 |
| Palwal | 174 | 22 | 13 | 3 | 212 |
| Faridabad | 200 | 62 | 45 | 0 | 307 |
| Gautam Budh Nagar | 60 | 23 | 8 | 0 | 91 |
| Total | 2295 | 6079 | 601 | 662 | 9637 |

Source: Field Survey Data

1.3.13 Anticipation of Difficulties after Resettlement

The total number of **resettlers' households is 2,529**. Anticipated difficulties after resettlement by the affected households are presented in **Table 1.16**. The maximum number of respondents (1,765) anticipated difficulty with finding a new house; 471 respondents anticipated difficulty in finding a new income source while 461 respondents anticipated difficulty to find new suitable farmland. Meanwhile,

94 respondents anticipated difficulty to find out suitable school for their children and 16 respondents anticipated difficulty with regards to access to utilities.

Table 1.16 Anticipated Difficulties after Resettlement by Affected Households (Resettlers)

| District/Section | Responded HH (Resettlers) | New Income Source | New House | New Suitable farmland | Suitable School | Access to Utilities |
|-------------------|---------------------------|-------------------|-------------|-----------------------|-----------------|---------------------|
| Raigad | 137 | 0 | 72 | 67 | 0 | 0 |
| Thane | 2025 | 331 | 1532 | 251 | 84 | 13 |
| Valsad | 71 | 13 | 36 | 25 | 0 | 1 |
| Navsari | 64 | 13 | 46 | 14 | 2 | 0 |
| Surat | 54 | 15 | 37 | 28 | 0 | 1 |
| Bharuch | 1 | 1 | 0 | 0 | 0 | 0 |
| Vadodara | 1 | 0 | 1 | 1 | 1 | 0 |
| Rewari | 40 | 35 | 5 | 12 | 0 | 1 |
| Alwar | 16 | 11 | 1 | 7 | 0 | 0 |
| Mewat | 33 | 28 | 1 | 19 | 1 | 0 |
| Gurgaon | 14 | 3 | 4 | 7 | 0 | 0 |
| Palwal | 18 | 3 | 2 | 10 | 0 | 0 |
| Faridabad | 49 | 18 | 28 | 20 | 0 | 0 |
| Gautam Budh Nagar | 6 | 0 | 0 | 0 | 6 | 0 |
| Total | 2529 | 471 | 1765 | 461 | 94 | 16 |

Source: Field Survey Data

1.3.14 Socio-economic Status of Non-title Holders

This section gives a detailed socio-economic status of **all non-titleholders** i.e. both resettlers & non- resettlers. The affected population groups without formal legal title-holdings status (non-titleholder) have been defined as follows:

- (1) Squatter: A person/family that has settled on the public land without permission or has been occupying public building without authority prior to the cutoff date and is depending for his/her shelter or livelihood and has no other source of shelter or livelihood.
- (2) Encroacher: A person/family, who transgresses into the public land (prior to the cutoff date), adjacent to his/her own land or other immovable assets and derives his/her additional source of shelter/livelihood.
- (3) Natural descendant of titleholder: The persons whose names are not listed in the 20E Notification have been considered as non-title holder in this survey. However, this does not necessarily mean that they are informal occupants of the land. In many cases, they are natural descendants of titleholders who are actually the legal occupants of the plot. Their names are not listed in 20E Notification simply because the 20E Notification was prepared based on an outdated land record.

The persons whose names are not listed in the 20E Notification has been considered as non-titleholder. However, they are actually the legal occupants of the plot but their name not listed in 20E Notification as the 20E Notification has not been updated for long time. This section provides detailed socio-economic information of non-titleholder excluding natural descendants (i.e. squatters and encoachers). All non-titleholders in Surat, Bharuch, Vadodara, Rewari, Alwar, Mewat and Palwal districts are natural descendants of titleholders and thus not included in this section.

(1) Educational Status

Education level of the affected population (Non-Titleholder) is presented in **Table 1.17**. Among the male population 49.9% have attained high school education and above. The figure for female population is 31%. The gender gap in educational attainment among non-titleholder population is similar to that of the entire population.

Table 1.17 Educational Status of the Non-Titleholder

| Educational Status | Male | % | Female | % |
|---------------------------|-------------|------------|---------------|------------|
| Illiterate | 286 | - | 143 | - |
| Can read | 279 | 7.1% | 562 | 20.3% |
| Can write | 385 | 9.9% | 98 | 3.5% |
| Below 6 years | 118 | 3.0% | 87 | 3.1% |
| Up to Class 5 | 1176 | 30.1% | 1169 | 42.2% |
| Up to Class 12 | 1813 | 46.4% | 761 | 27.5% |
| Graduate | 121 | 3.1% | 85 | 3.1% |
| Professional Education | 16 | 0.4% | 10 | 0.4% |
| Total | 4194 | 100 | 2915 | 100 |

Source: Field Survey Data

(2) Occupation

Occupation of the affected population (Non-titleholder) is presented in **Table 1.18**. 954 persons are from the agricultural sector, 53 persons are from the government sector, 140 persons are from the private sector, only 31 persons are from the manufacturing sector and 140 persons are from the miscellaneous sector. Persons who are engaged in trade sector, non-governmental organization, construction workers, taxi driver, rickshaw pooler, vendor, employee in other sectors etc. have been considered under miscellaneous sector.

Table 1.18 Occupation of the Non-Titleholder

| Category | Agriculture | Govt. Service | Manufacturing | Private Service | Misc. |
|--------------------|--------------------|----------------------|----------------------|------------------------|--------------|
| Permanent Employee | 0 | 41 | 0 | 45 | 0 |
| Retired | 0 | 0 | 0 | 1 | 0 |
| Rural Artisan | 0 | 2 | 0 | 0 | 74 |
| Self Employed | 904 | 9 | 8 | 12 | 101 |
| Small Trader | 47 | 0 | 2 | 4 | 75 |
| Wage Employee | 3 | 1 | 21 | 78 | 473 |
| Total | 954 | 53 | 31 | 140 | 723 |

Source: Field Survey Data

(3) Income Level

Income level of the Non-Titleholder household is summarized in the **Table-1.19**. The maximum number of households (50.2%) has monthly income between INR 2,501 – 5,000.

Table 1.19 Monthly Income Level of the Non-Titleholder

| Monthly Income (INR) | Household | |
|----------------------|-------------|-------------|
| | Number | % |
| < =2,500 | 171 | 10.3% |
| 2,501 – 5,000 | 835 | 50.2% |
| 5,001 – 10,000 | 241 | 14.5% |
| 10,001 – 20,000 | 108 | 6.5% |
| 20,001 – 50,000 | 34 | 2.0% |
| 50,001 and above | 10 | 0.6% |
| No Answer | 265 | 15.9% |
| Total | 1664 | 100% |

Source: Field Survey Data

1.3.15 Type of Affected Community Property

The affected common property resources (CPR) are summarized into two categories i.e. common land and common assets. In common land category, village common land, pasture land, land for tribal institutes, burial cremation ground etc. are considered and in common assets category place of worship, temple, school, road, water sewer line, irrigation & drainage channel, milk collection centre, public shelter, railway line, community pond etc. have been considered. District wise type of affected CPR is presented in **Table 1.20**.

Table 1.20 Type of Affected Community Property

| District/Section | Common Land | Common Assets |
|-------------------|-------------|---------------|
| Raigad | 5 | 0 |
| Thane | 21 | 7 |
| Valsad | 6 | 8 |
| Navsari | 32 | 6 |
| Surat | 2 | 9 |
| Bharuch | 8 | 8 |
| Vadodara | 4 | 0 |
| Rewari | 2 | 5 |
| Alwar | 5 | 4 |
| Mewat | 9 | 0 |
| Gurgaon | 0 | 2 |
| Palwal | 1 | 1 |
| Faridabad | 5 | 9 |
| Gautam Budh Nagar | 18 | 0 |
| Total | 118 | 59 |

Note: Common land includes village common land and pond. Common Assets include pump house, place of worship and community center.

Source: Field Survey Data

1.3.16 Type of Ownership of Community Property

The district wise ownership of affected community property is presented in **Table 1.21**. Out of 130 common properties, 53 community properties are in possession of the respective village Panchayat, 38 community properties are in possession of the state government, 12 are in possession of group of society, 19 properties are in possession of Association/Group of Society and 8 properties are in possession of individual family.

Table 1.21 Ownership of Affected Community Property

| District/Section | Panchayat | Government | Group of Society | Association | Individual family ¹ | Total |
|-------------------|-----------|------------|------------------|-------------|--------------------------------|------------|
| Raigad | 1 | 0 | 4 | 0 | 0 | 5 |
| Thane | 18 | 5 | 5 | 0 | 0 | 28 |
| Valsad | 1 | 8 | 1 | 2 | 2 | 14 |
| Navsari | 7 | 23 | 7 | 1 | 0 | 38 |
| Surat | 2 | 0 | 0 | 9 | 0 | 11 |
| Bharuch | 5 | 1 | 2 | 8 | 0 | 16 |
| Vadodara | 1 | 0 | 1 | 2 | 0 | 4 |
| Rewari | 5 | 2 | 0 | 0 | 0 | 7 |
| Alwar | 8 | 0 | 1 | 0 | 0 | 9 |
| Mewat | 9 | 0 | 0 | 0 | 0 | 9 |
| Gurgaon | 0 | 0 | 0 | 0 | 2 | 2 |
| Palwal | 2 | 0 | 0 | 0 | 0 | 2 |
| Faridabad | 9 | 4 | 0 | 0 | 1 | 14 |
| Gautam Budh Nagar | 18 | 0 | 0 | 0 | 0 | 18 |
| Total | 86 | 43 | 21 | 22 | 5 | 177 |

Note: 1: Developed by individual family for charitable purpose. Therefore it has been considered as common assets owned by an individual family.

Source: Field Survey Data

Attachment III.3.1 PCM Contents for Draft RRP

(1) Invitation Letter and Public Notice for Draft RRP [Invitation Letter for PCM for Draft RRP]

Village Head
Village Administration Office
.....
Date:

(date).....at (time)to give valuable suggestions and ensure support to the organizers (DFCCIL assisted by JST and DHI) for smooth execution of these PCMs.
Suitable action in this regard may please be taken.

Note: In the following villages, only government owned land will be affected.
Faridabad District: Sarai Khawaza, Pul Pahladpur villages
Gautam Budha Nagar District: Gulistanpur, Saquipur, Pali, Tilpata Karanbas villages

Yours sincerely,
.....
Vivek Saxena
Deputy Chief Project Manager and Project Incharge
DFCCIL RE-DADRI Unit

Sub: - Public Consultation Meetings (PCMs) on Rehabilitation & Resettlement Plan (RRP) for Development of Western Dedicated Freight Corridor (DFC) Project (Rewari - Dadri Section)

Dear Sir/Madam,

Ministry of Railways has taken up the Dedicated Freight Corridor Project (DFC) on the Western & Eastern Trunk routes to augment transportation capacity over these busy routes.

The Western Corridor from Jawaharlal Nehru Port Trust (JNPT) to Dadri/Tughlakabad (TKD) passes through Maharashtra, Gujarat, Rajasthan, Haryana and Delhi on the JNPT-Surat-Vadodara-Almedabad-Palanpur-Ajmer-Rewari alignment. The Western DFC is being funded by Japan International Cooperation Agency (JICA) under Government of Japan Scheme. Phase-2 of this project starts from JNPT to Vadodara and from Rewari to Dadri.

Dedicated Freight Corridor Corporation of India Limited (DFCCIL) under Ministry of Railways, Government of India is the executing agency for the development of DFC. In the Western Corridor DFC Phase 2 alignment passes through 14 districts of five states namely, Maharashtra, Gujarat, Rajasthan, Haryana and Uttar Pradesh.

Based on the request of the Government of India, an Environmental & Social Impact Assessment (ESIA) and a Rehabilitation and Resettlement Plan (RRP) are being prepared as per JICA's environmental and social safeguard policy, "JICA Guidelines for Confirmation of Environmental and Social Considerations (2002)" by DFCCIL with technical assistance from JICA Survey Team. The RRP for this project is currently under preparation based on Railway Amendment Act 2008 (RAA-2008) and National Rehabilitation and Resettlement Policy 2007 (NRRP-2007).

The JICA's safeguard guidelines stipulate participation of Project Affected Persons (PAPs) in the RRP formulating process by disseminating the project & RRP related information and taking feedback from PAPs through Public Consultation Meetings (PCMs).

In the PCMs, a presentation regarding the project information and rehabilitation and resettlement provisions as per extant Government of India Policies viz. RAA-2008 and NRRP-2007 would be given to the PAPs. A handout in a vernacular language (either Marathi, Gujarati or Hindi) would also be distributed to the PAPs. DFCCIL would coordinate for organizing these PCMs with the assistance of JICA Survey Team (JST) and DHI (India) Water & Environment Pvt. Limited.

Considering the high priority assigned to this project by the Government of India, you are requested to attend the public consultation meeting being organized at (place).....on

[Public Notice for PCM for Draft RRP]

Date:-

NOTICE

Ministry of Railways has taken up the Dedicated Freight Corridor Project (DFC) on the Western & Eastern Trunk routes to augment transportation capacity over these busy routes.

The Western Corridor from Jawaharlal Nehru Port Trust (JNPT) to Dadri/ Tughlakabad (TKD) passes through Maharashtra, Gujarat, Rajasthan, Haryana, and Delhi on the JNPT - Surat-Vadodara-Ahmedabad-Palampur-Ajmer-Rewari alignment. The Western DFC is being funded by Japan International Cooperation Agency (JICA) under Government of Japan Scheme. Phase-2 of this project is from JNPT to Vadodara and from Rewari to Dadri.

Dedicated Freight Corridor Corporation of India Limited (DFCCIL) under the Ministry of Railways is the executing agency for the development of DFC. In the Western Corridor, DFC Phase 2 alignment passes through 14 districts of five states, namely Maharashtra, Gujarat, Rajasthan, Haryana and Uttar Pradesh.

A Rehabilitation and Resettlement Plan for Western DFC Project (Phase2) is to be prepared by DFCCIL together with the Government of India based on the Railway Amendment Act 2008 (RAA 2008) and National Rehabilitation and Resettlement Policy 2007 (NRRP-2007).

The funding guidelines require participation of Project Affected Persons (PAPs) in RRP by way of disseminating the project and RRP related information and taking feedback from PAPs whose land and/or structure will be affected by the Project through Public Consultation Meetings (PCMs).

In the PCMs, a presentation giving details of DFC project and resettlement and rehabilitation provisions as per extant Government of India policies viz. RAA-2008 and NRRP-2007 would be given to the PAPs. A handout in English and a vernacular language would also be distributed to the PAPs. DFCCIL would coordinate for organising these PCMs with the assistance of the JICA Survey Team (JST) and DHI (India) Water & Environment Pvt. Limited.

In this regard, a representative from a Project Affected Family, whose right, title or interest in any house, land or other asset acquired or possessed, in full or in part, (mainly those who have been involved in the Baseline Survey and Census or Joint Measurement Survey); or whose business, occupation, work, or place of residence would be adversely affected by the project (mainly those who are subject to the RRP); are requested to attend this meeting on dated _____ Time _____ Venue _____ and help Competent Authority to conduct meetings in a peaceful manner.

Note: In the following villages, only government owned land will be affected.

Faridabad District: **Saral Khawaza, Pali Pahledpur**
Gautam Budha Nagar District: **Gullistanpur, Soqipur, Pali, Tilpata Karanbas**

Signed by respective CPM