Environmental and Social Impact Mitigation Measures Study (ESIMMS) of the DFC Project

Final Report

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- ANNEX9.1 ENVIRONMENT MANAGEMENT ACTION PLAN COMPLIANCE REPORT

LIST OF ABBREVIATIONS

AAQ	:	Ambient Air Quality
ADB	:	Asian Development Bank
AFs	:	Affected Families
AIDS	:	Acquired Immunodeficiency Syndrome
ASI	:	Archaeological Survey of India
ASR	:	Ambient Noise & Vibration Measurement at Sensitive Receptors
BIS	:	Bureau of Indian Standard
BOD	:	Biological Oxygen Demand
сс	:	Cubic Centimeter
CF	:	Conservator of Forest
Cl	:	Chlorine
CO	:	Carbon Monoxide
CPCB	:	Central Pollution Control Board
CPRs	:	Common Property Resources
CS	:	Construction Supervision
CWC	:	Central Water Commission, India
dB	:	Decibel
DFC	:	Dedicated Freight Corridor
DFCCIL	:	Dedicated Freight Corridor Corporation of India Limited
DFO	:	Divisional Forest Offices
DO	:	Dissolve Oxygen
DPR	:	Detailed Project Report
DR	:	Detailed Railway
EA	:	Environmental Assessment
EAC	:	Expert Appraisal Committee
EIA	:	Environment Impact Assessment
EMAP	:	Environmental Management Action Plan
EMP	:	Environment Management Plan
EMU	:	Environment Management Unit
ESIMMS	:	Environmental and Social Impact Mitigation Measure Study
EWG	:	Environmental Working Group
Fe	:	Iron (Ferrum)
GOI	:	Government of India
Hg	:	Mercury (Hydrargyrum)
HIV	:	Human Immunodeficiency Virus
ICD _S	:	Inland Container Depot
IS	:	Indian Standard
JARTS	:	Japan Railway Technical Services
JBIC	:	Japan Bank for International Cooperation
JICA	:	Japan International Cooperation Agency
JIS	:	Japanese International Standard
K	:	Potassium (Kalium)
LA	:	Land Acquisition
LA Act	:	Land Acquisition Act
LA_E	:	Exposure Noise Level
LAeq	:	Equivalent Noise Level
LPG	:	Liquefied Petroleum Gas
MLA	:	Member of Legislative Assembly
MOEF	:	Ministry of Environment and Forest

MP	:	Member of Parliament
MOR	:	Ministry of Railway
Ν	:	Nitrogen
Na	:	Sodium (Natrium)
NEP	:	National Environmental Policy
NGO	:	Non Government Organization
NK	:	Nippon Koei Co.Ltd.
NOx	:	Oxides of Nitrogen
NPRR	•	National Policy on Resettlement and Rehabilitation
NRCP	•	National River Conservation Plan
NRP	:	National Rehabilitation Policy
NTH	:	Non Titleholder
OM	•	Organic Matter
OP	•	Operational Policy
	•	Drojost Affected Families
	•	Project Affected Parana
PAP _S	:	Project Affected Person
PD	:	Lead (Plumbum)
PCCF	:	Principal Conservator of Forest
PCI	:	Pacific Consultants International
PCM	:	Public Consultation Meeting
PDA	:	Passenger Diesel A (Plain Route) Train
PIU	:	Project Implementation Unit
PUC	:	Pollution Under Control Certificate
RAP	:	Resettlement Action Plan
ROB	:	Railway Over Bridge
ROW	:	Right of Way
RPM	:	Respiratory Particulate Matter
R&R	:	Resettlement & Rehabilitation
RRP	:	Resettlement and Rehabilitation Plan
RS	:	Railway Station
RUB	:	Railway Under Bridge
SAR	:	Sodium Absorption Ratio
SC	:	Scheduled Caste
SDOE	:	State Department of Environment
SEIAA	:	State Environment Impact Assessment Authority
SGRY	:	Sampoorna Grammeen Rojgar Yojna
SHM	:	Stakeholder Meeting
SIA	:	Social Impact Assessment
Sox	:	Oxides of Sulphur
SPCB	:	State Pollution Control Board
SPM	•	Suspended Particulate Matter
SR	•	Sensitive Receptor
ST	:	Scheduled Tribe
тн	•	Title Holder
TOR	•	Term of Reference
VPC	•	Village Republication Committee
WR	•	World Bank
wb WHH	•	Woman Headed Households
WHO	:	World Health Organization
WIC WIC	•	Wild Life Senetuerice
	:	Who Life Sanctuaries
Zn	:	ZIIIC

CHAPTER 1 INTRODUCTION

1.1 BACKGROUND

Indian Railways, the prime movers of the nation, have the distinction of being one of the largest railway systems in the world under a single management. Its contribution to the nation's progress is immeasurable and it has a dual role to play as a commercial organization as well as a vehicle for fulfillment of aspirations of the society at large. It is an important catalyst to growth of trade, industry and the economy as a whole, with immense potential for providing indirect employment. Considering this, Indian Government attaches the highest priority to the development and expansion of railway infrastructure. The Golden Quadrilateral and diagonals of the railway system are heavily congested routes and strengthening/widening of these routes has been taken up as part of National Rail Vikas Yojana. Surveys and construction of gauge conversion and new lines have been undertaken with a view to provide alternate routes to decongest the heavily utilized ones. Delhi-Mumbai and Delhi-Howrah stretches of Quadrilateral railway system have been identified as heavily congested routes and need to be decongested on priority basis.

In view of this, on the request of Ministry of Railways (MOR), Japan International Cooperation Agency (JICA) has conducted the feasibility study for the "The Development of Dedicated Multimodal High Axle Load Freight Corridor with computerized Control for Delhi-Mumbai and Delhi-Howrah in India (JICA F/S)". Objective of JICA F/S was to review the PETS and Final Location Survey (FLS) of the Dedicated Freight Corridor (DFC) Project that was supposed to be prepared by the GOI. However, since the FLS could not be available during JICA F/S, Guideline Design (GLD) and General Arrangement Drawings (GAD) have been proposed for the preparation of FLS for both Eastern and Western Corridors during JICA F/S.

The Environmental and Social Considerations Study (ESCS), which was equivalent to Initial Environmental Examination (IEE) level study, was conducted from November 2006 to March 2007 in the First Year of JICA F/S. In the Second Year of JICA F/S, Environmental and Social Impact Mitigation Measures Study (ESIMMS), which is equivalent to Environmental Impact Assessment (EIA) level study, has been conducted base on GLD and GAD covering the development stage sections between Rewari, Haryana and Vasai Road, Maharashtra (approx. 1,262 km) for the Western Corridor and between Dadri and Mughal Sarai, Uttar Pradesh (approx. 756 km) for the Eastern Corridor. The overall study area of ESIMMS is shown in Figure 1-1.

For the Western Corridor, ESIMMS has been conducted for the DFC route from Rewari to JNPT Mumbai which includes 2 districts of Haryana, 7 districts of Rajasthan, 12 districts of Gujarat and 1 district of Maharashtra. However, this ESIMMS report elaborates environmental and social impact mitigation measures for the DFC route in Rajasthan state up to Abu Road. The districts covered in this ESIMMS are Alwar, Sikar, Jaipur, Nagaur, Ajmer, Pali and Sirohi.



Figure 1-1 Overall Study Area of ESIMMS

1.2 OBJECTIVE OF ESIMMS

The specific objective of ESIMMS is to ensure that potential problems are foreseen and addressed at an early stage in the project's planning and design. Design, execution and operation of the project can be planned in the light of the findings of this ESIMSS, so that the expected benefits from the DFC project can be sustained with minimum and acceptable adverse environmental impacts. The main objectives of ESIMMS are given below:

- Identification of the project activities likely to cause potential significant impacts on the environment.
- Identification of the extent of environmental impacts caused by DFC Project activities to the environment.
- Prediction and analysis of intensity and nature of impacts whether they are permanent or temporary, cumulative, and/or irreversible.
- Consultation with the general public as well as those concerned with the DFC Project, which are ranging from the central and local government organizations to commercial and industrial sectors of the society as a whole by holding a series of stakeholder/public consultation meetings (PCMs). The broad objective of PCMs and its proper documentation is to verify opinions of the general public and other stakeholders that could be affected by the DFC Project.

1.3 SCOPE OF ESIMMS

In ESCS which was mainly conducted based on the collected secondary data as IEE level study, the major environmental and social consideration items were identified. Based on the results of ESCS, further EIA level study has been required for the following components.

(1) Natural Environment

The secondary data collection and survey of natural reserves, such as national parks and wildlife sanctuaries along the DFC alignment shall be conducted. Reserved forests and protected forests along the DFC alignment shall be examined to assess their impacts.

(2) **Pollution Control**

- 1) Sensitive Receptors (SRs) along the DFC alignment shall be identified for noise and vibration measurement. Ambient and railway noise/vibration levels shall be measured at the selected SRs. In addition, railway noise and vibration measurements were conducted along the DFC alignment to obtain unit sample data at 16 sites in total.
- 2) The secondary data collection of water quality, air quality and other components shall be conducted. The mitigation measures shall be proposed based on the analysis of the collected data.

(3) Social Environment

- 1) Field survey to identify the number of Project Affected Families (PAFs)1 shall be identified.
- 2) Socio-economic questionnaire survey shall be conducted at 10% of total number of the identified PAFs.
- 3) The social impact assessment along the DFC alignment shall be conducted. The Resettlement and Rehabilitation Plan Framework shall be formulated.

(4) Stakeholder/Public Consultation Meetings

- 1) The 2nd Stage PCM was planned to be conducted at each district to be directly affected by the DFC Project.
- 2) Targeted PCM participants shall be representatives of Panchayats, villages and towns.
- 3) After the 2nd Stage PCM participated representatives of Panchayats, villages and towns shall disseminate the information obtained from the PCM amongst villagers and town residents, discuss with the issues and exchange opinions with residents at a village feedback meeting. The results of the village meeting shall be recorded.
- 4) In the 3rd Stage PCM, either one representative of each Panchayats, villages or towns or one representative of potential Project Affected Persons (PAPs) shall present their outcomes of the village meeting. The outcomes shall be discussed, and components of the suggested RRP Framework shall be agreed by the participants of the 3rd Stage PCM.

(5) Formulation of the Resettlement and Plan Framework

1) In the village feedback meetings to be organised before the 3rd Stage PCM, the RRP Framework shall be introduced to village residents. The components shall be confirmed and discussed by village residents.

¹ PAF is defined as Project Affected Families to be relocated; however, at the stage of ESIMMS, the number of affected residential structures is considered as PAF. The exact number of the PAF shall be identified by the detailed field survey at the next stage of the project.

- 2) The components of the RRP Framework shall be discussed and agreed by participants of the 3rd Stage PCM.
- 3) The social environmental monitoring plan shall be formulated in order to use for 3-5 years after the resettlement is completed.

(6) Environmental Management Plan (EMAP) and Environmental Monitoring Plan (EMOP)

EMAP and EMOP for construction of relevant railway facilities of each district shall be prepared.

Scope of ESIMMS as EIA level study has been elaborated in a well defined manner in Terms of Reference (TOR) as Technical Working Paper as part of JICA F/S. As per the TOR, major issues to be covered are summarized under four major heads as the details of major four components are discussed below:

- Natural Environment Impact Assessment Study
- Pollution Control Study
- Social Impact Assessment Study
- Stakeholder/Public Consultation Meeting

1) Natural Environment Impact Assessment Study

The significant environmental issues, particularly ecologically sensitive areas on natural environmental components such as topography, geology, soil, climate, land use, water bodies, and ecology etc. likely to be impacted due to proposed activities of DFC, were identified and a suitable and effective environmental management and monitoring plan to mitigate negative impacts and enhance positive impacts was prepared. Monitoring Plan was elaborated for construction period as well as spanning over 3-5 years covering locations sensitive to other pollution aspects as well as areas covering protected areas, wildlife sanctuary, eco-sensitive along DFC alignment. Effective and feasible measures were identified and elaborated necessary to take in order to mitigate, reduce, rectify or compensate adverse impacts caused by the project to the areas subject to protection of forest, wildlife, or any other species of fauna and flora and eco-sensitive areas. Baseline status of natural environmental components was prepared based on reconnaissance environmental survey and secondary data available. Detailed field survey was carried out to substantiate the findings focusing on forestry and railway side plantation using quadrate survey representing each forest by three minimum plots with size 10 m x 10 m. This was further supported by interview survey with relevant expert and local residents covering confirmation of the present situation in flora and fauna including avifauna.

2) Pollution Control Survey

The current status of water quality in rivers, air quality, noise, vibration along the proposed alignment was grasped based on mainly secondary data supported with reconnaissance field survey. Primary survey was carried out for ambient and railway noise and vibration including its attenuation at the selected sensitive receptors near proposed DFC alignment. Interview survey on noise and vibration with local residents living along the existing railway side at each monitoring location using suitable questionnaire was conducted so as to record the surrounding land use and other activities as well as to get the feedback from the local people. Noise and vibration levels were predicted and evaluated.

C) 3) Social Impact Assessment Study

Baseline regional socio-economic status such as demographic features, social stratification, occupational pattern, land holdings, cultural aspects was prepared using secondary data. No of Project Affected Families (PAFs) and its respective locations were identified in each district where resettlement of local people is necessary. Socio-economic primary survey on 10 % of the population directly affected by the project in the respective district was conducted using a suitable questionnaire where construction of detours, junction/crossing stations, bridges, and other railway facilities so as to reflect baseline socio-economic status of PAFs. Based on the findings of socio-economic survey and extensive stakeholder/public consultation meetings, a Resettlement and Rehabilitation Plan (RRP) was elaborated for titled PAFs, non-titled PAFs, scheduled caste and tribes based on the provision of draft National Rehabilitation Policy, 2006. Social environment monitoring plan spanning 3-5 years was elaborated for PAFs after resettlement and R & R activities in a village or in a hamlet formed by bi-secting or fragmented by construction of DFC facilities.

4) Stakeholder/Public Consultation Meetings

Integrating valuable feedback from stakeholders from the conceptualizing and planning stage of the project has been recognized as important activities as part of EIA level study. In line with this, three rounds of PCMs have been planned in JICA F/S. The first round PCMs were hold in February 2007 during the First Year of JICA F/S, while the second and third rounds of PCMs have been conducted as part of ESIMMS. These two rounds of PCMs have been conducted in each project district. The key objective of second round consultation is to verify opinions of the general public that would be affected by the proposed alignment of DFC Project and elaborate with the PAFs a general framework of RRP. The key objective of third round consultation was to reach general agreement in principle with the identified PAFs in terms of the contents of RRP. During PCMs, a questionnaire is used to collect important feedback from all participants. Information on the DFC project as well as the record of the first round PCMs was disseminated through feedback meeting with head of each directly affected panchayat organization. All meeting proceedings were properly documented.

1.4 STUDY AREA

The project corridor which is covered by this ESIMMS starts from Alwar (Alwar district of Rajasthan) and ends at Abu Road (Sirohi district of Rajasthan). The area of this ESIMMS included 7 districts namely Alwar, Sikar, Jaipur, Ajmer, Nagaur, Pali and Sirohi consisting of 213 potentially affected villages by the DFC project.

District	No. of Villages Potentially Affected by the Project
Alwar	1
Sikar	38
Jaipur	41
Nagaur	2
Ajmer	40
Pali	60
Sirohi	31
Sub-total	213

Table 1-1 District and Village to be Covered by this ESIMMS in Rajasthan

CHAPTER 2 APPLIED GUIDELINES, POLICIES AND ACTS

2.1 APPLICABLE NATIONAL POLICIES AND REGULATIONS

The primary responsibility of administration and implementation of the Government of India's policy with respect to environmental management, conservation, ecologically sustainable development, and pollution control rests with the Ministry of Environment and Forests (MoEF). The MoEF has agencies and institutions to implement the environmental polices such as:

- 1) Central Pollution Control Board (CPCB): It is a statutory authority attached to Ministry of Environment and Forests (MoEF)
- 2) MoEF Regional Offices: The country is divided into several regions, with each region having a Regional Office.
- 3) State Pollution Control Board (SPCB): These play the role in environmental management at the state level, with emphasis on air and water qualities.
- 4) State Department of Environment and Forests: These perform function similar to MoEF only at the state level.

There are 10 national policies to address various issues relating to the exploitation of natural resources and other environmental issues. The applicability rating is direct and indirect as provided in Table 2-1.

Applicable GOI Policy	Year	Objective	Applicability
National Environmental Policy	2006	Sustainable Development	Direct
National Water Policy	2002	Conservation and management of water resources	Direct
Policy Statement on Abatement of Pollution	1992	National Policy on the Pollution control and prevention	Direct
National Conservation Strategy and Policy Statement on Environment And Development	1992	Strategy for development taking environmental concerns in to account in our development process	Direct
National Forest Policy	1998	Conservation and management of forests, wildlife sanctuaries etc	Direct
National Rehabilitation and Resettlement Policy	2003	All social issues relating to land acquisition, resettlement and rehabilitation	Direct
National River Conservation Plan(NRCP)	2001	For the conservation management of issues relating to rivers	Direct
National Lake Conservation Plan		For the conservation management of issues relating to Lakes	Direct
Wildlife Conservation Strategy	2002	For the conservation management of issues relating to Wildlife	Direct
National Wildlife Action Plan	1982	Addresses the need of conserving the nations biodiversity and emphasizes requirements of evolving prescriptions for management of multiple use areas which provide for wildlife habitat needs and forest products	Direct

Table 2-1 Applicable National Polities related to Natural Resources and Environmental Issues

2.1.1 Environment Protection Act, 1986

The Environment Protection Act 1986 is an umbrella act providing for the protection and improvement of environment and for matters connected therewith. This act authorizes the central government to intervene directly in order to protect the environment and also allows public interest litigation for the same purpose.

2.1.2 EIA Notification in India

This is the Indian government's guideline for environmental impact assessment governing all of the development interventions that takes place within the boundaries of India. EIA notification was issued by Ministry of Environment and Forests (MoEF) in 1984 and later amended in 2002. Purpose of this was to impose restrictions and prohibitions on the expansion and modernization of any activity or new projects as specified in Schedule 1 in any part of India unless environmental clearance has been accorded by the Central Government or State Government in accordance with the procedure specified in the notification. This notification on environmental clearance has been recently revised in order to make it more transparent and effective and notified on September 14, 2006.

According to new latest gazette notification, there are two categories of projects via, category A and Category B. Category A will be cleared by the Ministry of Environment and forests at central level (Expert Appraisal Committee or EAC constituted by MOEF)) and the category B project will be cleared by the State Environmental Impact Assessment authority (SEIAA) constituted by MoEF at State level. If there is no State level authority constituted, all categories of projects, as spelt out in Schedule 1 would be dealt at central level.

The objective of the notification is:

To formulate a transparent, decentralized and efficient regulatory mechanism to:

- Incorporate necessary environmental safeguards at planning stage;
- Involve stakeholders in the public consultation process; and
- Identify developmental projects based on impact potential instead of the investment criteria.

Differences between EIA Notifications, 1994 & 2006

- 1) Public consultation structured; to be conducted by SPCB and presided by DM (with in 45 days); proceedings to be video graphed; MoEF to intervene if PH not held in time;
- 2) Time limits with consequences at each stage; and
- 3) State Environment Impact Assessment Authority (SEIAA) at the state level and Expert Appraisal Committee (EAC) at central level.

According to latest EIA notification, Railway and bridge construction projects do not appear in the list of Schedule 1 and as such, are exempted from the environmental clearance.

Draft Environmental State Policy: Draft environment policy of the State discourages land use changes i.e., from green fields to brown fields. It envisages promotion of bio-agriculture; crop rotation; bio-fertilizer and bio-pesticides use, and promote integrated micro watershed management.

2.1.3 Forest Conservation Act, 1980

This Act provides for the conservation of forests and regulating diversion of forestlands for non-forestry purposes. When any projects falls within forestlands, prior clearance is required from relevant authorities under the Forest (Conservation) Act, 1980. State governments cannot de-reserve any forestland or authorize its use for any non-forest purposes without approval from the Central government.

(1) Applicability of Forest Conservation Act to Railway side strip plantations

In 1986, when MoEF enacted the Environmental Protection Act, the entire linear stretches of roadside, railway line and canal plantations were declared as protected forests. The February 18, 1998 MoEF circular on linear plantations on roadsides, canal and railway lines modified the applicability of provisions of Forest (Conservation) Act, 1980 to linear plantations. The new modification recognizes that the spirit behind the Forest (Conservation) Act was conservation of natural forests and not strips plantations. In the case of the "notified to be protected" railway side plantations, the clearance may be given by the concerned regional office of the MoEF, irrespective of the area of plantation lost. While issuing the approval, in place of normal provision for compensatory afforestation, the regional offices will stipulate a condition that for every tree removed at least two trees should be planted. If the concerned Regional office does not issue the decision within thirty days of the receipt of fully completed application, the project proponent may proceed with widening/expansion under intimation to the State Forest Department and the MoEF.

Central Rules, Guidelines and Acts related to forest are listed in Table 2-2.

Area/ Sector	Туре	Level of Control		
Forestry/Forest	Acts	Govt. of India and All		
Conservation	Forest (Conservation) Act, 1980, amended 1988.	State Government		
	The Indian Forest Act, 1927.			
	State/Union Territory Minor Forest Produce (Ownership of			
	Forest Dependent Community) Act, 2005 – Draft.			
	Govt. of India and All			
	Forest (Conservation) Rules, 2003.	State Government		
	Forest (Conservation) Rules, 1981, amended 1992.			
	Guide Lines	Govt. of India and All		
	No.5-5/86-FC, [25/11/1994] - Guidelines for diversion of	State Government		
	forest lands for non-forest purpose under the Forest			
	(Conservation) Act, 1980.			

Table 2-2 Laws Relevant to Forestry

Source: <u>www.envfor.nic.in</u>

The State Forest Laws that will be taken into consideration are given in Table 2-3.

Table 2-3 State Forest Law

S. No.	Act/ Regulation/ Notification	Main Objective	Implementation Agency
1.	Rajasthan Forest Act-1953	An Act Consolidate the law relating to forests, the transit of the forest produce and duty leviable on timber and other forest produce.	Rajasthan Forest Dept.
2.	Rajasthan Protected Forest Rule 1957	Rule For Cutting, Sawing, Conservation and removal of trees and timber and the collection, manufacture and removal of forest produce from protected forests	Rajasthan Forest Dept

Source: Law of Forest in India

(2) Definitions of Forest-related Terminologies

Definition of various forest related terminologies used in this report are provided in Table 2-4.

Term	Definition
Forest	General term used to indicate all categories of Forest reserves
Protected Forest	In the case of Protected Forests it has been divided into two types, viz, DPF and
	UPF. In the case of Protected Forests all activities listed are allowed except what is not listed.
Demarcated PF	Demarcation of all legal verification has been complete. Legally protected
Un Demarcated PF	Demarcation of all legal verification not complete. Legally protected
Reserved Forest	The reserved forests are those forests where all settlement of rights has been
	completed. The Reserve Forests are always notified and everything is prohibited in
	these forests except what is listed in the notification. Most protected forest category.
Wildlife Sanctuaries	These are declared sensitive natural habitats in the country. Legally most protected
	category of wildlife areas.
National parks	These are preserved and conserved as the most important ecosystems of the country.
	Legally highest protected category of Forest Ecosystems
Unclassified Forests	These Forest Areas (Govt. land) not classified into any category. Generally without
	any trees. Not protected at all it could be with shrubs or barren rocky areas.
Others (like cantonment	These are forest areas raised, conserved and protected by Military and municipal
and municipal forests)	authorities. No major ecological significance but protected.
Ecologically Sensitive	Eco-systems that are active ecosystems with the entire food chain are dynamic and
	active. Eco-sensitive due to the possible and probable negative impacts during
	construction and operational stages arising out of the infrastructure project that will
	be implemented in the vicinity.

(3) **Procedure for Forest Clearance**

The steps for forest clearance are briefly described below:

- Submit the proposal in the prescribed format to the State Forest Department. (Application Form is attached as Annex-2.1)
- While issuing the approval for compensatory afforestation, the Regional Offices will stipulate a condition that for every tree cut at least two trees should be planted.

Forest Clearance is given in four stages as follows:

- i) Divisional Forest Officer (DFO)
- ii) Conservator of Forest (CF)
- iii) Principal Conservator of Forest (PCCF)
- iv) Secretary Forest

Tree cutting can be conducted only after obtaining Forest Clearance.

Procedure for felling trees alongside railway line is as follows:

- i. Demarcation of trees
- ii. Implementation of a joint inspection by Forest & Railway Departments
- iii. Permission by State Forest Department

Planted area along railway lines are not yet notified as protected forests in some areas, such as Ajmer, Pali and Sirohi Districts and will not attract the provisions of Forest (Conservation) Act, 1980 for the purposes of widening or expansion or re-alignment. However, the permission may be taken from Railway Dept.

Land along railway lines which were subsequently planted and notified as protected forests for management purposes will need approval from the Central Government under Forest (Conservation) Act, 1980.

Proposal in the prescribed format must be submitted through the State Forest Department to the concerned Regional Office of the Ministry.

Procedure to felling trees in the private land is as follows:

- i. Application submitted to District Magistrate
- ii. Purchase the tree and give value to the owner
- iii. Produce certificate that two trees are planted for every tree felled.

The procedure for project application is schematically shown in Figure 2-1.



Figure 2-1 Forest Clearance Approval Process

The Regional Offices is competent to dispose of all such proposals, preferably within 30 days from the date of receipt of the proposal.

However minimum 4-6 months are required to obtain forest clearance. The time taken for joint inspection is decided by Forest Department. Compensatory Afforestation plan will be prepared by DFO. The land for Compensatory Afforestation will be identified by State Forest Department and approved by Deputy Conservator of Forest.

2.1.4 Biological Diversity Act, 2002

To provide for conservation of Biological Diversity, sustainable use of its components and fair and equitable sharing of benefits arising out of the use of biological resources and knowledge, a convention, the United Nations Convention on Biological Diversity was held at Rio de Janeiro in 1992, wherein the sovereign rights of the States over their biological resources were reaffirmed. India being signatory to the said Convention found it necessary to give effect to the said convention as India is rich in Biological Diversity and associated traditional and contemporary knowledge system. Accordingly the Biological Diversity Bill was introduced in the Parliament in 2000, was passed by both the houses in 2002 and came on paper on 5th February 2003.

The existing Laws on Biodiversity are given in Table 2-5.

Area / Sector	Туре	Level o	of Control
Biodiversity	Acts	Govt. of	India and
	Biological Diversity Act, 2002.	All	State
	NO. 18 of 2003, [5/2/2003] - The Biological Diversity Act, 2002.	Governme	ent
	S.O.753 (E), [01/07/2004]- Coming in to force of sections of the		
	Biodiversity Act, 2002.		
	S.O.497 (E), [15/04/2004]- Appointment of non-official members on		
	NBA from 1st October, 2003.		
	S.O.1147 (E)- Establishment of National Biodiversity Authority from		
	1st October, 2003.		
	S.O.1146 (E)- Bringing into force Sections 1 and 2; Sections 8 to 17;		
	Sections 48,54,59,62,63,64 and 65 w.e.f. 1st October, 2003.		
	Rules	Govt. of	India and
	G.S.R.261 (E), [15/04/2004] - Biological Diversity Rules, 2004.	All	State
		Governm	ent
	Wildlife	Govt. of	India and
	Guidelines	All	State
	Guidelines for Appointment of Honorary Wildlife Wardens.	Governme	ent

Table 2-5	Laws on	Biodiversity

Source: www.envfor.nic.in

2.1.5 Wildlife Protection Act, 1972

The first comprehensive legislation relating to protection of wild life was passed by the Parliament and it was assented by the President on 9th September 1972 and came to be known as The Wild Life (Protection) Act, 1972 (53 of 1972). This law has given special importance for the protection of specified plants, control/ prohibition of trade or commerce in wild animals, animal article and trophies and hunting of animals, declaration of sanctuaries, national parks and closed areas etc (Table 2-6).

Area/Sector	Туре	Level of Control
	Acts No. 16 of 2003, [17/1/2003] - The Wild Life (Protection) Amendment Act, 2002. The Indian Wildlife (Protection) Act, 1972, amended 1993.	Govt. of India and All State Government
Wild Life	RulesS.O.1092 (E), [22/9/2003] - The National Board for Wild LifeRules, 2003.S.O.445 (E), [18/4/2003] - The Declaration of Wild Life StockRules, 2003.GS.R.350 (E), [18/4/1995] - The Wildlife (Specified Plant StockDeclaration) Central Rules, 1995.GS.R.349 (E), [18/4/1995] - The Wildlife (Specified Plants -Conditions for Possession by Licensee) Rules, 1995.GS.R.348 (E), [18/4/1995] - The Wildlife (Protection) Rules, 1995.Recognition of Zoo Rules, 1992.GS.R.328 (E), [13/4/1983] - The Wildlife (Protection) Licensing (Additional Matters for Consideration) Rules, 1983.GS.R.29 (E), [25/1/1973] - The Wildlife (Stock Declaration)Central Rules, 1973.GS.R.198 (E), [9/4/1973] - The Wildlife (Transaction and Taxidermy) Rules, 1973.	Govt. of India and All State Government
	Wildlife <u>Guidelines</u> Guidelines for Appointment of Honorary Wildlife Wardens.	Govt. of India and All State Government

 Table 2-6
 Laws on Wildlife

2.1.6 Land Acquisition Act

The Land Acquisition Act (LAA), 1894 is the expropriation law of eminent domain. Different levels of government have increasingly been using the Act to acquire land for a spectrum of public purposes. In 1984, the Act was amended to extend the scope of the definition of "Public Purposes", and to rationalize the acquisition process. However, legal procedures remain the same as the original act and do not include any special process in the case of resettlement. However, development of a project specific Resettlement Action Plan (RAP) is mandatory as per provisions in the EIA notification, 1994. Important aspects such as protection against loss of livelihood, community support systems and infrastructures, loss of productive systems, minimization of displacement, etc. are covered.

The framework and principles used when public property is acquired is found in the Acquisition Act 1894. It is totally inadequate and inappropriate for the problem of community displacement, compensation and resettlement. The market value assessed by the existing procedure tends to be lower than the actual prevailing market value of assets. No statutory assistance is provided to Project Affected Persons (PAPs) for moving property or losing income during relocation. Encroachments, squatters and non-title holders are not recognized and are generally not considered for compensation under the LA Act. The EIA notification mentions the need of rehabilitation support for encroachers but do not require anyone to act.

(1) **Resettlement & Rehabilitation Policy**

There is no comprehensive legislation, as yet, at the National or State level that governs the resettlement and rehabilitation of PAPs. Ministry of Rural Development (Department of Land Resources) approved a National Policy on Resettlement and Rehabilitation (NPRR) for Project Affected Families (PAFs), 2003, published in the Gazette of India on 17th February 2004. It recognizes the following essential features:

- That project-affected families (PAFs) not only lose their lands, other assets and livelihoods,

they also experience adverse psychological and social/cultural consequences;

- The need to minimize large-scale displacement and where displacement is inevitable, resettlement and rehabilitation has to be handled with utmost care. This is especially necessary for tribal, small and marginal farmers and women;
- That cash compensation alone is often inadequate to replace lost agricultural land, homesteads and other resources. Landless labourers, forest dwellers, tenants, artisans are not eligible for cash compensation;
- The need to provide relief especially to the rural poor (with no assets), small and marginal farmers, Scheduled Castes (SCs)/ Scheduled Tribes (STs) and women;
- The importance of dialogue between PAFs and the administration responsible for resettlement for smoother implementation of projects and Resettlement and Rehabilitation Plan (RRP).
- The policy is in the form of broad guidelines and executive instructions and will be applicable to projects displacing 500 families or more in plain areas and 250 families or more in hilly areas.

The NPRR does not meet some of the International Funding Agencies (World Bank, ADB, etc.) resettlement policy's key requirements. Firstly, the NPRR states that in acquisitions for highways, railway lines, transmission lines and pipelines, project affected families will be offered an ex-gratia payment of Rs.10,000 and no other resettlement and rehabilitation benefits. Secondly, the cut-off numbers of affected persons for whom World Bank requires resettlement plans are much lower. Thirdly, replacement value is not clearly defined and more importantly is not taken into account in the various lump-sum compensation payments that have been decreed in the policy. Fourthly, no specific entitlements have been provided for untitled persons such as squatters and encroachers. However, the policy does recognize some significant principles. It requires projects to (a) minimize displacement and to identify nondisplacing or least-displacing alternatives; (b) plan the resettlement and rehabilitation of PAPs including special needs of tribal and vulnerable sections; (c) provide a better standard of living to PAFs; and (d) facilitate harmonious relationships between the requiring body and PAFs through mutual cooperation. A National Monitoring Committee will be set up comprising the Secretary Land Resources (Chair), Secretary Planning Commission, Secretary Social Justice and, Secretary Water Resources, Secretary Tribal Affairs, Secretary Railways, Secretary Power and Secretary Coal. In addition, a National Monitoring Cell will be established in the Department of Land Resources in the Ministry of Rural Development under a Joint Secretary, assisted by zonal directors, subject matter specialists, deputy directors and other support staff.

In view of many deficiencies identified in NPRR, this existing policy has been reviewed and a draft Rehabilitation Policy at the National Level, that has been formulated and awaits approval by the central government. It is expected that it will be cleared by parliament session this year and that it would become as "National Rehabilitation Act of 2006" which makes new compensation scheme for resettlement and rehabilitation of PAPs mandatory. In brief, the proposed policy acknowledges the inadequate measures taken in the past and inaccessibility to studies, reports and data about the projects, for PAPs and NGOs. It suggests full access and information disclosure to PAPs and NGOs to ensure effective participation and representation. The draft policy further emphasizes the need for a separate institutional framework and organizational structure, as well as a sustained system for monitoring and evaluating resettlement and rehabilitation projects.

(2) R & R under Current Project

Resettlement and Rehabilitation Framework for this project has been elaborated and subjected to the objectives and the scope of following guidelines and policies.

- National Rehabilitation Policy (NRP 2006)
- JICA Guidelines
- JBIC Guidelines
- World Bank Safeguard Policies
- ADB Environmental Policies

Entitlement framework for this project has been recommended for this project derived from specific project requirement identified by a baseline socio-economic census and exhaustive community consultation sessions. Considerable references were made to the earlier R & R experiences from a road project financed by ADB and other best-demonstrated practices in Haryana and Rajasthan in India.

2.1.7 Noise Pollution Regulation and Control Rules

As a result of considering the deleterious and psychological effects of the noise pollution on the human well being. Ministry of Environment and Forests (MoEF) has drawn up the above rules, which have come to force with effect from 14th February 14, 2000.

- EIA shall identify all "industrial", "commercial", "residential" and "silent" zones within the project study area
- EIA shall assess if the levels of noise generated by the project in any area exceeded the ambient air quality standards in respect of noise in the schedule of rules
- EIA shall describe noise pollution measures to achieve compliance with the ambient air quality standards in respect of noise.

2.1.8 Air (Prevention and Control of Pollution) Act, 1981

This Act provides for the prevention, control and abatement of air pollution. It is triggered by air polluting activity in an air pollution control area or when emissions of any air pollutants into the atmosphere exceed the standards set by the Central and State Boards.

- EIA shall identify air pollution control areas.
- Document shall identify all air polluting activities and sources associated with the project.
- EIA confirms that consent will be obtained for air pollution control areas.

Environmental report describes mechanisms requested for the operation of industrial equipment and to notify the State Board of an unforeseen release of air pollutants exceeding the standards. Remedial measures proposed to mitigate air pollution in air pollution control areas are to be described.

2.1.9 Water (Prevention and Control Pollution) Act

The Water (Prevention and Control of Pollution) Act, 1974 resulted in the establishment of the Central and State-level Pollution Control Boards whose responsibilities include managing water quality and effluent standards, as well as monitoring water quality, prosecuting offenders and issuing licenses for construction and operation of certain facilities.

2.1.10 Other Relevant Acts

The other relevant acts that will be involved with the project are given in Table 2-7.

(1) Cultural Environment Related Act, 1958

As a result of growing interest in cultural heritage in the nation, both government agencies and NGOs concerned with the preservation and conservation of this heritage have been established. The Archaeological Survey of India (ASI) is the organization working on the protection and conservation of monuments and archaeological sites. It is supported in its endeavors by the state Directorate of Archaeology. The ASI administers the Ancient Monuments and Archaeological Sites and Remains Act, 1958. According to this act, areas within radii of 100 m and 300 m from the "protected property" are designated as "protected" and "controlled" respectively. No development activity is permitted in the protected area, without prior permission of the GOI. Similarly, certain development (likely to damage the protected property) activities require prior permission from GOI. Conservation for the designated or religious value to the community. No procedure exists at present for conservation of these "smaller" cultural properties.

(2) Motor Vehicle Act, 1988

In 1988, the Indian Motor Vehicle Act empowered the State Transport Authority to enforce standards for vehicular pollution and prevention control. The authority also checks emission standards of registered vehicles, collects road taxes, and issues licenses. In August 1997, the "Pollution Under Control Certificate" (PUC) programme was launched in an attempt to crackdown on the amount of vehicular emissions in the state. To date it has not been highly effective.

Area / Sector	Туре	Level of Control
Public Liability	Act	Govt. of India and All
Insurance	No.6 of 1991, [22/1/1991] - The Public Liability Insurance Act,	State Government
	1991, amended 1992.	
	Rules	Govt. of India and All
	S.O.330 (E), [15/5/1991] - The Public Liability Insurance Rules,	State Government
	1991, amended 1993.	
	Notifications	Govt. of India and All
	G.S.R.253, [27/3/1991] - Date on which the Public Liability	State Government
	Insurance Act, 1991 came into force.	
	S.O.282, [19/3/1993] - List of Officers delegated powers of	
	section 13 & 18 of PLI Act.	
	S.O.779 (E), [15/11/1991] - Delegation of powers to the State	
	Governments.	
	S.O.780 (E), [15/11/1991] - Delegation of powers to the State	
	Governments.	
	S.O.227(E), [24/3/1992] - Hazardous substances and quantities	
	to which PLI is applicable	
Ancient Monument	Ancient Monuments and Archaeological Sites and Remains Act,	Govt. of India and All
and Archaeologica	1958	State Government
Sites		

 Table 2-7 Miscellaneous Relevant Laws

Source: <u>www.envfor.nic.in</u>

2.2 APPLICABLE GUIDELINES AND POLICIES/STRATEGIES

Some other applicable policies and the policies and Strategies of some prospective donors are given in the following sub-sections.

2.2.1 JICA Guidelines on Environmental and Social Considerations

JICA supports the recipient governments by offering cooperation projects into which JICA incorporates appropriate environmental and social considerations so as to avoid or minimize development projects' adverse impacts on the environment and local communities. JICA thus promotes sustainable development in developing countries.

The impacts to be assessed with regard to environmental and social considerations include impacts on human health and safety as well as the natural environment. Impacts on the natural environment include trans-boundary or global-scale impacts through air, water, soil, waste, accidents, water usage, climate change, ecosystems and biodiversity. The impacts to be assessed also include social impacts, which include the migration of populations and involuntary resettlement; local economy such as employment and livelihood; utilization of land and local resources; social institutions such as social infrastructure and local decisionmaking institutions; existing social infrastructures and services; vulnerable social groups such as the poverty level and indigenous peoples; equality of benefits and losses and equality in development process; gender; children's rights; cultural heritage; local conflict of interests and infectious diseases such as HIV/AIDS.

In addition to the direct and immediate impacts of projects, derivative, secondary and cumulative impacts are also to be assessed in regard to environmental and social considerations within the extent possible. The life cycle impact during a project period is considered as well.

2.2.2 JBIC Guidelines on Environmental and Social Considerations

JBIC established "Japan Bank for International Cooperation Guidelines for Confirmation of Environmental and Social Considerations" on April 1, 2002, as unified guidelines of two environmental guidelines applied to International Financial Operations and Overseas Economic Cooperation Operations respectively. The Guidelines has been implemented from October 1, 2003.

The guidelines placed a premium on participation by such stakeholders as local community inhabitants who will be affected by the project. They require the project executor to solicit stakeholders' participation from the project planning stage. The checklist to be confirmed by JBIC now includes social considerations pertaining to resettlement, indigenous people and women. Also more strengthened than in the previous guidelines is a provision on information disclosure. JBIC is required to make public such items as the category classification of the project prior to loan approval.

The guidelines were established on 1st April, 2002, and have been fully implemented since October 1, 2003. The guidelines will be applied to the projects for which a substantive loan request is made in October 2003 and later. The projects for which an approval of loan was already given or a substantive loan request was made before October 2003, the previous "Environmental Guidelines for International Financial Operations", "JBIC Environmental Guidelines for ODA loans" or the relevant will be applied. However, in advance of the full implementation, JBIC has been implementing since October 2002 the key items set forth in the guidelines, including the checklist, category classification, its disclosure, and the disclosure of environmental review.

2.2.3 Asian Development Bank (ADB) Environmental Policies

ADB's specialized guidance for environmental assessment includes methods and approaches that might be used in the conduct of a specific aspect of the environmental assessment, irrespective of the sector or project type. This is to be contrasted with sector guidance, which focuses on the environmental impacts and mitigation measures for given types of projects within a sector. These guidelines provide specialized guidance on:

- Country Environmental Analysis
- Determination of the Environment Category
- Environmental Management Plan
- Environmental Assessment of Program Loans
- Environmental Assessment of Sector Loans
- Environmental Assessment of Financial Intermediation Loans and Equity Investments
- Public Consultation and Information Disclosure
- Environmentally Standards and Emission Levels
- Social Dimensions
- Environmental Responsible Procurement
- Cultural Heritage
- Strategic Environmental Assessment
- Cumulative Effects Assessment in Environmental Assessment
- Managing and Administering an Environmental Assessment Study
- Economic Analysis in Environmental Assessment
- Multilateral Environmental Agreements and
- Environmental Auditing.

2.2.4 World Bank Safeguard Policies

The World Bank has 10 safeguard policies; the details and applicability of the safe guard policies to the Project roads are provided in Table2-8.

Environmental requirements of the World Bank are specified in detail in its Operational Policy (OP) 4.01 and other related OPs. In instances in which the procedural and regulatory requirements differ, the more stringent applies. The World Bank environmental requirements are based on a three-part classification system.

- Category A-requires a full Environmental Assessment (EA).
- Category B-projects require a lesser level of environmental investigation.
- Category C-projects require no environmental analysis.

WB Safe Guard Policy	Subject Category	Reason For Its Applicability	Mitigation Measures	Documentation	
OP 4.01	Environmental Assessment	Umbrella policy	All necessary mitigation measures incorporated.	EIA and EMP required	
OP 4.04	Natural Habitats	Eco-sensitive -Forestry and wildlife related issues	A separate study is being carried	EMP.	
OP 4.36	Forestry	Some Forest Land to be acquired	Compensatory Afforestation	EMP	
OP 4.09	Pest Management	Not Applicable	Not Applicable	Not Applicable	
OP 4.30	Involuntary Resettlement	Alignment will lead to loss of livelihood, land and house	Comprehensive action plan Resettlement Ad Plan prepared		
OP 4.20	Indigenous people	Not Applicable	Not Applicable	Not Applicable	
OP 4.11 (Draft)	Cultural Property	A number of temples, shrines etc are located adjacent to the alignment.	Adequate mitigation measures to be taken	EMP and RAP to be prepared to minimize the adverse effect on cultural property	

 Table 2-8 Applicability of World Bank Safe Guard Policies

2.2.5 National and State Environmental Policies

The National Environmental Policy (NEP) 2006 is a response to national commitment to clean environment mandated in the Indian Constitution and is intended to mainstream environmental concerns in all development activities. NEP recognizes environmental degradation as a major causal factor in enhancing and perpetuating poverty particularly among the rural poor. One of the key objectives of NEP is to integrate environmental concerns into policies, plans, programmes and projects for economic and social development. This policy has evolved from the recognition that only such development is sustainable, which respects environmental and ecological constraints. In order to achieve sustainable development, environmental protection shall constitute an integral part of the development process and cannot be considered in isolation from it.

In consistent with NEP, Haryana and Rajasthan state environmental policy focuses the necessity of development in environmental friendly manner. State policy identifies poverty as the root cause of environmental degradation and encourages sustainable development for poverty reduction in order to support 16 % of country population with 7 % geographical area.

2.2.6 National and State Forest Policies

Government of India in the erstwhile Ministry of Food and Agriculture enunciated a National Forest Policy to be followed in the management of State Forests in the country long time back in 1952. However, forests in the country have serious depletion over the years. The need to review the situation and to evolve a new strategy of forest conservation for the future has become imperative. In view of this, National Forest Policy has been revised in 1988. The principal aim of new Forest Policy is to ensure environmental stability and maintenance of ecological balance including atmospheric equilibrium which is vital for sustenance of all life forms, human, animal and plant. The derivation of direct economic impact must be subordinated to this principal aim. As mandated by this policy, a minimum of 33 % of total geographical area under forest/tree cover has been determined desirable.

State Policy for Forestry Development

In the foregoing background the State's Policy from the angle of forestry development are envisaged as under:

- Conservation of unique rich heritage, cultural and ethnical traditions of conservation of floral and faunal diversity and gene pool reserves through a network of protected areas, such as National Parks, Sanctuaries, Biosphere Reserves and Closed Areas.
- Conservation of rare and endangered species of flora and fauna of the state by undertaking in-situ and ex-situ conservation measures and establishing linkages with the natural habitats of the species for their rehabilitation.
- Providing proper protection to the wildlife in multiple use areas forming corridors and linking them up with the protected areas for genetic continuity.
- Development of research and monitoring facilities for scientific understanding of species and ecosystems, population and habitats for sustainable management of biodiversity resources of the state.
- Protection and development of natural forest ecosystems for sustainable production and consumption of goods and services.
- Promoting eco development around protected areas with the involvement of local people and NGOs.
- Enhancing productivity of forests, public wastelands and optimising production from private

degraded lands.

- Ecological restoration of all degraded forests, public wastelands (Community/Panchayat) and private degraded lands by using appropriate technology and management inputs based on land capability classes.
- Combating desertification by undertaking various measures, such as, in-situ soil and water conservation and water harvesting, sand dune stabilisation and promoting combined production systems, namely, agro-forestry, silvi-pastoral, agri-silvi-pastoral, agri-horticultural systems.
- Augmenting fuelwood, fodder, timber and non-timber forest products for meeting the demands of local people and the state, with particular focus on fuelwood and fodder production.
- Promoting efficient utilisation of forest products and maximising substitution of wood.
- Empowerment of the village forest protection committees for sustainable management of the forests managed under Joint Forest Management Systems.
- Development of facilities for processing, grading, value addition and marketing of nontimber forest products especially in tribal areas.
- Strengthening forestry research base for enhancing productivity of forests and promoting rational utilisation of forest products.
- Extension and dissemination of research findings and proven technologies for adoption by the users, government, non-government and private individuals.
- Providing support services to the farmers for promotion of agro-forestry through a system of incentives.
- Instituting human resource development through a proper system of career planning and development for upgrading the technical and professional skills of forestry personnel.
- Shifting the onus of management of forests from the traditional management practices to people oriented approaches by internalising intensive and extensive participatory strategies in the working system of the Forest Department.
- Education and awareness raising through interpretation aimed at public appreciation of the importance of wildlife to human society.
- Bringing forestry close to people by creating massive people's movement with the involvement of women to minimise pressure on the existing forests.

2.2.7 Resettlement and Rehabilitation Policy

There is no comprehensive legislation, as yet, at the National or State level that governs the resettlement and rehabilitation of PAPs. Ministry of Rural Development (Department of Land Resources) approved a National Policy on Resettlement and Rehabilitation (NPRR) for Project Affected Families (PAFs), 2003, published in the Gazette of India on 17th February 2004. It recognizes the following essential features:

That project affected families (PAF) not only lose their lands, other assets and livelihoods, they also experience adverse psychological and social/cultural consequences;

The need to minimize large-scale displacement and where displacement is inevitable, resettlement and rehabilitation has to be handled with utmost care. This is especially necessary for tribal, small and marginal farmers and women;

That cash compensation alone is often inadequate to replace lost agricultural land, homesteads and other resources. Landless labourers, forest dwellers, tenants, artisans are not eligible for cash compensation;

The need to provide relief especially to the rural poor (with no assets), small and marginal farmers, SCs/ STs and women;

The importance of dialogue between PAFs and the administration responsible for resettlement for smoother implementation of projects and R &R.

The policy is in the form of broad guidelines and executive instructions and will be applicable to projects displacing 500 families or more in plain areas and 250 families or more in hilly areas.

The NPRR does not meet some of the International Funding Agencies (World Bank, ADB etc.) resettlement policy's key requirements. Firstly, the NPRR states that in acquisitions for highways, railway lines, transmission lines and pipelines, project affected families will be offered an ex-gratia payment of Rs 10,000 and no other resettlement and rehabilitation benefits. Secondly, the cut-off numbers of affected persons for whom World Bank requires resettlement plans are much lower. Thirdly, replacement value is not clearly defined and more importantly is not taken into account in the various lump-sum compensation payments that have been decreed in the policy. Fourthly, no specific entitlements have been provided for untitled persons such as squatters and encroachers. However, the policy does recognize some significant principles. It requires projects to (a) minimize displacement and to identify nondisplacing or least-displacing alternatives; (b) plan the resettlement and rehabilitation of PAPs including special needs of tribal and vulnerable sections; (c) provide a better standard of living to PAFs; and (d) facilitate harmonious relationships between the requiring body and PAFs through mutual cooperation. A National Monitoring Committee will be set up comprising the Secretary Land Resources (Chair), Secretary Planning Commission, Secretary Social Justice and, Secretary Water Resources, Secretary Tribal Affairs, Secretary Railways, Secretary Power and Secretary Coal. In addition a National Monitoring Cell will be established in the Department of Land Resources in the Ministry of Rural Development under a Joint Secretary, assisted by zonal directors, subject matter specialists, deputy directors and other support staff.

In view of many deficiencies identified in NPRR, this existing policy has been reviewed and a draft Rehabilitation Policy at the National Level, that has been formulated and awaits approval by the central government. It is expected that it will be cleared by parliament session this year and that it would become as "National Rehabilitation Act of 2006" which makes new compensation scheme for resettlement and rehabilitation of PAPs mandatory. In brief, the proposed policy acknowledges the inadequate measures taken in the past and inaccessibility to studies, reports and data about the projects, for PAPs and NGOs. It suggests full access and information disclosure to PAPs and NGOs to ensure effective participation and representation. The draft policy further emphasizes the need for a separate institutional framework and organizational structure, as well as a sustained system for monitoring and evaluating resettlement and rehabilitation projects.

R & R under Current Project

Resettlement & Rehabilitation Framework for this project has been elaborated and subjected to the objectives and the scope of following guidelines and policies.

- National Rehabilitation Policy (NRP 2006)
- JICA Guidelines
- JBIC Guidelines
- World bank Safeguard Policies

ADB Environmental Policies

Entitlement framework for this project has been recommended derived from specific project requirement identified by a baseline socio-economic census and exhaustive community consultation sessions. Considerable references were made to the earlier R&R experiences from the Railway project financed by ADB and other best-demonstrated practices in Gujarat and India.

2.2.8 Applicable Cross Sectoral Laws

There are a number of laws that are cutting across all sectors and development process of the country. Some of these are directly relevant especially during the construction stage are listed in Table 2-9.

Applicable GOI Acts	Year	Objective	Applicability
Minimum wages Act	1948	Grossly misused Act 1948, most important as	Direct
		far as the poverty ridden local people are	
		concerned. For role of Social welfare	
		effective mechanism needs to be developed	
Child labour (prohibition and	1986	Grossly misused Act, effective mechanism	Direct
regulation) Act		need to be established to abolish this from the	
		highways system permanently	
Labour Act	1988	The health and safety of workers employed in	Direct
		construction work etc	
The Factories Act	1948	Health and Safety considerations for workers	Direct
		(Need to extend the provisions to highways)	
The Right to Information Act	2005	One of the most important Acts, which will	Direct
		strengthen the right to freedom of speech and	
		expression.	

 Table 2-9 Cross Sectoral Policies that has Applicability in the Highways Sector

After several years of negligence, Government of India now decided to strictly apply the Child labour Act to all sectors that are exploiting the children's at their younger age for personal, economic and other benefits. According to this law children's are for primary education till the age of 14 and then up to the age 18 years children if employed should not be engaged in the hazardous working conditions.
CHAPTER 3 DESCRIPTION OF THE PROJECT

3.1 ALIGNMENT OF THE PROJECT

The project corridor for DFC is located in Rajasthan from Alwar to Abu Road (Mawal) covering approximately 540.5km. The DFC traverses through seven districts namely Alwar, Sikar, Jaipur, Ajmer, Nagaur, Pali and Sirohi (Table 3-1).

- 1) Parallel: (496.5 km)
- 2) Detour: (44 km)

The alignment of DFC in various districts is mentioned below.

S.No	District	Parallel & Detour (km)	Parallel	Detour
1.	Sirohi	60	60	0
2.	Pali	200	200	0
3.	Nagaur	7	7	0
4.	Ajmer	101	87	14
5	Jaipur	83	64	19
6.	Sikar	86	75	11
7.	Alwar	3.5	3.5	0
	Total	540.5	496.5	44

Table 3-1 Description of Project Alignment

Table 3-2 Length of Alignment in Forest Area

S.No.	Forest	District	Length (m)
1.	Kiverli Ka Jor Forest	Sirohi	750
2.	Bhgwanpura Open Forest	Pali	1,500
3.	Jawali Someser Open Forest	Pali	1,750
4.	KishanGarh Mandwaria	Ajmer	1,500
Total Length of DFC in Forest Area			5,500

The total numbers of villages, towns and tehsils falling in this stretch are shown below in Table 3-3.

Table 3-3	Details of Village	s Falling in the each	District
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District	No. of Villages	No. of Towns	No. of Tehsils
Alwar	1	-	1(Behror)
Sikar	38	-	3 (Shri Madhopur, Khandal, Neem Ka Thana)
Jaipur	41	-	3 (Chomu, Dudu, Phulera)
Nagaur	2	-	1 (Nawa)
Ajmer	40	-	3 (Beawar, Nasirabad, Masuda Kishangarh)
Pali	60	-	6 (Sumerpur, Bali, Marwar Junction, Sojat, Desuri, Raipur)
Sirohi	31	-	2 (Abu Road, Pindwar)

There is 1 railway stations in the district, Kathowas.



Figure3-1 District Map of Alwar

3.2 PROJECT ACTIVITIES ENVISAGED

Dedicated Freight Corridor (DFC) Project's railway line will be constructed alongside the existing railway lines called as parallel section for maximum part of its stretch. In addition, various railway facilities planned to be constructed include mainly as below:

- Detours (by-passes) of DFC Project's railway lines avoiding urban centres alongside the existing railway lines
- Junction and crossing stations of approximately 60 m wide and 1,600 m long each
- Major bridges crossing over important rivers as well as minor bridges
- Railway over Bridge (ROBs) and Railway under Bridge (RUBs) subject to construction

Project activities associated with construction of these main facilities are likely to cause significant environmental impacts in the vicinity of project sites. Main project activities subject to examination should be subdivided into three phases of the Project and are as follows:

- 1) Environmental Impacts during Pre-Construction (planning and design) stage
 - Land Acquisition
 - Resettlement and Rehabilitation
- 2) Environmental Impacts during Construction Phase
 - i) Preparation Works
 - Materials and Equipment Transportation
 - Mobilization of Labour and Construction Equipment

- Preparation of base camp, workshop, storage etc,
- Identification of borrow areas and quarry sites
- Clearance for forest land diversion
- Planning and approval for Utilities shifting
- Resettlement and Rehabilitation (Continue)

ii) Implementation

- Site Clearance and Land Preparation
- Excavation and filling
- Material transportation (quarry/borrow pit activities)
- Earth works followed by rail, electric line and signal installation works
- ROBs/RUBs, Crossing/Junction station and bridge construction works
- Demobilization and site restoration
- 3) Environmental Impacts during Post-construction (Operation) Stage
 - Operation and maintenance of trains, railways, ROBs/RUBs and bridges

3.3 FACILITY CONSTRUCTION PLAN

The DFC will entail construction of the Railway alignment with associated facilities. The alignment has been selected judiciously considering environmental and social aspects. Detours are proposed to avoid the congested cities so that land acquisition and Project Affected Persons (PAPs) are minimized. The other features of alignment include construction of junction stations, crossing stations, service lanes and bridges.

3.3.1 Junction Stations

The number of junction stations of DFC in the districts of Rajasthan is shown below:

District	Number of Junction Stations	Size of Junction Stations (m)
Alwar	-	-
Sikar	-	-
Jaipur	1 (Existing, Jaipur) + 1 (Proposed Phulera)	60 x 2,130
Nagaur	-	-
Ajmer	1 (Existing)	60 x 2,130
Pali	1 (Existing Pali) + 1 (Proposed Marwar)	60 x 2,130
Sirohi	-	_

There are about 84 railway stations falling in the entire route of existing alignment. List of stations are attached as Annex-3.1.

3.3.2 Crossing Stations

The number of crossing stations of DFC in the districts of Rajasthan is shown below:

District	Number of crossing Stations	Size of crossing Stations (m)
Alwar	-	-
Sikar	3 (Jilo 1229 km from JNPT) (Bhagega 1197 km from JNPT) (Ringus 1160 km from JNPT)	60 x 1,600
Jaipur	2 (Renwal 1,132 km from JNPT) (Shakhun 1,073 km from JNPT)	60 x 1600
Nagaur	-	-
Ajmer	2 (Gegal Akhri 1,037 km from JNPT) (Mangaliyawas 997 km from JNPT)	60 x 1,600
Pali	5 (Sendra 959 km from JNPT) (Chandawal 919 km from JNPT) (Jawali 884 km from JNPT) (Falna 814 km from JNPT) (Nana 778 km from JNPT)	60 x 1,600
Sirohi	1 (Swarupganj 740.5 km from JNPT)	60 x 1,600

3.3.3 Detours

There is detour section in the Sikar District of about 11 km length planned on western side near Shri Madhopur village, bypassing the Rigus town and which meets the existing line near Nahro Ki Dhani.

In Jaipur district, Detour section of 19 km length is planned on western side near Phulera Junction, bypassing the Jaipur town and which meets the existing line near Sirsa.

In Ajmer district, Detour section of 14 Km length is planned on western side near Gahlota station, bypassing the Kishangarh town and which meets the existing line near Dhani Rathoron Station.

The salient features of the detour sections are:

- The width of detour section is 43.5 m excluding the drainage portion.
- RUB will be provided at every road
- Pedestrian footpath will be provided for approx. every 1 km for the local needs.
- 4 m wide service road will be provided on both side of the detour route

Typical section of detour is attached as Annex-3.2.

3.3.4 Railway Over Bridge (ROB) and Railway Under Bridge (RUB)

There is no ROB and RUB in the Western Corridor Section passing through Rajasthan State.

3.3.5 Bridges

There is no major bridge in the Western Corridor section passing through Rajasthan State.

CHAPTER 4 EXISTING ENVIRONMENT

4.1 GENERAL

Rajasthan is located in the northwestern part of the subcontinent. It is bounded on the west and northwest by Pakistan, on the north and northeast by the states of Punjab, Haryana, and Uttar Pradesh, on the east and southeast by the states of Uttar Pradesh and Madhya Pradesh, and on the southwest by the state of Gujarat. The Tropic of Cancer passes through its southern tip in the Banswara District. The state has an area of 342,239 km². The capital city is Jaipur.

In the west, Rajasthan is relatively dry and infertile; this area includes some of the Thar Desert, also known as the Great Indian Desert. In the southwestern part of the state, the land is wetter, hilly, and more fertile. The climate is variable in Rajasthan. On average winter temperatures ranges from 8 to 28° C and summer temperatures range from 25 to 46° C. Average variable rainfall accumulates accumulate about 100 mm annually in western deserts, while the southeastern part of the state receives 650 mm annually, most of which falls from July to September during the monsoon season. There are 32 districts in Rajasthan, out of which seven fall in the DFC alignment.

Name of the District	Location	Elevation	Area (km ²)
Alwar	27° 4' - 28° 4' N 76° 7' - 77° 13' E	-	8,380
Sikar	27 [.] 62° N 75 [.] 15° E	427 m	7,732
Jaipur	-	122 – 183 m	11,117.8
Nagaur	26 [°] 25" - 27 [°] 40" N 73 [°] 10" - 75 [°] .15" E	-	17,718
Ajmer	25 [°] 38' - 26 [°] 58' N 73 [°] 54' - 75 [°] 22' E	-	8,481
Pali	-	-	-
Sirohi	24° 20' - 25° 17' N 72° 16' - 73° 10' E	-	5,139

 Table 4-1 General Details of Concerned Districts of Rajasthan State

4.2 APPROACH AND METHODOLOGY

The approach of the study involved review of secondary data and primary survey of the project area. The secondary data is used to compile the regional features whereas the primary data is used to describe project influence area. The study consists of reviewing topography, geology, soil, groundwater, hydrology, landscape, flora and fauna of the project area. The primary survey is followed by consultation with local people to obtain the relevant information about the area.

The standard quadrate method with random sampling approach was used to characterize the vegetation of the forest area under the project. Quadrate size 10 m x 10 m was used for the flora study.

(1) Flora Assessment Techniques

The density measurements reflect as to how many individuals were present, the dominance measurements denote which species is largest in terms of its presence and the frequency measurements indicate how widely species is distributed among the same plots importance value is a reasonable measure to assess the overall significance of a species since it takes into

account several properties of the species in the vegetation. Importance value index will be calculated as per Curtes & Mc Intosh (1950).

(i) Importance Value Index			
Density -	Number of species A		
Density –	Area sampled		
Frequency -	Number of plots in which species A of	ccurs	
	Total no. of plots sampled		
Dominance –	Total cover or basal area of species A		
	Area sampled		
Abundance –	Total number of individuals of the species in a	ll quadrats	
	Total number of quadrats in which the species	occurred	
Relative Density –	Density of species A	- X 100	
Relative Delisity –	Total density of all species	A 100	
Relative Frequency =	Frequency value for species A	X 100	
relative requency =	Total of all frequency values for all Sp	vecies	
Relative Dominance –	Dominance for species A	– X 100	
	Total Dominance of all species	A 100	
Importance Value Index = (Relative Density + Relative Dominance+ Relative Frequency)			

(ii)	Similarity index =	2 x number of common species x 100
		Total number of species in both the associations

(iii) Shannon – Weaver Index (1948)

The number of species and number of individuals in a community is measure of species diversity which depends on stability of the habitat. Vegetation of the study area was assess by determining Shannon – Weaver diversity index, D (1948)

- D $= \Sigma (ni / n) \log_2 (ni / n)$
- ni = Number of individuals of each species in the sample
- n = Total number of individuals

Field Interview (2)

The field interview was conducted during the survey in the project area to know about various aspects of forest studies. Information about uses of various plant species by local people as well as sighting of any wildlife species, uses, poaching etc. were obtained. The questionnaire used for environmental survey is attached as Annex-4.1.

4.3 TOPOGRAPHY

Alwar District is situated at 268 m above mean sea level.

In Sikar District, eastern part of Moondwara is a less fertile area covered by sand dunes. South and west part of the village are comparatively fertile. Agriculture is dependent on monsoon and electricity. Presently, a lot of farms use boring wells for irrigation. The inhabitation's village covers an area of 500 acres.

The south-eastern area of Jaipur District is higher in elevation (100 to 350 m above sea level) and more fertile, has a very diversified topography. In the south lies the hilly tract of Mewar. In the southeast, a large area of the districts of Kota and Bundi forms a tableland, and to the northeast of these districts, is a rugged region (badlands) following the line of the Chambal River. Further north the country levels out; the flat plains of the north-eastern Bharatpur District are part of the alluvial basin of the Yamuna River.

The eastern portion of the Ajmer District is generally flat, broken only by gentle undulations, but the western parts, from north-west to south-west, are intersected by the great Aravalli Range. Many of the valleys in this region are sandy deserts, part of India's Thar Desert, with an occasional oasis of cultivation, but there are also some very fertile tracts; among these is the plain on which lies the town of Ajmer. This valley, however, is not only fortunate in possessing a noble artificial lake, but is protected by the massive walls of the Nagpathar range or Serpent rock, which forms a barrier against the sand. The only hills in the district are the Aravalli Range and its offshoots.

Pali District is situated at 180-500 m. above sea level.

Sirohi District is in the shape of an irregular triangle, with the apex near the village of Harji in the extreme e north and the base extending west by north-west from a point where the territories of the former states of Sirohi, Idar and Danta met. It is much broken up hills and rocky ranges. The main feature is the almost isolated mountain of Abu, the highest peak of which, Guru Sikhar, rises 1,722 m above the mean sea level. The mountain is situated near the southern border. It is separated by a narrow pass from an adjacent range of narrow hills which runs in north-eastern direction almost up to Sheoganj and divides the district into two not very unequal parts. Most of the area of tehsils Reodar, Sirohi and Sheoganj lies in the western part of these hills.

4.4 GEOLOGY

(1) Alwar

Semi-arid, the region is largely an elevated, undulating plateau broken by hills and rocky ranges of the Aravallis. The rocks exposed in the district are pre-Delhi granites, granite, gneisses, schist and Alwar, Ajabgarh and Rialto formation of Delhi group.

(2) Sikar

Archaean Basement Rocks (2500 Ma): The Banded Gneissic Complex (BGC) with enclaves of amphibolites and intrusive granitoids such as Untala granite, Gingla granite, Berach granite etc., which form the basement for Aravalli and other younger meta-sediments.

(3) Jaipur

The rocks exposed in the district are pre-Delhi granites, granite, gneisses, schist and Alwar, Ajabgarh and Rialto formation of Delhi group. The major part of the district is covered by

quarter- hairy sediments. The pre-Delhi group of rocks comprises Mica-schists and gneisses. Occupy a major part of the western part of the district. The rocks of Delhi form super group from high relief in the north, north-east and south-eastern part of the district. The Rajalos are exposed in a small patch towards north-east of the district. The Aravalli hills and piedmont, plains contain good amount a fractures/lineaments because of multiphase tectonic movement. The lineament is generally parallel to the great boundary fruit of Rajasthan, Lineament intersection density also counted per 10 km².

(4) Nagaur

The Nagaur-Ganganagar basin1 in western Rajasthan, India is an elongated, asymmetrical sedimentary basin trending NNE-SSW. Jodhpur Gp., Bilara Gp., Hanseran Evaporite Gp. and Nagaur Gp. constitute the late Proterozoic-early Cambrian sedimentary package (Marwar Super Gp.) which rests on the Rhyolytic Basement (Malani Rhyolite) dated 680Ma. The Jodhpur and Nagaur Groups are essentially clastic units whereas the intermediate Bilara Gp. is comprised of limestone and dolomite. The Hanseran Evaporite Gp. is a coeval facies equivalent of the Bilara carbonates. Presence of algal facies, stromatolites, ripple lamintes, mud-crack and mudchip conglomerates indicate shallow marine peritidal depositional environment for the Bilara carbonates. Owing to lack of characteristic faunal evidence and radiogenic dates from Bilara rocks, its correlation with globally recorded late Neoproterozoic carbonates and evaporates has been enigmatic. Combination of lithostratigraphy and chemostratigraphy can be used as a potent tool for stratigraphic correlation particularly when sections are sparsely fossiliferous. In an effort to constrain the age and to shed light on the paleoenvironment of the unmetamorphosed Bilara carbonates a detailed analysis of its carbon and oxygen isotope geochemistry was performed.

(5) Ajmer

Ajmer is almost totally devoid of rivers, the Banas being the only stream, which can be dignified with that name, and it only touches the south-eastern boundary of the district so as to irrigate the pargana of Samur. Four small streams--the Sagarmati, Saraswati, Khari and Dai-also intersect the district. In the dry weather they are little more than brooks.

The district is divided into four subdivisions, Ajmer, Beawar, Kekri and Kishangarh, and further subdivided into six tehsils, Ajmer, Beawar, Nasirabad, Kekri, Kishangarh and Sarwar.

(6) Pali

The rocks exposed in the district are pre-Delhi granites, granite, gneisses, schist and Alwar, Ajabgarh and Rialto formation of Delhi group. The major part of the district is covered by quarter- hairy sediments. The pre-Delhi group of rocks comprising Mica-schists and gneisses occupy a major part of the district.

(7) Sirohi

Sirohi District is broken up by hills and rocky ranges. The granite massif of Mount Abu divides the district into two portions, running from north-east to south-west. The south and south-east part of the district, which lies between Mount Abu and the main spine of the Aravallis, is mountainous and rugged, and is drained by the West Banas River. Abu Road, a station on the main Delhi-Ahmedabad rail line, lies in the valley of the West Banas.

4.5 SOIL

The soils of the Arid Zone are generally sandy to sandy-loam in texture. The consistency and depth vary according to the topographical features. The low-lying loams are heavier and may

have a hard pan of clay, calcium carbonate $(CaCO_3)$ or gypsum. The pH varies between 7 and 9.5. The soils improve in fertility from west and northwest to east and northeast. Desert soils are Regosols of wind blown sand and sandy fluiratile deposits, derived from the disintegration of rock in the subjacent areas and blown in from the coastal region and the Indus Valley.

Some of these soils contain a high percentage of soluble salts in the lower horizons, turning water in the wells poisonous. Being poor in organic matter they show a low loss on ignition. They contain varying amount of calcium carbonate.

4.6 CLIMATE

The state has a hot summer, scanty rainfall, a chilly winter season and general dryness of the air except in brief monsoon season. The average maximum & minimum temperature are 46 & 0^{0} C respectively. The normal rainfall, mostly received from southwest monsoon varies between 466 mm and 570 mm.

4.7 LAND USE

Alwar District of Rajasthan has an important place in Agriculture production. Total geographical area of the district is 782,897 ha which is about 2.5% of the State. In the year 2001-2002 the net cultivated area is 509,107 ha from which about 83% area viz. - 426,204 is irrigated and remaining 17 percent area viz. - 82,903 is unirrigated. Double cropped area is 272,508 ha of which 32,230 ha (12%) area is irrigated and remaining 240,278 ha (88%) area is unirrigated. Thus, the total cropped area of the district is 781,615 ha. In Kharif season Bajra, Maize, Jowar, Karif pulses, Arhar, Sesamum, Cotton, Guar etc. are sown in about 3,29,088 ha (42%) and in Rabi season Wheat, Barley, Gram, Mustard, Taramira, Rabi pulses etc. are sown in about 4,52,527 ha (58%).

In Jaipur District about 52% area is under Net Sown Area (NSA). More than 60% NSA is found in central and eastern parts of the district indicating high ground water potentiality particularly in younger alluvial plains of Bangansa and Bandi riverse. Medium intensity of NSA is found in north-eastern areas, viz. are Kotoutly, Baswa, Phagi and Chaksu tehsil. In these areas ground water potentiality is medium to low and very low water potential areas of western, north-western and south part of the district.

4.8 WATER BODIES

The major rivers are Luni, Arvari, Ban ganga and Sabi. Pushkar lake is the main lake in the state.

4.9 NATURAL ENVIRONMENT

Sl. No.	Name of District	Geog. Area (km ²)	Forest Area (km ²) As Per June 99	% Forest Area. w.r.t. Geog. Area
1	Alwar	8,380	1,808.4	21.3
2	Sikar	7,732	185	2.4
3	Jaipur	16,440	1,424	8.7
4	Nagaur	17,718	221.4	1.2
5	Ajmer	8,479	592	7
6	Pali	-	-	-
7	Sirohi	-	-	-

Table 4-2 Forest cover in the Districts of Rajasthan

Source: State Forest Department

(1) Sikar

In Sikar District, Mehara, Khetri and Dokan Protected forest area are reported.

- a) Between Dabla and Mavanda Station Khetri Forest, Mehera forest and some protected forest are approximate 4.0 km away from DFC line in western side.
- b) Between Mavanda, Jilo and Neem ka Thana Station Dokan Protected forest is approximate 1.5 km away from DFC in eastern side. Bhudou Forest and Ganwari Forrest are approximate 2.5 to 7.5 km. away from DFC line in Eastern side.

(2) Jaipur

In Jaipur District, there are reserved, protected and unclassed forests. It covers the entire area of civil district of Jaipur, four tehsils namely Bamanvas, Nadoti, Tedabhim and Mahuwa of Sawaimadhopur District and some parts of Alwar and Sikar Districts. The tract lies in the Eastern part of Rajasthan between 75 °45' E to 77 °05 E longitude and 77 °15' N to 28 °30' N latitudes. The approximate stretches of the area from North to South and East to West are 160 km and 200 km respectively.

The Jaipur Forest Division is bounded in the North by common border with Haryana, in North – East by Alwar District, in the East by Sawai-madhopur District, in the south by Tonl and Sawai Madhopur in the west by Ajmer and in the North – West by Nagpur and Sikar Districts. The total land area of the Division is 16,440 km². Out of which 1,424 km area is under the possession of Forest Department. Thus, area under the forest is namely 8.7% of the total land area. It is furthermore alarming that only about 20% being blank, depleted, barren hills, and degraded forester. Detailed Data described in Annex-4.2.

(3) Nagaur

The district of Nagaur is poor in forest resources. The total area under including hills, is reported to be 221.4 km², which is 1.2% of total geographical area of the district. Scanty rainfall & other geographical constraints account for this. The western part of the district is divided of natural vegetation cover except for low hurbs & grass which grows on low sand dunes. However, the south-eastern part of the district and part of the northern tehsil of Ladnun and Didwana have much greater greenery as compared to north-west part of the. Khejri District, trees are commonly found in the district. It's leaves are used as fodder. It also gives gum. Apart from commercial value, this tree is considered holy. The tree also plays an important role in checking soil erosion. The other common species found in the district are babul, neem, shisham, peepal, rohira, kalsi, dhangood, akara etc. Rohira and shisham trees provide timber and are used for making furniture. Dhangood is generally used for making cots. A common shrub-phog provides building material from its roots & twigs. Common grass found in the district include bargers, bhambar etc.

(4) Ajmer

The Ajmer forests lie in five ranges namely, Ajmer, Kishangarh, Beawar, Sarwar and Raoll. These ranges are all with in Ajmer revenue district. Bhim Range of Udaipur District, which used to be in Ajmer Forest Division has been gently transferred to Udaipur Forest Division and has been excluded from this working plan.

The tract lies nearly in the central portion of Rajasthan between 25° 38' and $26^{\circ}52$ ' North latitude and $73^{\circ}54$ ' and $75^{\circ}24$ 'East longitude. Nagaur and Jaipur District, in the South by Udaipur and Bhilwara Districts, in the East by Jaipur, Tonk and Bhilwara Districts and in the West by Nagaur and Pali Districts of Rajasthan, bound Ajmer Forest Division in the North.

The total land area of the Division is $8,479 \text{ km}^2$. Out of which 592 km^2 area is under forest, which works out to about 7% of the total land area. The Headquarters of the Division is located at Ajmer. Detailed data is described in Annex-4.2.

(5) Pali

The Pali Forest Division is bounded by the various civil district of Rajasthan and Banaskantha region of Gujarat State. In the Northwest, these are bounded by Jodhpur and Nagaur Districts. In the west by Barmer District, in the South by Banaskantha and Sirohi Districts, in the North-East by Ajmer District and in the South-east by Udaipur District.

The track lies in the South-Western portion of Rajasthan in Between $24^{0}37'$ and $26^{0}29'$ N latitudes and $71^{0}11'$ and $74^{0}18'$ E longitude. The whole track is covered by 57 G.T. Sheets published by Survey of India. The Forest Range at that time was in Ajmer Forest division, later transferred in Pali Forest Division. Similarly in Bali Range 20.2 km² was transferred to the Forest department from Bera Jagir Forest. The increase in total area in this plan was 291.1 km². A difference of 1.81 sq. km. in the Forest area can be due to these reasons, which is almost negligible. Detailed data is described in Annex-4.2.

Dry deciduous forest is common in this part of the district, and the higher elevations of Mount Abu are covered in conifer forests.

The portion of the district west and north of Mount Abu is drier, lying in the rain shadow of the mountain, which blocks the southwest monsoon. The southwest corner of the district is drained by the Sukri river, an intermittent stream that drains the western slope of Mount Abu. The northwestern portion of the district is drained by tributaries of the Luni River. The Northwestern thorn scrub forests cover the western and northern portion of the district.Detailed Description given in Annex-4.2.

(6) Sirohi

Sirohi District is broken up by hills and rocky ranges. The granite massif of Mount Abu divides the district into two portions, running from north-east to south-west. The south and south-east part of the district, which lies between Mount Abu and the main spine of the Aravallis, is mountainous and rugged, and is drained by the West Banas River. Abu Road, a station on the main Delhi-Ahmedabad rail line, lies in the valley of the West Banas. Dry deciduous forest is common in this part of the district, and the higher elevations of Mount Abu are covered in conifer forests.

The portion of the district west and north of Mount Abu is drier, lying in the rain shadow of the mountain, which blocks the southwest monsoon. The southwest corner of the district is drained by the Sukri river, an intermittent stream that drains the western slope of Mount Abu. The northwestern portion of the district is drained by tributaries of the Luni River. The Northwestern thorn scrub forests cover the western and northern portion of the district.

Name of District	Reserved Forest	Protected Forest	Unclassified	Per Capita Forest
	(km ²)	(km ²)	Forest (km ²)	Area (ha)
Sirohi	5,136	1,598.8	31.1	0.19

Table 4-3 Forest Description

4.9.1 Flora

(1) Alwar

Dhok, Salar, Khair and Churel are the main flora present in Alwar District.

(2) Sikar

In Sikar District, where approximately 86 km patch of DFC line passes, *Acacia* species, *Zizypus* spp. *A.indica*, Eucalyptus and *Prosopis* species are found along the railway track. No forest area is directly affected by the railway track in the district and few forest areas like Mehara, Khetri and Dokan Protected forest area are away from exiting railway track. Approximate 733 trees would be affected by this project.

The major species of trees found in the district are given in Table 4-4.

S.No.	Scientific Name	Local Name
Tree Spe	ecies	
	Acacia jacquemontii	Babul
	Acacia tortlis	Brazilian babool
	Albizia lebbek	Siris
	Azadirachia indica	Neem
	Calotropis procera	Aak
	Cannabis sativa	Bhang
	Capparis deciduas	Kair or Karir
	Eucalyptus camaldulensis	Safeda
	Acacia nilotica	Babool
	Ficus religiosa	Peepal
	Cassia fistula	Amaltas
	Bauthinia variegata	Kachnar
	Morus alba	Mulberry
	Salvadora oleoides	Jal
	Prosopis juliflora	Vilayati Kikar (Mesquite)
Shrub &	Herbs Species	
	Aerva javanica	Bui
	Prosopis cineraria	Jand, Jandi
	Zizyphus mauritiana	Beri
Grasses		
	Cenchrus ciliaris Linn	Anjana
	Desmostachya bipinnata	Daab
	Lasiurus hirsutus	Sevan

Table 4-4 Flora of Sikar

Source: Field survey, 2007

Most of land along railway line is without trees, there are, however, a few scattered tree are found along railway line consisting *of Acacia species*, *Prosopis species* Babool (*Acacia tortlis*), Neem (*Azadirachta indica*), *Prosopis juliflora* (Vilayti Babool), *Acacia species* (Babool), and desi Babool (*A.nilotica*). In some places bushes of Ber (*Zizyphus mauritiana*) and Babul (*Prosopis juliflora*) are also present in a scattered way in the low lying areas filled with water.

The land along the railway line comes under the jurisdiction of Railway Ministry. As per the Indian Forest Act -29 (subsection 4.12) the forestland along the railway line falls under protected forest. The land along railway line is not transferred to Forest Department but Forest department clearance.

Doken Forest -75°56' & 27°52' (Doken Protected Forest)- Approximate 0.99 km from railway track in eastern direction.



Figure 4-1 Doken Protected Forest Near Dabla Station

Name of species	Frequency %	Density %	Abundance	Relative Frequency	Relative Density	Relative Dominance	Importance Value Index	Diversity Index	Avg.DBH (Ft.)	Avg. Height (Ft.)
P.cineraia	40.00	0.90	2.25	19.05	25.00	25.00	69.05	0.15	2.10	8
Tecomella undulata	50.00	0.70	1.40	23.81	19.44	12.74	55.99	0.14	1.70	10
A.arebica	50.00	1.10	2.20	23.81	30.56	22.45	76.81	0.15	1.80	13
D.sissoo	30.00	0.40	1.33	14.29	11.11	13.33	38.72	0.11	2.30	12
Aldu	40.00	0.50	1.25	19.05	13.89	26.48	59.42	0.14	2.90	8

 Table 4-5 Importance Value Index of Doken Protected Forest

Diversity Index Table

In Sikar, there is Dokan protected forest area; some part of this area is desert and hilly. Tress are very scattered, average height and DBH are 8 (240 cm.) to 13(29 cm.) Ft and 1.7 (51cm.) to 2.9 (87 cm.) Ft respectively.

(3) Jaipur

Most of the forest under the major group of "TROPICAL FORESTS" as per champion and Seth's revised classification of forest types of India. The special soil peculiarities and biotic factors rather than the climatic ones chiefly control the stability of Plant community in this tract. Therefore, its composition, distribution and quality is determined by these factors Approximate 83 (including detour) km patch of DFC line is passing from Jaipur District and along the railway track *Acacia species, Zizypus spp. A.indica, Eucalyptus, Salvedora spp. and Prosopis species* are found. The DFC line in the district directly affects no forest area. Approximate 1,838 trees would be affected by this project.

Between Renwal and Malikpura Station- Two Protected forest approximate 8 to 9 km away from the DFC line in eastern direction.

Between Malikpura and Bheslana Station- Open forest approximate 2 to 2.5 km away from the DFC line in western direction

Between Phulera and Khandal Station- Open forest approximate 8 to 8.5 km away from the DFC line in eastern direction.

Near Jaipur (74⁰52' & 26⁰36')- open forest area Approximate 2 km along the railway track in eastern side.



Figure 4-2 Near Kishangarh

Name of species	Frequency %	Density %	Abundance	Relative Frequency	Relative Density	Relative Dominance	Importance Value Index	Diversit y Index	Avg. DBH (Ft.)	Avg. Height (Ft.)
P.cineraia	50.00	1.10	2.20	25.00	29.73	22.73	77.46	0.15	1.90	9
F.regiliosa	20.00	0.20	1.00	10.00	5.41	11.73	27.13	0.09	3.20	13
Tecomella undulata	40.00	0.80	2.00	20.00	21.62	13.24	54.86	0.13	1.70	10
A.arebica	60.00	1.20	2.00	30.00	32.43	30.29	92.73	0.16	2.10	12
Aldu	30.00	0.40	1.33	15.00	10.81	22.01	47.82	0.13	3.10	8

Table 4-6 Importance Value Index of Jaipur

Prosopis and Acacia are the dominant species in this section, The average DBH and High are varying in between 1.9 (57 cm.) to 3.10 (93 cm.) ft and 8 (240 cm.) to 13 (390 cm.) ft respectively.

Near Mandwaria (74⁰54' & 26⁰37')-Approximate 0.79 km in eastern side of the track



Figure 4-3 Near Madwaria Station

Table 4-7	Importance	Value Index	of Jaipur
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Name of species	Frequency %	Density %	Abundance	Relative Frequency	Relative Density	Relative e Dominance	Importance Value Index	Diversity Index	Avg. DBH (Ft.)	Avg. Height (Ft.)
P.cineraia	50.00	1.20	2.40	16.67	20.34	27.22	64.23	0.14	2.10	9
F.regiliosa	20.00	0.20	1.00	6.67	3.39	8.65	18.71	0.08	2.90	13
Gulmoher	20.00	0.20	1.00	6.67	3.39	6.95	17.01	0.07	2.60	12
Morus alba	30.00	0.30	1.00	10.00	5.08	2.22	17.31	0.07	1.20	8
Tecomella undulata	40.00	1.30	3.25	13.33	22.03	11.30	46.67	0.13	1.30	7
D.sissoo	20.00	0.20	1.00	6.67	3.39	3.72	13.77	0.06	1.90	11
P.juliflora	60.00	1.70	2.83	20.00	28.81	22.39	71.20	0.15	1.60	9
Adulu	30.00	0.40	1.33	10.00	6.78	10.88	27.66	0.10	2.30	8
A.arebica	30.00	0.40	1.33	10.00	6.78	6.66	23.44	0.09	1.80	4

Prosopis and Acacia are the dominant species in this section, The average DBH and High are varying in between 1.9 (57 cm.) to 2.90 (83 cm.) ft and 4 (120 cm.) to 13 (390 cm.) ft respectively

Near Mandwaria station (74 $^{0}52$ ' & 26 $^{0}36$ ')-Approximate 2 km. along the railway track in western direction.



Figure 4-4 Near Mandwaria Station

Name of species	Frequency %	Density %	Abundance	Relative Frequency	Relative Density	Relative e Dominance	Importance Value Index	Diversity Index	Avg. DBH (Ft.)	Avg. Height (Ft.)
A.arebica	40.00	1.00	2.50	16.67	25.64	25.42	67.73	0.15	1.80	10
A.indica	20.00	0.20	1.00	8.33	5.13	13.19	26.66	0.09	2.90	13
P.cineraia	50.00	1.10	2.20	20.83	28.21	22.10	71.14	0.15	1.60	8
D.sissoo	30.00	0.30	1.00	12.50	7.69	10.39	30.58	0.10	2.10	12
F.regiliosa	20.00	0.20	1.00	8.33	5.13	15.08	28.55	0.10	3.10	14
F.bagalansis	10.00	0.10	1.00	4.17	2.56	1.54	8.27	0.04	1.40	8
Morus alba	30.00	0.50	1.67	12.50	12.82	5.65	30.97	0.10	1.20	9
Tecomella undulata	40.00	0.50	1.25	16.67	12.82	6.63	36.11	0.11	1.30	10

Table 4-8 Importance Value Index of Jaipur

Prosopis and Acacia are the dominant species in this section, The average DBH and High are varying in between 1.20 (36 cm.) to 2.90 (83 cm.) ft and 8 (240 cm.) to 14 (420 cm.) ft respectively.

In the field survey, maximum biodiversity index was found in Madawria (0.89) section and minimum was observed (0.66) section near Kishangarh and 5% level data are non significant. Mostly *Acacia, Prosopis and Zizypus* are dominant species.

The major species of trees found in the district are given in Table 4-9.

S.No.	Scientific Name	Local Name
Tree S	pecies	
1.	Acacia jacquemontii	Babul
2.	Acacia tortlis	Brazilian babool
3.	Albizia lebbek	Siris
4.	Azadirachia indica	Neem
5.	Calotropis procera	Aak
6.	Cannabis sativa	Bhang
7.	Capparis deciduas	Kair or Karir
8.	Eucalyptus camaldulensis	Safeda
9.	Acacia nilotica	Babool
10.	Ficus religiosa	Peepal
11.	Cassia fistula	Amaltas
12.	Bauthinia variegata	Kachnar
13.	Morus alba	Mulberry
14.	Salvadora oleoides	Jal
15.	Prosopis juliflora	Vilayati Kikar (Mesquite)
Shrub	& Herbs Species	
1.	Aerva javanica	Bui
2.	Prosopis cineraria	Jand, Jandi
3.	Zizyphus mauritiana	Beri
Grasse	8	
1.	Cenchrus ciliaris Linn	Anjana
2.	Desmostachya bipinnata	Daab
3.	Lasiurus hirsutus	Sevan

 Table 4-9
 Flora of Jaipur

Source: Field visit June, 2007

Most of land along railway line is without trees, there are few scattered tree found along railway line which consist of Acacia nilotica, Prosopis longifolia, Sheesham (Dalbergia sissoo), Neem (Azadirachta indica), Prosopis juliflora (Vilayti Babool), Acacia species (Babool), and Khajri (Acacia senagal). In some places bushes of Ber (Zizyphus mauritiana) and Babul (Prosopis juliflora) are also present in a scattered way in the low lying areas filled with water.

The land along the railway line comes under the jurisdiction of Railway Ministry. As per the Indian Forest Act -29 (Subsection 4.12) the forestland along the railway line falls under protected forest. The land along railway line is not transferred to Forest Department but Forest Clearance for cutting trees along railway line in Jaipur District is required. But prior permission needs to be taken from Railway Department.

(4) Ajmer

The Ajmer forests lie in five ranges namely, Ajmer, Kishangarh, Beawar, Sarwar and Raoll. These ranges are all with in Ajmer revenue district. Bhim Range of Udaipur District, which used to be in Ajmer Forest Division has been gently transferred to Udaipur Forest Division and has been excluded from this working plan.

The track lies nearly in the central portion of Rajasthan between 25° 38' and $26^{\circ}52$ ' North latitude and $73^{\circ}54$ ' and $75^{\circ}24$ 'East longitude. Nagaur and Jaipur Districts, in the South by Udaipur and Bhilwara Districts, in the East by Jaipur, Tonk and Bhilwara Districts and in the West by Nagaur and Pali Distircts of Rajasthan, bound Ajmer Forest Division in the North.

The total land area of the Division is 8,479 km² out of which 592 km². Area is under forest, which works out to about 7% of the total land area. Approximate 101 km patch of DFC line is passing from Ajmer District and along the railway track. Acacia species, A. Indica, Eucalyptus and Prosopis species are dominant species. Near Kishangarh 1.5 km patch of DFC alignment passing Forest area and it acquired approximate 6.6 ha land of forest area approximate 1838 trees would be affected by this project.

Between Dantra and Kishangarh Station- Reserved and Protected forest are approximate 2 to 2.5 km in eastern side and to 5.5 km in western side away from the DFC line in eastern direction.

Between Kishangarh and Mandawariya Station-Approximate 1.5 km length of DFC line (Detour) Passing from the protected forest Area in Ajmer section in western side and acquired 6.5 ha. In eastern side two protected forest are located at distance of 100 m to 1 km. distance. Other forest areas are 8 to 10 km away from DFC line in eastern side.

Between Mandawariya and Madar Station- Open forest and Mahavir forest are approximate 1 to 3 km away from DFC Line in western side. Shrinagar forest is approximate 5.5 km away from DFC line in eastern side.

Between Ladpura, Saradhana and Addarshnagar- Reserved and open forest area are located both side of the track, Approximate distance of 500m to 4 km. in western side, in eastern side approximate 3 to 4.5 km from DFC line.

The major species of trees found in the district are given in Table 4-10.

S.No.	Scientific Name	Local Name
Tree Spec	ies	
1	Acacia jacquemontii	Babul
2	Acacia tortlis	Brazilian babool
3	Albizia lebbek	Siris
4	Azadirachia indica	Neem
5	Calotropis procera	Aak
6	Cannabis sativa	Bhang
7	Capparis deciduas	Kair or Karir
8	Eucalyptus camaldulensis	Safeda
9	Acacia nilotica	Babool
10	Ficus religiosa	Peepal
11	Cassia fistula	Amaltas
12	Bauthinia variegata	Kachnar
13	Morus alba	Mulberry
14	Salvadora oleoides	Jal
15	Prosopis juliflora	Vilayati Kikar (Mesquite)
Shrub & H	Herbs Species	
16	Aerva javanica	Bui
17	Prosopis cineraria	Jand, Jandi
18	Zizyphus mauritiana	Beri
Grasses		
19	Cenchrus ciliaris Linn	Anjana
20	Desmostachya bipinnata	Daab
21	Lasiurus hirsutus	Sevan

Table 4-10 Flora of Ajmer

Source: Field visit June, 2007

Most of land along railway line is without trees, there are few scattered tree found along railway line which consist of *Acacia nolotica*, *Prosopis longifolia*, Sheesham (*Dalbergia sissoo*), Neem (*Azadirachta indica*), *Prosopis juliflora* (Vilayti Babool), *Acacia species* (Babool), and Babool (*Acacia spp.*). In some places bushes of Ber (*Zizyphus mauritiana*) and Babul (*Prosopis juliflora*) are also present in a scattered way in the low lying areas filled with water.

In Kishan Garh (74[°]23' & 26[°]10')- Protected Forest near Piplaj Station.



Figure 4-5 Near Piplaj Station

Table 4-11	Importance	Value Index	of Protected	Forest of Ajmer
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Name of species	Frequency %	Density %	Abundance	Relative Frequency	Relative Density	Relative Dominance	Importance Value Index	Diversity Index	Avg.DBH (Ft.)	Avg. Height (Ft.)
A.indica	30.00	0.40	1.33	8.82	8.16	12.68	29.67	0.10	1.60	8
P.cineraia	80.00	1.50	1.88	23.53	30.61	22.26	76.40	0.15	1.50	12
T.undulata	20.00	0.20	1.00	5.88	4.08	11.87	21.83	0.08	1.90	9
A.tortilis	70.00	1.10	1.57	20.59	22.45	42.59	85.63	0.16	0.90	10
T.undulata	60.00	0.70	1.17	17.65	14.29	7.44	39.37	0.12	1.30	9
L.pyrotechnica	80.00	1.00	1.25	23.53	20.41	3.17	47.10	0.13	1.30	8

Diversity Index - 0.74

In this section mostly Private and agricultural land along the railway track. Prosopis and Acacia are the dominant species of this section. The average height and DBH are varying in between 8 (240 cm) to 12 (360 cm) ft and 0.5 (12 cm.) to 2 (60 cm.) ft. Other commonly plant species are Acacia spp, Prosopis spp and Eucalyptus spp.

In Kishan Garh (74⁰34 & 26⁰20)- Reserve Forest area near Sardhana Station.



Figure 4-6 Near Sardhana Railway Station

Name of species	Frequency %	Density %	Abundance	Relative Frequency	Relative Density	Relative Dominance	Importance Value Index	Diversity Index	Avg.DBH (Ft.)	Avg. Height (Ft.)
P.cineraia	100.00	2.20	2.20	35.71	44.00	63.80	143.52	0.15	1.20	12
A.arabica	50.00	0.80	1.60	17.86	16.00	10.31	44.17	0.12	0.90	9
L.pyrotechnica	70.00	1.20	1.71	25.00	24.00	5.27	54.27	0.13	1.20	10
A.indica	30.00	0.30	1.00	10.71	6.00	11.85	28.56	0.10	1.60	9
T.undulata	30.00	0.50	1.67	10.71	10.00	8.77	29.48	0.10	1.30	8

Table 4-12 Importance Value Index of Reserve forest of Ajmer

Diversity Index - 0.60

In this section mostly hilly and agricultural land is along the railway track. Prosopis and Acacia are the dominant species of this section. The average height and DBH are varying in between 8 (240 cm) to 12 (360 cm) ft and 0.90 (27 cm.) to 1.60 (45 cm.) ft. Other commonly plant species *are Acacia* spp, *Prosopis* spp and *Eucalyptus* spp.

Near Shri Nangar (74⁰40 & 26⁰27)-Open Forest near Shri Nagar bypass crossing.





Figure 4-7 Near Shrinagar Bypass and Kalynipura

Name of species	Frequency %	Density %	Abundance	Relative Frequency	Relative Density	Relative Dominance	Importance Value Index	Diversity Index	Avg. DBH (Ft.)	Avg. Height (Ft.)
P.cineraia	50.00	1.00	2.00	19.23	22.22	18.63	60.08	0.14	1.70	13
A.arabica	40.00	1.50	3.75	15.38	33.33	42.64	91.35	0.16	2.10	10
D.sissoo	20.00	0.20	1.00	7.69	4.44	4.66	16.79	0.07	1.90	14
mulbery	40.00	0.50	1.25	15.38	11.11	4.64	31.13	0.10	1.20	8
Tecomella undulata	50.00	0.70	1.40	19.23	15.56	11.55	46.34	0.13	1.60	9
F.regiliosa	30.00	0.30	1.00	11.54	6.67	8.53	26.74	0.09	2.10	15
L.pyrotechnica	30.00	0.30	1.00	11.54	6.67	9.36	27.56	0.10	2.20	10

Table 4-13	Importance	Value Index of	of Open	Forest of A	mer
					-

Diversity Index - 0.79

In this section mostly hilly and agricultural land along the railway track. Prosopis and Acacia are the dominant species of this section. The average height and DBH are varying in between 8 (240 cm) to 15 (450 cm) ft and 0.90 (27 cm.) to 1.60 (45 cm.) ft. Other commonly plant species *are Acacia spp, Prosopis spp* and *Eucalyptus spp*.

In the field survey, maximum biodiversity index was found in R 10 (0.79) in Shrinagar and Kalyanpura section and minimum was observed in R 9 (0.60) section near Sardhana. Mostly Acacia, Prosopis and Zizypus are dominant species.

(5) Pali

Most of the forest wealth with in this working plan falls under the "5- DRY TROPICAL FORESTS' as per Champion and Seth's revised classification of forest types. Approximate 200 km patch of DFC line is passing from Pali District and along the railway track. *Acacia species, A.indica, Eucalyptus* and *Prosopis species* are dominant species. Between Jawali to Somesar Station- Approximate 2 km. of DFC line is passing Jawaleaswar open forest area and project covered approximate 5 ha land in this patch. In Between Bhagwanpura to Balvara-Near Bhagwanpura station approximate 1.2 Km patch of DFC line is passing from the open forest area and project covered approximate 3 ha land in this patch. Approximate 3,318 trees would be affected by this project.

Between Marwar and Dhareshwar Station- Reserve forest is approximate 2.2 km in western side from DFC line

Between Jawali to Somesar Station- Approximate 2 km. of DFC line is passing Jawaleaswar open forest area in eastern direction.

Between Bhagwanpura to Balvara- Near Bhagwanpura station approximate 1.2 km patch of DFC line is passing from the open forest area in eastern side and reserved forest is also located at approximate 4.5 km from DFC line in same side.

Between Nana to Kasahvganj-Reserved forest is located at the approximate 11.5 km away from DFC line in eastern side.

The major species of trees found in the district are given in the below Table 4-14.

S.No.	Scientific Name	Local Name					
Tree Species	S						
	Acacia jacquemontii	Babul					
	Acacia tortlis	Brazilian babool					
	Albizia lebbek	Siris					
	Azadirachia indica	Neem					
	Calotropis procera	Aak					
	Cannabis sativa	Bhang					
	Capparis deciduas	Kair or Karir					
	Eucalyptus camaldulensis	Safeda					
	Acacia nilotica	Babool					
	Ficus religiosa	Peepal					
	Cassia fistula	Amaltas					
	Bauthinia variegata	Kachnar					
	Morus alba	Mulberry					
	Salvadora oleoides	Jal					
	Prosopis juliflora	Vilayati Kikar (Mesquite)					
Shrub & He	rbs Species						
	Aerva javanica	Bui					
	Prosopis cineraria	Jand, Jandi					
	Zizyphus mauritiana	Beri					
Grasses							
	Cenchrus ciliaris Linn	Anjana					
	Desmostachya bipinnata	Daab					
	Lasiurus hirsutus	Sevan					

Table 4-14 Flora of Pali

Source: Field visit June, 2007

Most of land along railway line is without trees, there are few scattered tree found along railway line which consist of Sheesham (*Dalbergia sissoo*), Neem (*Azadirachta indica*), *Prosopis juliflora*(Vilayti Babool), *Acacia* spp. (Babool), and Khajri(*Acacia Senagal*). In some places bushes of Ber (*Zizyphus mauritiana*) and Babul (*Prosopis juliflora*) are also present in a scattered way in the low lying areas filled with water.

The land along the railway line comes under the jurisdiction of Railway Ministry. As per the Indian Forest Act -29 (Subsection 4.12) the forestland along the railway line falls under protected forest. The land along railway line is not transferred to Forest Department but Forest Clearance for cutting trees along railway line in Pali District is required. But prior permission needs to be taken from Railway Department.

Near Rani-73 $^{0}21$ ' & 25 $^{0}24$ '- open reserve area



Figure 4-8 Near Rani

Name of species	Frequency %	Densit y %	Abundance	Relative Frequency	Relative Density	Relative Dominance	Importance Value Index	Diversity Index	Avg.DBH (Ft.)	Avg. Height (Ft.)
P.cineraia	50.00	1.10	2.20	25.00	29.73	22.73	77.46	0.15	1.90	8
A.arabica	20.00	0.20	1.00	10.00	5.41	11.73	27.13	0.09	3.20	12
L.pyrotechnica	40.00	0.80	2.00	20.00	21.62	13.24	54.86	0.13	1.70	12
T.undulata	60.00	1.20	2.00	30.00	32.43	30.29	92.73	0.16	2.10	8
A.arabica	30.00	0.40	1.33	15.00	10.81	22.01	47.82	0.13	3.10	7

Table 4-15	Importance	Value	Index	of	Rani	Forest	t

Diversity index-0.66

In this section mostly Private and agricultural land along the railway track. Prosopis and Acacia are the dominant species of this section. The average height and DBH are varying in between 7 (240 cm) to 12 (360 cm) ft and 0.5 (12 cm.) to 2 (60 cm.) ft. Other commonly plant species *are Acacia* spp., *Prosopis* spp. and *Eucalyptus* spp.

Near Jawali Station-73°24' & 25°29'- open forest



Figure 4-9 Near Jawali Someser Forest

Name of species	Frequency %	Density %	Abundance	Relative Frequency	Relative Density	Relative Dominance	Importance Value Index	Diversity Index	Avg.D BH (Ft.)	Avg. Height (Ft.)
P.cineraia	40.00	0.80	2.00	20.00	22.22	21.70	63.92	0.14	1.80	9
A.arabica	70.00	1.40	2.00	35.00	38.89	62.76	136.65	0.16	1.10	8
L.pyrotechnica	50.00	0.90	1.80	25.00	25.00	1.99	51.99	0.13	0.90	7
T.undulata	40.00	0.50	1.25	20.00	13.89	13.55	47.44	0.13	1.60	10

Table 4-16 Importance Value Index of Someser Forest

Diversity index-0.56

In this section mostly Private and agricultural land along the railway track. *Prosopis* and *Acacia* are the dominant species of this section. The average height and DBH are varying in between 7 (210 cm) to 10 (300 cm) ft and 0.9 (27 cm.) to 1.8 (49 cm.) ft. Other commonly plant species *are Acacia* spp., *Prosopis* spp. and *Eucalyptus* spp.

Near Rani-73⁰24' & 25⁰29'- open forest



Figure 4-10 Near Rani

Name of species	Frequency %	Density %	Abundan ce	Relative Frequenc y	Relative Density	Relative Dominan ce	Importan ce Value Index	Diversity Index	Avg.DB H (Ft.)	Avg. Height (Ft.)
D.sissoo	30.00	0.30	1.00	8.33	5.88	2.78	17.00	0.07	2.10	8
F.regiliosa	30.00	0.30	1.00	8.33	5.88	18.56	32.78	0.11	1.10	7
F.bangalansis	30.00	0.30	1.00	8.33	5.88	35.72	49.93	0.13	1.30	12
P.cineraia	80.00	1.30	1.63	22.22	25.49	16.41	64.12	0.14	1.60	9
A.tortilis	40.00	0.50	1.25	11.11	9.80	8.24	29.16	0.10	1.30	10
L.pyrotechnica	60.00	1.20	2.00	16.67	23.53	2.78	42.98	0.12	1.80	8
A.indica	20.00	0.20	1.00	5.56	3.92	6.23	15.71	0.07	1.90	10
T.undulata	70.00	1.00	1.43	19.44	19.61	9.27	48.32	0.13	1.30	9

Diversity index-0.87

In this section mostly Private and agricultural land along the railway track. *Prosopis* and *Acacia* are the dominant species of this section. The average height and DBH are varying in between 7 (210 cm) to 12 (360 cm) ft and 1.1 (32 cm.) to 2.1 (62 cm.) ft. Other commonly plant species *are Acacia* spp., *Prosopis* spp. and *Eucalyptus* spp.

(6) Sirohi

Approximate 60 km patch of DFC line is passing from Sirohi District and along the railway track *Acacia species*, *A.indica*, *Eucalyptus* and *Prosopis* species are found. There is no forest area would be affected by the project and approximate 4,290 trees will be affected through this project.

Between Bhimana to Swarupganj- Two reserves forest and open forest are located approximate 500 m to 700 m from DFC line in eastern direction.

Between Kiverli to Mawal- Fairly dense forest and open forest are located approximate 2 to 3 km from DFC line in Eastern side.

The major species of trees found in the district are given in Table 4-18.

Kiverli Ka Jor Forest -72°50' & 24°32'- Open forest area



Figure 4-11 Near Kivarli Station

Name of species	Frequency %	Density (tree/plot)	Abundance (tree/plot) %	Relative Frequency (%)	Relative Density (%)	Relative Dominance (5)	Importance Value Index	Density Index	Avg. DBH (Ft.)	Avg. Height (Ft.)
A.tortilis	50.00	0.60	1.20	23.81	24.00	26.68	74.49	0.15	2.10	8
Acacia arabica	60.00	0.90	1.50	28.57	36.00	26.23	90.80	0.16	1.70	10
Tecomella undulata	30.00	0.30	1.00	14.29	12.00	6.81	33.09	0.11	1.50	9
P.cineraria	50.00	0.50	1.00	23.81	20.00	26.66	70.47	0.15	2.30	12
A.indica	20.00	0.20	1.00	9.52	8.00	13.63	31.15	0.10	2.60	10

Table 4-18 Importance Value Index of Sirohi

In this section mostly hilly and agricultural land is along the railway track. *A. indica, Prosopis* and Acacia are the dominant species of this section. The average height and DBH are varying in between 8 (240 cm) to 12 (360 cm) ft and 1.7 (55 cm.) to 2.6 (75 cm.) ft. Other commonly plant species *are Acacia* spp., *Prosopis* spp. and *Eucalyptus* spp.

Near Suwarpugang-72⁰55' & 24⁰38'- **Reserve Forest of Suwarpugang**



Figure 4-12 Near Swarupganj Station

Name of species	Frequency %	Density (tree/plot)	Abundance (tree/plot) %	Relative Frequency (%)	Relative Density (%)	Relative Dominance (5)	Importance Value Index	Density Index	Avg. DBH (Ft.)	Avg. Height (Ft.)
T.undulata	30.00	0.30	1.00	13.04	10.71	8.40	32.16	0.10	1.60	8
A.indica	30.00	0.30	1.00	13.04	10.71	5.54	29.30	0.10	1.30	7
A.tortilis	60.00	1.00	1.67	26.09	35.71	21.44	83.24	0.15	1.40	9
A.nilotica	40.00	0.50	1.25	17.39	17.86	17.72	52.97	0.13	1.80	10
F.regiliosa	30.00	0.30	1.00	13.04	10.71	27.60	51.36	0.13	2.90	11
P.cineraria	40.00	0.40	1.00	17.39	14.29	19.30	50.97	0.13	2.10	12

Table 4-19 IIIIportance value index of Shori	Table 4-19	Importance	Value Inde	x of Sirohi
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In this section mostly hilly and agricultural land is along the railway track. *A. indica, Prosopis* and *Acacia* are the dominant species of this section. The average height and DBH are varying in between 8 (240 cm) to 12 (360 cm) ft and 1.4 (45 cm.) to 2.9 (115 cm.) ft. Other commonly plant species *are Acacia* spp., *Prosopis* spp. and *Eucalyptus* spp.

Near Suwarpugang station-72⁰56' & 24⁰39'-- Reserve Forest of Suwarpugang



Figure 4-13 Near Swarupgang Station

Name of species	Frequency %	Density (tree/plot)	Abundance (tree/plot) %	Relative Frequency (%)	Relative Density (%)	Relative Dominance (5)	Importance Value Index	Density Index	Avg. DBH (Ft.)	Avg. Height (Ft.)
A.arbica	50.00	0.80	1.60	20.83	25.00	25.44	71.27	0.15	1.70	12
A.tortilis	40.00	0.60	1.50	16.67	18.75	23.83	59.25	0.14	1.90	8
A.indica	20.00	0.20	1.00	8.33	6.25	11.65	26.23	0.09	2.30	10
T.undulata	50.00	0.50	1.00	20.83	15.63	17.83	54.29	0.13	1.80	9
Zizypus spp.	30.00	0.30	1.00	12.50	9.38	3.99	25.87	0.09	1.10	11
P.cineraria	50.00	0.80	1.60	20.83	25.00	17.26	63.09	0.14	1.40	9

Table 4-20 Importance Value Index of Sirohi

In this section mostly hilly and agricultural land is along the railway track. *A. indica, Prosopis* and *Acacia* are the dominant species of this section. The average height and DBH are varying in between 8 (240 cm) to 12 (360 cm) ft and 1.1 (55 cm.) to 2.3 (85 cm.) ft. Other commonly plant species *are Acacia* spp., *Prosopis* spp. and *Eucalyptus* spp.

Near Swarupganj Station -72°57' & 24°40'- Open Forest Area



Figure 4-14 Near Swarupganj Station

Name of species	Frequency %	Density (tree/plot)	Abundanc e (tree/plot) %	Relative Frequenc y (%)	Relative Density (%)	Relative Dominanc e (5)	Importanc e Value Index	Density Index	Avg. DBH (Ft.)	Avg. Height (Ft.)
F.regiliosa	20.00	0.20	1.00	9.09	8.33	33.49	50.92	0.13	3.20	8
A.tortilis	60.00	0.80	1.33	27.27	33.33	18.83	79.44	0.15	1.20	9
A.arabica	40.00	0.40	1.00	18.18	16.67	18.89	53.74	0.13	1.70	12
A.indica	20.00	0.20	1.00	9.09	8.33	10.60	28.03	0.10	1.80	8
T.undulata	30.00	0.30	1.00	13.64	12.50	8.29	34.43	0.11	1.30	7
P.cineraria	50.00	0.50	1.00	22.73	20.83	9.89	53.45	0.13	1.10	10

Table 4-21 Importance Value Index of Sirohi

In this section mostly hilly and agricultural land is along the railway track. *A. indica, Prosopis* and *Acacia* are the dominant species of this section. The average height and DBH are varying in between 8 (240 cm) to 12 (360 cm) ft and 1.1 (55 cm.) to 3.2 (110 cm) ft. Other commonly plant species *are Acacia* spp., *Prosopis* spp. and *Eucalyptus* spp.

In the field survey, maximum biodiversity index was found in R 4 (0.75) and Swraupganj section and minimum was observed in R 1 (0.67) section near Keverli Raiway Station. Mostly *Acacia, Prosopis* and *Zizypus* are dominant species.

S.No.	Scientific Name	Local Name					
Tree Spe	cies	·					
	Acacia jacquemontii	Babul					
	Acacia tortlis	Brazilian babool					
	Albizia lebbek	Siris					
	Azadirachia indica	Neem					
	Calotropis procera	Aak					
	Cannabis sativa	Bhang					
	Capparis deciduas	Kair or Karir					
	Eucalyptus camaldulensis	Safeda					
	Acacia nilotica	Babool					
	Ficus religiosa	Peepal					
	Cassia fistula	Amaltas					
	Bauthinia variegata	Kachnar					
	Morus alba	Mulberry					
	Salvadora oleoides	Jal					
	Prosopis juliflora	Vilayati Kikar (Mesquite)					
Shrub &	Herbs Species						
	Aerva javanica	Bui					
	Prosopis cineraria	Jand, Jandi					
	Zizyphus mauritiana	Beri					
Grasses							
	Cenchrus ciliaris Linn	Anjana					
	Desmostachya bipinnata	Daab					
	Lasiurus hirsutus	Sevan					

Table 4-22 Flora of Sirohi

Source: Field visit June, 2007

Most of land along railway line is without trees, there are few scattered tree found along railway line which consist of Sheesham (*Dalbergia sissoo*), Neem (*Azadirachta indica*), *Prosopis juliflora*(Vilayti Babool), *Acacia species* (Babool), and Mahua (*Madhuca indca*). In some places bushes of Ber (*Zizyphus mauritiana*) and Babul (*Prosopis juliflora*) are also present in a scattered way in the low lying areas filled with water.

The land along the railway line comes under the jurisdiction of Railway Ministry. As per the Indian Forest Act -29 (Subsection 4.12) the forestland along the railway line falls under protected forest. The land along railway line is not transferred to Forest Department but Forest Clearance for cutting trees along railway line in Sirohi District is required. But prior permission needs to be taken from Railway Department.

4.9.2 Fauna

Due to scanty vegetation growth in this region, not much of varied animal life is found in this State. Despite this, still a large variety of animals are found in this area. The different variety of faunal life can be categorized as (i) Primates, (ii) Carnivores, (iii) Angulate, (iv) Rodents, (v) Lagomorpha, (vi) Insectivore and (vii) Crustivore. Corresponding to its variegated topography and climate, the state has a wealth of animal life. Its avifauna is among the richest in the country.

In Rajasthan mostly domestic animal like cow, sheep, buffalo, goat and camel are reported in the study area. The wild animals are such as Fox, Hayna, *Veranus griessus asudin, Bungarus coerulens, Canis aureus (Linn.) Presbytis entellus (Dufrasne)* and *Lapus nigricollis dayanus (Geoffroy)*. Neelgai (Blue bull), antelopes and wild hares also exist in the area Table 4-23.

S.No	Scientific Name	Local Name
Mamma	s	
1	Macacu mulatta	Bandar
2	Presbytis entellus	Langoor
3	Canis aureus	Siyaar/ Jackal
4	Gervus unicolor	Sambhar
5	Herpestes odwardsitotus	Nebla
6	Vulpus bengalensis	Indian Fox
7	*Boselaphus tragocamelus	Nilgai
8	Canis lupus	Wolf
9	Funumbulus pennanti	Palm Squrrial
10	Oryctolagus cuniculus	Rabbit
Reptiles		
11	Python morulus	Python
12	Hemidactylis brukaii	House Geeko
13	Varanus monitor	Goh
14	Gavialis gangeticus	Ghadiyal
Avifauna	L	
15	* Tadorna ferruginea.	Chakwa
16	Egretta gazetta	Bagula
17	*Grus antigone	Saras
18	*Alcedo atthis	Kingfisher
19	*Eudanamys scolopacea	Koel
20	*Corvus splendens	House Crow
21	Coracias bengalensis	Kingfisher
22	*Ardea cinera	Bagula
23	*Pavo cristatus	Peacock
24	Francolinus pondicarinus	Titar
25	Coturnix coturnix	Ghapas Bater
26	Turnix sylavtica	Chota Bater
27	Pycnonotus cafer	Bulbul
28	Bubulcus ibis	Cattle Egret

Table 4-23	3 Fauna	of Ra	iasthan	State
	, i auna	UT INA	jastnan	olaic

Source: Field survey in 2007

Nilgai (*Boselaphus tragocamelus*) seen in herds near Agricultural areas is very common in the State. In some localities like the ravenous land and in the open forest areas Hyaena and Wolves are found.

Some of the common fish s species found in the rivers and surface water bodies of the districts are Rohu (*Labeo rohita*), Catla/Bhakur (*Catla catla*), Kalbas/Karuch/Karoch/Kalbasu (*Labeo clabasu*), etc. The detailed list of other species of fish in Sikar is given in Table 4-24.

S.No.	Scientific Name	Local Name
1	Labeo calbasu	Kalabasu
2	Catla catla	Catla
3	Amphinous cuchia	Kuchia
4	Chela atpar	Chelba
5	Angula vegalensis	Bam
6	Calerias mangur	Mangur
7	Mastocembelus arunatus	Tangra
8	M. seenghala	Dariai Tegan
9	Cirrhinus mrigala	Nain
10	Claxrias batrachus	Mangur
11	Heteropnesules fossila	Singhi
12	Puntius chola	Sigri
13	Wallago attu	Padahin
14	Clupisoma garua	Bakeri

Table 4-	24 Fish	Species	Found	in Sikar	District
	27 11311	opecies	i ounu		District

Source: Field Survey 2007

4.9.3 National Parks and Wildlife Sanctuaries

$\mathbf{T}_{\mathbf{A}}$	Table 4-25	Wild Life and	National F	Park in R	aiasthan
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Name of State/UT/National Park (NP) Wildlife Sanctuary (WLS)	Years of Establishment	Area (km ²)	District(s) Location	Distance from DFC Alignment (km)	Location
Sariska NP	1992	273.80	Alwar	77.0	27°20'2.4-"N ,76°25'58.8"E
Jawahar Ramgarh WLS	1982	300.00	Jaipur	80	27°3'52.2-"N, 76°25'58.8"E
Mount Abu WLS	1960	288.84	Sirohi	13.0	24°33'0-"N,72°38'00"E 24°43'00-"N,72°53'00"E
Nhargarh WLS	1980	50.00	Jaipur	53.3	26°57'25.2-"N,75°50'40.2"E
Sariska WLS	1955	492.00	Alwar	77.0	27°20'2.4-"N,76°25'58.8"E
Tadgarh Raoli WLS	1983	495.27	Ajmer, Rajsamand, Pali	13.1	25°49'40.8-"N,73°53'31.2"E

4.10 BASELINE SOCIO-ECONOMIC STATUS

4.10.1 General

The state of Rajasthan has an area of $342,239 \text{ km}^2$ and a population of 56,507,188. There are 32 districts, 213 Tehsils, 237 blocks and 41,354 villages.

The project corridor includes seven districts. The study was undertaken with respect to demography, occupational pattern, land holding, literacy rate and other important socioeconomic indicators of each District to decipher the socio-economic structure of the entire project area. This chapter elaborates the socio-economic profile of the Rajasthan State, and the entire project affected region comprising of 7 districts

(1) Approach Adopted

Secondary Data: Socio-economic profile has been compiled from latest census data (Primary Census Abstract, 2001). Seven districts have been taken into account in this chapter for

detailed socio-economic analysis and tehsil has been taken as the minimum administrative unit. Socio-economic profile of project affected region and Rajasthan state has also been compiled to develop a comparative account.

(2) Administrative Set-up

The details of district, tehsil and villages falling in the corridor are mentioned below in Table 4-26.

Sl. No.	District Name	Name of Sub-district (Tehsil)	No. of Villages	Section
1	Alwar	Behror	1	Parallel
2	Silver	Sri Madhopur	12	7 village in detour and 5 villagesin parallel section
	SIKal	Khandela	5	Parallel section
		Neem Ka Thana	21	Parallel section
3		Dudu	16	7 villages in detour and 9 villages in parallel
	Jaipur	Phulera	21	2 villages in detour and 19 in parallel
		Chomu	4	parallel
4	Nagaur	Nawa	2	parallel
5	Ajmer	Beawar	6	parallel
		Masuda	3	parallel
		Peasanganj	10	parallel
		Kishangarh	10	6 villages in detour and 4 villages in parallel
		Ajmer	11	parallel
6	Pali	Raipur	17	parallel
		Marwar	16	parallel
		Sojat	7	parallel
		Bali	11	parallel
		Sumerpur	3	parallel
		Desuri	6	parallel
7	Sirohi	Abu Road	14	parallel
		Pindwara	17	parallel
Total num	ber of affected villa	ages		213

 Table 4-26 List of Villages Falling in Project Corridor in Sikar District

Source: Primary Survey data

4.10.2 Demographic Features

The State has population of 56,507,188 with a density of 165/km². (as against the national average of 324). The decadal growth rate of the state is 28.41 (against 21.5% for the country) and the population of the state continues to grow at a much faster rate than the national rate. The Total Fertility Rate of the State is 3.7. The Infant Mortality Rate is 68, and Maternal Mortality Ratio is 445 (SRS 2001 - 03), which are higher than the national average. The Sex Ratio in the State is 921 (as compared to 933 for the country). Comparative figures of major health and demographic indicators are as shown in Table 4-27.

S. No.	Item	Rajasthan	India
1	Total population (Census 2001) (in million)	5,65,07,188	1,028.6 (million)
2	Decadal Growth (Census 2001) (%)	28.4	21.5
3	Crude Birth Rate (SRS 2005)	28.6	23.8
4	Crude Death Rate (SRS 2005)	7.0	7.6
5	Total Fertility Rate (SRS 2004)	3.7	2.9
6	Infant Mortality Rate (SRS 2005)	68	58
7	Maternal Mortality Ratio (SRS 2001 - 2003)	445	301
8	Sex Ratio (Census 2001)	921	933
9	Population Density (Census 2001)	165	324

Table 4-27	Demographic	Profile of Raja	asthan State as	s Compared to	India Figures
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Source: Primary Survey data

It is necessary to make a comparative account between state, district and project affected region to get a clear idea about present status of concerned area. From developmental point of view, it is necessary to assess these things as minutely as possible to minimize the adverse impact on people. The demographic profile is shown in Tables 4-28 to 4-34.

Table 4-28 Demographic Profile of Alwar District and Behror Tehsilas Compared to Regional and State

Area	Number of household	Total population	Populati on Density	Male Population	%of male Populatio n	Female Population	% of female Populatio n	Sex Ratio		
		AFFE	CTED TEHS	IL OF ALWAR D	ISTRICT					
Behror	49,455	305,688	-	159,502	52.17	146,186	47.83	917		
	DISTRICT									
Alwar	461,973	2,992,592	357	1,586,752	53.06	1,405,840	46.94	896		
Project Affected Region	2,907,855	1,8160,389	255	9,439,400	51.97	8,720,137	49.3	933		
				STATE						
Rajasthan	9,317,675	56,507,188	165	29,420,011	52.06	27,087,177	47.06	921		

Source: Primary Census Abstract 2001

Table 4-29 Demographic Profile of Sikar District and Sikar Tehsilas compared to Regional and State Figures

Area	Number of household	Total population	Population Density	Male Population	%of male Population	Female Population	% of female Population	Sex Ratio
Affected Tehsil Of S	ikar District							
Sri Madhopur	5,592	41,119	-	20,961	50.97	20,158	49.02	949
Khandela	1,772	12,750	-	6,486	50.87	6,264	49.12	-
Neem Ka Thana	8,606	61,163	-	31,454	51.26	29,709	48.73	920
DISTRICT								
Sikar	333,000	2,287,788	296	1,172,753	51.26	1,115,035	48.73	951
Project Affected Region	2,907,855	18,160,389	291	9,439,400	51.97	8720137	49.3	933
STATE								
Rajasthan	9,317,675	56,507,188	165	29,420,011	52.06	27,087,177	47.06	921
C D' C	A1 · · ·	2001				-		

Source: Primary Census Abstract 2001

Table 4-30Demographic Profile of Jaipur District and Jaipur Tehsil
as Compared to Regional and State Figures

Area	Number of household	Total population	Population Density	Male Population	% of male Population	Female Population	% of female Population	Sex Ratio
AFFECTED	TEHSIL OF F	REWARI DISTI	RICT					
Dudu	25,928	174,672	-	90,554	51.17	84,118	49.83	-
Phulera	55,148	389,372	-	201,852	51.84	187,520	49.16	-
Chomu	42,756	326,488	-	170,339	51.84	156,149	49.16	-
DISTRICT								
Jaipur	815,766	5,251,071	471	2,768,203	52.71	2,482,868	47.28	897
Project Affected Region	2,907,855	18,160,389	-	9,439,400	51.97	8,720,137	49.03	933
STATE								
Rajasthan	9,317,675	56,507,188	165	29,420,011	52.06	27,087,177	47.06	921
C D.	<u> </u>	2001						

Source: Primary Census Abstract 2001

Table 4-31Demographic Profile of Nagaur District and Nawa Tehsilas Compared to Regional and State Figures

Area	Number of household	Total population	Population Density	Male Population	% of male Population	Female Population	% of female Population	Sex Ratio
AFFECTED	TEHSIL OF A	LWAR DISTR	ICT					
Nawa	-	336,963	-	174,530	51.8	162,433	48.2	931
DISTRICT								
Nagaur	421,118	277,505,8	-	1,424,967	51.3	1,350,091	48.7	947
Project Affected Region	2,907,855	18,160,389	255	9,439,400	52.0	8,720,137	49.3	933
STATE								
Rajasthan	9,317,675	56,507,188	165	29,420,011	52.1	27,087,177	47.1	921

Source: Primary Census Abstract 2001

Table 4-32 Demographic Profile of Ajmer District and Ajmer Tehsilas Compared to Regional and State Figures

Area	Number of household	Total population	Population Density	Male Population	% of male Population	Female Population	% of female Population	Sex Ratio
AFFECTEI	O TEHSIL OF	PALI DISTR	ICT					
Kishangarh	54,659	334,984	-	173,796	51.9	161,188	49.2	927
Ajmer	120,659	689,976	-	360,716	52.3	329,260	47.6	913
Peasanganj	19,067	108,890	-	55,834	51.3	53,056	49.6	950
Beawar	50,422	283,882	-	145,206	51.2	138,676	49.9	955
Masuda	33,782	187,295	-	96,125	51.3	91,170	49.7	948
DISTRICT								
Ajmer	376,731	2,181,670	257	1,129,920	51.8	1,051,750	49.2	931
Project Affected Region	2,907,855	18,160,389	255	9,439,400	52.0	8,720,137	49.3	933
STATE								
Rajasthan	9,317,675	56,507,188	165	29,420,011	52.1	27,087,177	47.	921
Source: Prim	ary Census Al	ostract 2001						

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Area	Number of household	Total population	Populati on Density	Male Population	%of male Populati on	Female Population	% of female Populati on	Sex Ratio
AFFECTED T	EHSIL OF PALI	DISTRICT						
Raipur	101,289	546,012	-	275,049	50.37	270,963	49.63	985
Sojat	126,271	667,911	-	336,770	50.42	331,141	49.48	988
Marwar	114,559	586,479	-	292,543	49.48	293,936	50.52	1,000
Bali	133,391	708,306	-	354,939	50.11	353,367	49.89	977
Sumerpur	112,692	603,161	-	305,747	49.79	297,414	50.21	999
Desuri	133,170	683,971	-	336,503	49.19	347,468	50.81	981
DISTRICT-								
Pali	159,307	1,820,251	146	918,856	50.47	901,395	49.43	981
Project Affected Region	2,907,855	18,160,389	255	9,439,400	51.97	8,720,137	49.3	933
STATE								
Rajasthan	9,317,675	56,507,188	165	29,420,011	52.06	27,087,177	47.06	921

Table 4-33 Demographic Profile of Pali District and Pali Tehsilsas Compared to Regional and State Figures

Source: Primary Census Abstract 2001

Table 4-34Demographic Profile of Sirohi District and Sirohi Tehsil
as Compared to Regional and State Figures

Area	Number of household	Total population	Population Density	Male Population	%of male Population	Female Population	% of female Population	Sex Ratio
AFFECTED TI	EHSIL OF SIROH	II DISTRICT						
Abu Road	360,422	1,934,560	-	1,027,081	53.09	907,479	46.90	894
Pindwara	179,677	964,296	-	511,972	53.09	452,324	46.90	948
DISTRICT								
Sirohi	159,307	851,107	165	437,949	51.45	413,158	49.55	943
Project Affected Region	2,907,855	18,160,389	-	9,439,400	51.97	8,720,137	49.3	933
STATE								
Rajasthan	9,317,675	56,507,188	165	29,420,011	52.06	27,087,177	47.06	921

Source: Primary Census Abstract 2001

4.10.3 Social Stratification

To identify the vulnerable groups sequentially, it is important to identify the social groups.

Table 4-35 Comparison of the Social Profile - Alwar

Area	SC Population nos.	SC Populatio n %	ST Population nos.	ST Population %	Below Poverty Line Population	Below-Poverty Line Pollution %		
	AI	FFECTED TE	HSIL OF AJME	ER DISTRICT				
Behror	47,834	15.64	4,335	1.41	-	-		
		DIS	TRICT ALWA	R				
	539,036	18.0	239,905	8.0	-	-		
		PROJECT	AFFECTED R	EGION				
Includes 7 districts	6148794	17.4	719409	6.26	-	-		
STATE								
Rajasthan	9,694,462	17.2	7,097,706	126	-	26.00		

Source: Census Data, 2001

As far distribution of caste is concerned schedule caste population is 18% within Alwar District, in project affected region the percentage of the schedule caste population is 17.4

whereas state figure is 17.2%. Schedule tribe population is 8%, within Alwar District, in project affected region 6.3 and in entire Rajasthan 12.6

Area	SC Population nos.	SC Population %	ST Population nos.	ST Population %	Below Poverty Line Population	Below-Poverty Line Pollution %
AFFECTED TEHSIL OF	SIKAR DISTRI	СТ				
Sri Madhopur	4,136	10.1	1,842	4.5	-	-
Khandela	2,198	5.3	232	0.6	-	-
Neem Ka Thana	6,453	15.7	5,037	12.2	-	-
DISTRICT						
Sikar	339,824	14.9	62,512	2.7	-	-
PROJECT AFFECTED R	EGION					
Includes 7 districts	6,148,794	17.4	719,409	6.3	-	-
STATE						
Rajasthan	9,694,462	17.2	7,097,706	12.6	-	26.0

 Table 4-36 Comparison of the Social Profile - Sikar

Source: Census Data, 2001

As far distribution of caste is concerned schedule caste population is 14.9% in Sikar District as against 17.2% in the state and 17.4% in the project-affected region Table 4-36 Schedule tribe population is 2.7% in Sikar District as against 6.3% in the project-affected region and 12.6% in the state.

 Table 4-37 Comparison of the Social Profile - Jaipur

Area	SC Population nos.	SC Populati on %	ST Populatio n nos.	ST Populatio n %	Below Poverty Line Population	Below-Poverty Line Pollution %
AFFECTED TEHSIL C	OF REWARI D	ISTRICT				
Dudu	33,611	19.2	5,856	3.4	-	-
Chomu	37,410	11.5	16,015	4.9	-	-
Phulera	71,684	18.4	12,568	3.2	-	-
DISTRICT						
Jaipur	777,574	14.8	412,864	7.9	-	-
PROJECT AFFECTED	REGION					
Includes Seven districts	6,148,794	17.4	719,409	6.3	-	-
STATE						
Rajasthan	9,694,462	17.2	7,097,706	12.6	-	26.0

Source: Census Data, 2001

As far distribution of caste is concerned, schedule caste population is 14.8% in Jaipur District as against 17.2% in the state. In the project affected region, the schedule caste population is 17.4%, schedule tribe population is 7.9% and 6.3% in Jaipur District and the project affected region (Table 4-37).

Area	SC Population nos.	SC Population %	ST Population nos.	ST Population %	Below Poverty Line Population	Below-Poverty Line Pollution %
AFFECTED TEHSIL OF	AJMER DIST	RICT				
Nawa	64,891	19.3	3,899	1.2	-	-
DISTRICT Nagaur						
	545,229	19.6	6,497	0.2		-
PROJECT AFFECTED R	EGION					
Includes 7 districts	6,148,794	17.4	719,409	6.26	-	-
STATE						
Rajasthan	9,694,462	17.2	7,097,706	12.6	_	26.0

Table 4-38	Comparison	of the Social	Profile - Nagau
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Source: Census Data, 2001

As far distribution of caste is concerned schedule caste population is 19.6% within Nagaur District, in project affected region the percentage of the schedule caste population is 17.4% whereas state figure is 17.2%. Schedule tribe population is 0.2%, within Nagaur District, in project-affected region 6.7% and 12.6% in Rajasthan.

Area	SC Population nos.	SC Population %	ST Population nos.	ST Population %	Below Poverty Line Population	Below-Poverty Line Pollution %
AFFECTED TEHS	IL OF AJMER	DISTRICT				
Kishangarh	62,133	18.5	3,981	1.2	-	-
Ajmer	135,209	19.6	9,896	1.4	-	-
Peasanganj	16,973	15.6	1,152	1.1	-	-
Beawar	39,855	14.0	1,345	0.5	-	-
Masuda	21,897	12.9	5,841	3.1	-	-
DISTRICT AJMER	{ -					
	386,298	17.7	52,634	2.4	-	-
PROJECT AFFEC	TED REGION					
Includes	6,148,794	17.4	719,409	6.3	-	-
7 districts						
STATE						
Rajasthan	9,694,462	17.2	7,097,706	12.6	-	26.0

 Table 4-39 Comparison of the Social Profile - Ajmer

Source: Census Data, 2001

The schedule caste population is 17.7% in Ajmer District as against 17.2% in the state and 17.4% in the project-affected region (Table 4-39). Schedule tribe population is 2.4% in Ajmer District, 6.3% in project-affected region and 12.6% in Rajasthan.
Area	SC Population nos.	SC Populatio n %	ST Population nos.	ST Population %	Below Poverty Line Population	Below-Poverty Line Pollution %	
AFFECTED TEHSIL OF PALI DISTRICT							
Raipur	76,455	14.0	843	0.2	-	-	
Sojat	125,720	18.8	945	0.1	-	-	
Marwar	11,2957	19.3	16,124	2.7	-	-	
Bali	119,739	16.9	152,607	21.5	-	-	
Sumerpur	102,626	17.0	69,425	4.8	-	-	
Desuri	134,033	19.6	33,336	4.9	-	-	
DISTRICT							
Pali	323,452	17.8	105,814	5.8	-	-	
PROJECT AFFECTED RE	GION						
Includes 7 districts	6,148,794	17.4	719,409	6.3	-	-	
STATE							
Rajasthan	9,694,462	17.2	7,097,706	12.6	-	26.0	
Source: Census Data 2001							

Table 4-40	Comparison	of the Social	Profile - Pali

urce: Census Data, 2001

As far distribution of caste is concerned schedule caste population is 17.8% in Pali District as against 17.2% in the state (Table 4-40). In project affected region the percentage of the schedule caste population is 17.4. Schedule tribe population is 5.8%, in Pali District, as against 12.6% in Rajasthan and 6.3% in project-affected region.

Area	SC Population nos.	SC Population %	ST Population nos.	ST Population %	Below Poverty Line Population	Below-Poverty Line Pollution %
AFFECTED TEHSIL	OF SIROHI D	ISTRICT				
Abu Road	286,143	33.6	718,830	84.5	-	-
Pindwara	142,907	16.8	357,561	42.0	-	-
DISTRICT						
Sirohi	162,984	19.1	210,763	24.8	-	-
PROJECT AFFECTE	D REGION					
Includes 7 districts	6,148,794	17.4	719,409	6.3	-	-
STATE						
Rajasthan	9,694,462	17.2	7,097,706	12.6	-	26.00

Table 4-41 Comparison of the Social Profile - Sirohi

Source: Census Data, 2001

As far distribution of caste is concerned, schedule caste population is 19.1% in Sirohi District as against 17.2% in the state (Table 4-41). In the project-affected region, it is 17.4%. Schedule tribe population is 24.8%, in Sirohi District as against 12.6% in the state and 6.3% in projectaffected region.

4.10.4 Occupational Pattern

Occupational pattern of the concerned districts and Rajasthan are recorded to assess skills of people. Occupational pattern also helps in identifying dominating economic activity in the area.

Area	Cultivator	Agricultural Labour	Worker in household / industries	Others
Rajasthan	13,140,066(55.3%)	2,523,719(10.6%)	677,991(2.9%)	7,424,879(31.2%)
Alwar District	905,207(62.1%)	128,442(8.8%)	31,024(2.1%)	394,013(27.0%)
Sikar District	534,423(60.2)	51,631(5.8)	27,355(3.9)	274,506(30.9)
Jaipur District	679,775(36.5%)	83,720(4.5%)	82,101(4.4%)	1,018,459(54.6%)
Nagaur District	697,175(61.7)	119,073(10.5)	32618(2.9)	280,648(24.8)
Ajmer District	323,315(37.7%)	86,144(10.1%)	33,627(3.9%)	413,723(48.3%)
Pali District	266,802(36.8%)	145,277(20.0%)	31,056(4.3%)	281,748(38.9%)
Sirohi District	111.793 (32.5%)	62.104 (18.1%)	6.144 (3.0%)	159,849 (46,4%)

Note: All figures indicate % with reference to total workers Source: Primary Census Abstract 2001

The above table indicates that majority of people in rural sector are cultivators & agricultural labours which indicates dominant agricultural economy. A small section of people are engaged as workers in household industries. But in urban sector the existing scenario is completely reversed there most of the people are engaged in non-agricultural activity especially in industrial sector. Though the corridor is mostly passing through villages, major thrust should be on rural sector. In Alwar 70.9% of total worker engaged in agriculture sector and 29.1% of total worker engaged in non- agriculture sector. In Sikar District, 66% of total workers are engaged in agriculture sector and 34% in non- agriculture sector. In Jaipur District 45.4% of total worker engaged in agriculture sector and 54.6% of total worker engaged in non-agriculture sector and 27.7% of total worker engaged in non- agriculture sector. In Ajmer, 47.80 % of total worker are engaged in agriculture sector and 52.2% in non- agriculture sector. In Pali 56.8% of total worker sector. In Sirohi, 50.6% of total worker engaged in agriculture sector and 43.2% of total worker engaged in non-agriculture sector. In Sirohi, 50.6% of total worker engaged in agriculture sector.

Per capita income: Per capita income reflects overall economic condition of the region or of the state. The average per capita income in rural area of Alwar District is Rs.27,516 whereas the per capita income in urban area is Rs.56,962 which is higher. However the average per capita income in rural sectors of the project-affected region is Rs.28,418 It is very much clear that the average per capita income in rural sector is almost half of urban sector which reflects that rural economy is still very much poor than urban economy and there is hardly any considerable difference between Alwar District figure and figure of project affected region.

The average per capita income in rural area of Sikar District is Rs.28,295 whereas, in urban area, it is Rs.30,468. However, the average per capita income in rural sectors of the project-affected region is Rs.28,418, which is almost half of urban sector (48,287).

The average per capita income in rural area of Jaipur District is Rs.26,170 whereas in urban area, it is Rs.60,282. However, the average per capita income in rural sector of the project-affected region is Rs.28, 418. The average per capita income in rural sector is almost half of urban sector and trend is the same in both in Jaipur District and the project affected region.

The average per capita income in rural area of Nagaur District is Rs.26,754whereas the per capita income in urban area is Rs.34,178 which is higher. However the average per capita income in rural sectors of the project-affected region is Rs.28,418 It is very much clear that the average per capita income in rural sector is almost half of urban sector which reflects that rural economy is still very much poor than urban economy and there is hardly any considerable difference between Nagaur District figure and figure of project affected region.

The average per capita income in rural area of Ajmer District is Rs.33,776 whereas, in urban area, it is Rs.44,644. However, the average per capita income in rural sectors of the project-affected region is Rs.28,418 which is almost half of urban sector.

The average per capita income in rural area of Pali District is Rs.32,680 whereas the per capita income in urban area is Rs.60,827 which is much higher. However the average per capita income in rural sectors of the project-affected region is Rs.28,418 It is very much clear that the average per capita income in rural sector is almost half of urban sector which reflects that rural economy is still very much poor than urban economy and there is hardly any considerable difference between Pali District figure and figure of project affected region.

The average per capita income in rural area of Sirohi District is Rs.23,738 whereas in urban area, it is Rs.50,299. However, the average per capita income in rural sectors of the project-affected region is Rs.28,418. The average per capita income in rural sector is almost half of urban sector which indicates that rural economy is still very poor than urban economy and there is no considerable difference between figures of Sirohi District and of the project affected region.

4.10.5 Land Holding

Land holding size indicates economic condition of a farmer and his contribution to the economy. The average size of holdings is continually declining in the State. Among the major states, the highest percentage of households possessing cultivated land was in Rajasthan (78.2%). As per latest available information, 43.1% holdings are of less than 1 ha and are marginal farmers. The average size of 90% of small and marginal farmers is about 0.42 ha. 19.6% holdings are range from 1 to 2 ha and are small farmers. 19.0% farmers e have land holding of 2 to 4 ha, 11.9% farmers, land holding of 4 to 10 ha and only 2.3% farmers, land holding of more than 10 ha. Graphical representation of land holding of Rajasthan is shown in Figure 4-15. Table 4-43 shows comparative holding size in Rajasthan during 1985-86 and 1995-96. It is gradually decreasing which has direct bearing on land use, occupational pattern and economy.



Source: Census Report



S.	Sing of Holdings (in ho)	%		
No	Size of Holdings (in ha)	1985-86	1995-96	
1.	Less than 1 ha (marginal)	37.3	43.14	
2.	1.0 to 2.0 ha (Small)	19.58	19.58	
3.	2.0 to 4.0 ha	20.6	19.0	
4.	4.0 to 10.0 ha	17.7	11.94	
5.	10.0 ha and more	4.5	2.32	

4.10.6 Other Key Socio-Economic Indicators

(1) Literacy Rate

Literacy level is quantifiable indicator to assess the development status of any area or region. It is 61.7 % within Alwar District; this rate same to 61.8% for project-affected region and again deceases up to 60.4% when entire state is taken into account. It is 70.5% in Sikar District, 69.9% in Jaipur District, 57.3% within Nagaur District, 64.6 % in Ajmer District, 54.5% in Pali District and 53.9% in Sirohi District as compared to 60.4% in the state and 61.8% in the project affected region.

Figures 4-16 to 4-22 compares the literacy rate in each district, project affected area and Rajasthan state.



Source: Census Report 2001

Figure 4-16 Comparison between State, Region and District Figures showing Literacy Rate (Alwar)



Figure 4-17 Comparison between State, Region & District Figures showing Literacy Rate (Sikar)



Figure 4-18 Comparison Between State, Region & District Figures Showing Literacy Rate (Jaipur)







Figure 4-20 Comparison between State, Region & District figures showing Literacy Rate (Ajmer)



Figure 4-21 Comparison between State, Region & District figures showing Literacy Rate (Pali)





Percentage of working population is another important socio-economic indicator to assess overall economic condition of a region. Generally greater working population represents stronger economy. It is clear from Source: Census Report 2001 that non-working people consist of the majority of the population at state, region and district level. State and regional figures reveal that 42.1% of the total population work at various sector in the society whereas it is 39.3 % in Alwar District, 31.5% in Sikar District, 35.5% in Jaipur District, 40.7% in Nagaur District, 39.3% in Ajmer District, 39.8% in Pali District and 40.4% in Sirohi District.



Source: Census Report 2001

Figure 4-23 Comparison between State, Region and District Figures Showing Working Populations (Alwar)



Source: Census Report 2001





Figure 4-25 Comparison Between State, Region and District Figures Showing Working Populations (Jaipur)





Figure 4- 26 Comparison between State, Region and District Figures Showing Working Populations (Nagaur)



Source: Census Report 2001

Figure 4-27 Comparison between State, Region and District Figures Showing Working Populations (Ajmer)



Source: Census Report 2001

Figure 4-28 Comparison between State, Region and District Figures Showing Working Populations (Pali)



Figure 4-29 Comparison between State, Region and District Figures Showing Working Populations (Sirohi)

(2) Agriculture & Irrigation

Agriculture and irrigation also reflects on the economic condition of a region. Rural economy is mainly based on agriculture. Agriculture with irrigation facility results higher crop production lead in to better economic condition. In Rajasthan, 70.8% of the agricultural land is irrigated by wells and the rest 27.6% by canals as shown in Figure 4.30.



Source: Census Report 2001



(3) 3) Rural Electrification

Electrification of rural sector is another major indicator of economic growth and quality of life. Electricity plays a vital role behind complete development of a village or a community. In the project-affected region, 72.2% households have electricity connection as against 73.1% in Alwar District, 72.4% in Sikar District, 82.5% in Jaipur District, 76.6% in Ajmer District, 59.5% in Nagaur District, 73.7% in Pali District and 67.4% in Sirohi District.

Figures 4-31 to 4-37 shows present status of electricity use in the project-affected region and concerned districts of Rajasthan.



Source: Market Skyline

Figure 4-31 Penetration of Electricity, TV & Phone in households: 2006 (%) (Alwar)



Source: Market Skyline

Figure 4-32 Penetration of Electricity, TV & Phone in households: 2006 (%) (Sikar)







Source: Market Skyline

Figure 4-34 Penetration of Electricity, TV & Phone in Households: 2006 (%) (Nagaur)



Source: Market Skyline

Figure 4-35 Penetration of Electricity, TV & Phone in Households: 2006 (%) (AJMER)



Source: Market Skyline

Figure 4-36 Penetration of Electricity, TV & Phone in Households: 2006 (%) (Pali)



Source: Market Skyline

Figure 4-37 Penetration of Electricity, TV & Phone in Households: 2006 (%) (Sirohi)

(4) **Type of House Structure**

Type of house structure also reflects on the economic condition of an area. Permanent house structures represent relatively better socio-economic condition than semi-permanent or temporary house structures.

In Alwar District 380,555 (82.5%) of the house structures are permanent, 23,993 (5.2%) are semi-permanent and 56,722 (12.3%) house structures are temporary. Whereas in Project affected region 80% house structures are permanent, 10% are semi-permanent and 10% are temporary. Comparison between Alwar District and regional features reveals that Alwar District posses better condition than regional status as far type of house structures is concerned.



Source: Source: Census Report 2001

Figure 4-38 Classification of Houses by Type of Construction (2001) (Alwar)

In Sikar District, 87.9% house structures are permanent, 6% are semi-permanent and only 14% temporary (Figure 4-39). In the Project affected region, 80% house structures are permanent, 10% semi-permanent and 10% temporary.



Source: Census Report 2001

Figure 4-39 Classification of Houses by Type of Construction (2001) (Sikar)

In Jaipur District, 83.2% house structures are permanent, 5.8% semi-permanent and 11.0% structures are temporary (Figure 4-40). Whereas in the project affected region, 80% house structures are permanent, 10% are semi-permanent and 10% are temporary.



Source-Census-2001

Figure 4-40 Classification of Houses by Type of Construction (2001) (Jaipur)

In Nagaur District 360,898 (83.7%) of the house structures are permanent, 22,082 (5.7%) are semi-permanent and 47,187 (11.0%) house structures are temporary. Whereas in Project affected region 80% house structures are permanent, 10% are semi-permanent and 10% are temporary. Comparison between Alwar District and regional features reveals that Nagaur District posses better condition than regional status as far type of house structures is concerned.



Source: Census Report 2001

Figure 4-41 Classification of Houses by Type Of Construction (2001) (Nagaur)

In Ajmer District, 80.8% house structures are permanent, 8.5% e semi-permanent and 10.6% house structures temporary (Figure 4-42). In Project affected region 60% house structures are permanent, 25% semi-permanent and 15% temporary.



Source: Census Report 2001

Figure 4-42 Classification of Houses by Type of Construction (2001) (Ajmer)

In Pali District 250,430 (70.8%) of the house structures are permanent, 83,788 (23.6%) are semi-permanent and only 19,707 (5.6%) house structures are temporary (Figure 4-43). Whereas in Project affected region 80% house structures are permanent, 10% are semi-permanent and 10% are temporary. Comparison between Pali District and regional features reveals that Pali District posses better condition than regional status as far type of house structures is concerned.



Source: Census Report 2001

Figure 4-43 Classification of Houses by Type of Construction (2001) (Pali)

In the Sirohi District, 59.1% house structures are permanent, 36.6% semi-permanent and only 4.2% temporary. In the project-affected region, 80% house structures are permanent, 10% semi-permanent and 10% temporary.



Source: Census Report 2001



(5) Awareness and use of family planning methods

As shown in Figure 4-45, it can be observed that every woman is aware about family planning methods. The figure reflects in Alwar 100% and in project affected region 99.6% of women population having idea about family planning methods. In Alwar 50.8% and in project-affected region 46.7% of women population have reported about current use of any family planning method. But as far family planning method in practice is concerned Alwar District holds better position than the project-affected region.



Source: Reproductive and Child Health

Figure 4-45 Awareness and Use of Family Planning Methods: 2003-04 (%) (Alwar)

About 100% women in Sikar and 99.6% in the project affected region have knowledge about family planning methods. 45.7% women in Sikar and 46.7% women in the project-affected region population have been reported to use current family planning methods (Figure 4-46).



Source: Reproductive and Child Health Report

Figure 4-46 Awareness and Use of Family Planning Methods: 2003-04 (%) (Sikar)

About 99.9% women in Jaipur and 99.6% in the project affected region have about family planning methods. In Jaipur, 62.4% and in project-affected region 46.7% women have been reported to use current family planning methods.



Source: RCH

Figure 4-47 Awareness And Use Of Family Planning Methods: 2003-04 (%) (Jaipur)

In Nagaur 99.8% and in project affected region 99.6% of women population having idea about family planning methods. In Nagaur 45.7% and in project-affected region 46.7% of women population have reported about current use of any family planning method. But as far family planning method in practice is concerned Nagaur District does not holds better position than the project-affected region (Figure 4-48).



Figure 4-48 Awareness And Use of Family Planning Methods: 2003-04 (%) (Nagaur)

In Ajmer 100% and in project affected region 99.6% women population have knowledge about family planning methods (Figure 4-49). In Ajmer 46% and in project-affected region and 46.7% of women population have been reported to use current family planning methods.



Source: Reproductive and Child Health Report

Figure 4-49 Awareness and Use of Family Planning Methods: 2003-04 (%) (Ajmer)

In Pali and the project affected region, 100% and in 99.6% of women respectively have knowledge about family planning methods. In Pali 42.8% and in project-affected region 46.7% of women population have reported to use current family planning method. But as far family planning method in practice is concerned Pali District does not holds better position than the project-affected region.





Figure 4-50 Awareness and Use of Family Planning Methods: 2003-04 (%) (Pali)

About 100% and 99.6% women have knowledge about family planning methods in Sirohi District and project affected region respectively. In Sirohi District, 33.7% and in project-affected region 46.7% of women population have reported to use current family planning method.



Source: Reproductive and Child Health

Figure 4-51 Awareness and Use of Family Planning Methods: 2003-04 (%) (Sirohi)

(6) Awareness among women about RTI/STI & HIV/AIDS

Awareness about respiratory/stomach infection or HIV/AIDS is necessary as there is potential risk of spreading of these during construction phase.

As shown in Figure 4-52, it can be observed that in Alwar District women have low awareness for RTI/STI & HIV/AIDS but for the entire project affected region point of view these two figures are little bit better. As far RTI/STI is concerned almost 52.4% population is aware in Project affected district On the other hand, approximately 36.4% of population is aware about HIV/AIDS in Project affected region(65.6% in Per, 29.1% in Alwar District)



Source: Reproductive and Child Health

Figure 4-52 Awareness among Women about RTI/STI & HIV/AIDS: 2003-04 (%) (Alwar)

In the Sikar District, women have less awareness about RTI/STI & HIV/AIDS as compared to the project affected region In the Project affected district, about 72.2% population is aware of RTI/STI district and approximately 40.9% of population is aware of HIV/AIDS (Figure 4-53)



Source: Reproductive and Child Health Report

Figure 4-53 Awareness among Women about RTI/STI & HIV/AIDS: 2003-04 (%) (Sikar)

In Jaipur District women have higher awareness for RTI/STI & HIV/AIDS as compared to project affected region. In the project affected district, 92.8% population is aware of RTI/STI and 48.5% about HIV/AIDS.



Source: RCH

Figure 4-54 Awareness Among Women About RTI/STI & HIV/Aids: 2003-04 (%) (Jaipur)

As shown in Figure 4-55, it can be observed that in Nagaur District women have low awareness for RTI/STI & HIV/AIDS but for the entire project affected region point of view these two figures are little bit better. As far RTI/STI is concerned almost 48.3% population is aware in project affected district. On the other hand, approximately 36.4% of population is aware about HIV/AIDS in Project affected region (52.4% in Par District, 30.3% in Nagaur District)



Source: Reproductive and Child Health

Figure 4-55 Awareness among Women about RTI/STI & HIV/AIDS: 2003-04 (%) (Nagaur)

In the Ajmer District, women have low awareness for RTI/STI & HIV/AIDS as compared to the project affected region (Figure 4-56) In Project affected Region, 71.0% population is aware of RTI/STI and approximately 36.4% of population about HIV/AIDS.



Source: Reproductive and Child Health Report

Figure 4-56 Awareness among Women about RTI/STI & HIV/AIDS: 2003-04 (%) (Ajmer)

As shown in Figure 4-57, it can be observed that in Pali District women have low awareness for RTI/STI & HIV/AIDS as compared to the project affected region. 52.4% population is aware of project-affected district and 36.4% of population in project affected region.



Source: Reproductive and Child Health

Figure 4-57 Awareness among Women about RTI/STI & HIV/AIDS: 2003-04 (%) (Pali)

Figure 4-58 can be observed that in the Sirohi District, women have lower awareness for RTI/STI & HIV/AIDS as compared to the project-affected region. 29.6% women are aware of RTI/STI while 36.35% women are aware of HIV/AIDS in the project affected region.



Source: Reproductive and Child Health

Figure 4-58 Awareness among Women about RTI/STI & HIV/AIDS: 2003-04 (%) (Sirohi)

4.10.7 Socio-Economic Features on Primary Data

Baseline socio-economic features of the DFC project demonstrate socio-economic characteristics of the Project Affected Persons (PAPs) and provide an insight on developing indicators for monitoring and evaluation of R&R measures and actions to be taken up.

Demographic and social characteristics of the project affected persons along DFC Corridor in Rajasthan and Jaipur District present demographic (age and gender composition, average family size, literacy level, marital status, religion, caste, etc.), economic, land holding size, household asset, type of structures, etc.

S. No	Indicator	Unit	District	Project affected region
1	Demographic Characteristics			
	Average Family	Average	6.0	6.0
	Literacy	%	61.7	59.1
	Sex Ratio		886	933
	Social Stratification (no.& % of PAFs)			
	SC	%	18.0	17.4
	ST	%	8.0	6.22
	Others	%	74.0	76.64
2	Economic			
	Annual Income (in Rs.)	Average	42,239	28,418
3	Ownership			
	Wheat	Average	6,45,632 tonnes	149,248 tonnes
	Rice	Average	-	-
	Maize	Average	24,329 tonnes	13,548 tonnes
	Own without title	No.	-	-
4	Assets			
	Livestock (Draught animal, milk animal, young			2.07
	stocks, sheep, goats, etc.) per family	Average	-	2.97
	Agricultural Implements (Tractor, Power Triller,			
	Thresher, Harvester, Genset Sprayer, pump sets,	Average	-	0.69
	electric pump etc.) per family	C		
	Household Items(T.V., Fridge, Mixer, Electric			
	Cooker, Geyser, Electric fan, OTG, Toaster,	Average)	-	2.16
	Microwave, Radio, etc.) per family			
	Other Assets (Scooter/Motorcycle, Jeep/Car,			0.72
	Truck, Bus, Bullock /Camel Cart etc.)		-	0.72
5	Occupation			
	Govt. Service	%	-	18.39
	Private service	%	-	3.53
	Business	%	-	16.07
	Wage employee	%	-	13.76
	Agriculture	%	-	21.98
	Daily wage labour	%	-	8.98
	Unemployed	%	-	4.26
	Others	%	-	1.81
6	House Type		-	-
	Single detached one storey(1)	%	-	83.26
	Single detached two storey(2)	%	-	10.96
	Single detached three storey or more(3)	%	-	0.83
	Apartment/Row house duplex(4)	%	-	0
	Shanties connected to each other	%	-	0
	Tents or tentative simple hut	Average	-	0.80

Table 4-44	Baseline	Socio-economic	Indicators	(Alwar)
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S. No	Indicator	Unit	District	Project affected region
1	Demographic Characteristics			Ŭ
	Average Family	Average	-	-
	Literacy	70.5 %	70.5%	-
	Sex		50.2%	-
	Social Stratification (no. & % of PAFs)		-	-
	SC		10.4%	-
	ST		5.4%	-
	Others	%	-	-
2	Economic		-	-
	Annual Income (in Rs.)	Average	28,295	28,148
	Family under debt	%		
	Family under debt (in Rs.)	Average	-	-
3	Ownership			
	Own with title	No.	_	-
	Total land holding	Average	_	_
	3 Major production	Trerage		
	Wheat	Average	266.720	149.248 tonne
	Rice	Average	-	-
	Maize	Average	-	13 548 tonne
	Own without title	No	_	-
4	Assets	110.		
	Livestock (Draught animal milk animal			
	voung stocks, sheep, goats, etc.) per family		3.6%	2.8%
	Agricultural Implements (Tractor, Power			
	Triller. Thresher. Harvester. Genset Spraver.		0.5%	0.7%
	pump sets, electric pump etc.) per family			,.
	Household Items (T.V., Fridge, Mixer, Electric			
	Cooker, Geyser, Electric fan, OTG, Toaster,		3.3%	2.2%
	Microwave, Radio, etc.) per family			
	Other Assets (Scooter/Motorcycle, Jeep/Car,		0.00/	0.70/
	Truck, Bus, Bullock /Camel Cart etc.)		0.8%	0.7%
5	Occupation			
	Govt. Service		18.0%	18.4%
	Private service		0.0%	3.5%
	Business		58.0%	16.1%
	Wage employee		6.0%	13.8%
	Agriculture		18.0%	22.0%
	Daily wage labour		0.0%	9.0%
	Unemployed		0.0%	4.3%
	Others		0.0%	1.8%
6	House Type			
	Single detached one storey(1)	100%	100%	83.2%
	Single detached two storey(2)	%	-	11.0%
	Single detached three storey or more(3)	%	-	-
	Apartment/Row house duplex(4)	%	-	-
	Shanties connected to each other	%	-	-
	Tents or tentative simple hut	Average	-	0.8%

Table 4-45	Baseline Socio-economi	c Indicators(Sikar)
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1 Demographic Characteristics - Average Family Average - Literacy % 69.9% Sex - 49.2%	- 61.8% - 17.4%
Average FamilyAverage-Literacy%69.9%Sex-49.2%	- 61.8% - 17.4%
Literacy % 69.9% Sex - 49.2%	61.8% - 17.4%
Sex - 49.2%	- 17.4%
	- 17.4%
Social Stratification (no.& % of PAFs)	17.4%
SC % 14.8%	-
ST % 7.9%	6.3%
Others % -	-
2 Economic	-
2,170 (2.20)	20,410
Annual Income (in Rs.) 43,226	28,418
Family under debt % -	-
Family under debt (in Rs.) Average -	-
3 Ownership	-
Own with title No	-
Total land holding Average -	-
3 Major production	-
Wheat Average 464,550 tonne 14	49.248 tonne
Rice Average	.,,
Maize Average 3.030 tonne 1	3.548 tonne
Own without title No	-
4 Assets	-
Livestock (Draught animal milk animal young	
stocks, sheep, goats, etc.) per family % 2.1%	2.8%
Agricultural Implements (Tractor, Power Triller,	
Thresher, Harvester, Genset Spraver, pump sets 1.6%	0.7%
electric pump etc.) per family	
Household Items(T.V., Fridge, Mixer, Electric	
Cooker, Geyser, Electric fan, OTG, Toaster, - 2.6%	2.2%
Microwave, Radio, etc.) per family	
Other Assets (Scooter/Motorcycle, Jeep/Car,	0.72
Truck, Bus, Bullock /Camel Cart etc.)	0.72
5 Occupation	-
Govt. Service - 36.4%	18.4%
Private service - 0.0%	3.5%
Business - 27.3%	16.1%
Wage employee - 18.2 %	13.8%
Agriculture - 9.1 %	22.0%
Daily wage labour % 0.0%	9.0%
Unemployed % 0.0%	4.3%
Others % 9.1 %	1.8%
6 House Type	-
Single detached one storey(1) % 50.0%	83.2%
Single detached two storey(2) % 25.0%	11.0%
Single detached three storey or more(3) % 4.0%	-
Apartment/Row house duplex(4) % -	-
Shanties connected to each other % -	-
Tents or tentative simple hut Average	0.8%

Table 4-40 Baseline Socio-economic indicators (Jaipur	Table 4-46	Baseline	Socio-economic	Indicators	(Jaipur)
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S. No	Indicator	Unit	District	Project affected region
1	Demographic Characteristics			
	Average Family	Average	6.0	6.0
	Literacy	%	57.3	59.1
	Sex Ratio		947	933
	Social Stratification (no. & % of PAFs)			
	SC	%	19.6	17.4
	ST	%	0.2	6.2
	Others	%	80.2	76.6
2	Economic			
	Annual Income (in Rs.)	Average	30,466	28,418(rural)
	Family under debt	%	-	-
	Family under debt (in Rs.)	Average	-	-
3	Ownership			
	Own with title	No.	-	-
	Total land holding	Average	-	-
	3 Major production			
	Wheat	Average	141,400	149,248
	Rice	Average	-	-
	Maize	Average	270	13,548
	Own without title	No.	-	-
4	Assets			
	Livestock (Draught animal, milk animal, young stocks,	A		2.0
	sheep, goats, etc.) per family	Average	-	5.0
	Agricultural Implements (Tractor, Power Triller,			
	Thresher, Harvester, Genset Sprayer, pump sets,	Average	-	0.7
	electric pump etc.) per family			
	Household Items(T.V., Fridge, Mixer, Electric Cooker,			
	Geyser, Electric fan, OTG, Toaster, Microwave, Radio,	Average	-	2.2
	etc.) per family			
	Other Assets (Scooter/Motorcycle, Jeep/Car, Truck,		-	0.7
	Bus, Bullock /Camel Cart etc.)			•
5	Occupation			
	Govt. Service	%	-	18.4
	Private service	%	-	3.5
	Business	%	-	16.1
	Wage employee	%	-	13.8
	Agriculture	%	-	22.0
	Daily wage labour	%	-	9.0
	Unemployed	%	-	4.3
<u> </u>	Uthers T	%	-	1.8
6	House Type	0.1	-	00.0
	Single detached one storey(1)	%	-	83.3
	Single detached two storey(2)	%	-	11.0
L	Single detached three storey or more(3)	%	-	0.8
L	Apartment/Row house duplex(4)	%	-	0.0
L	Shanties connected to each other	%	-	0.0
	Tents or tentative simple hut	Average	-	0.8

Table 4-47	Baseline Socio-e	conomic Indicators	(Nagaur)
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S. No	Indicator	Unit	District	Project affected region
1	Demographic Characteristics	-	-	-
	Average Family	Average	6.0	6.0
	Literacy	%	64.6	59.1
	Sex	-	50.2%	-
	Social Stratification (no. & % of PAFs)	-	-	-
	SC	%	17.7%	-
	ST	%	2.4%	-
	Others	%	-	-
2	Economic	-	-	-
	Annual Income (in Rs.)	Average	33,776	28,148
	Family under debt	%	-	-
	Family under debt (in Rs.)	Average	-	-
3	Ownership	-	-	-
	Own with title	No.	-	-
	Total land holding	Average	-	-
	3 Major production	-	-	-
	Wheat	Average	52,535 tonne	149,248 tonne
	Rice	Average		
	Maize	Average	24,329 tonne	13,548 tonne
	Own without title	No.	-	-
4	Assets	-	-	-
	Livestock (Draught animal, milk animal, young	Avanaga	2 960/	2.80/
	stocks, sheep, goats, etc.) per family	Average	5.80%	2.8%
	Agricultural Implements (Tractor, Power Triller,			
	Thresher, Harvester, Genset Sprayer, pump sets,	Average	0.41%	0.7%
	electric pump etc.) per family			
	Household Items(T.V., Fridge, Mixer, Electric			
	Cooker, Geyser, Electric fan, OTG, Toaster,	Average	1.9%	2.2%
	Microwave, Radio, etc.) per family			
	Other Assets (Scooter/Motorcycle, Jeep/Car,	-	1.1%	0.7%
	Truck, Bus, Bullock /Camel Cart etc.)			
5	Occupation	-	-	-
	Govt. Service	%	18.6%	18.4%
	Private service	%	4.7%	3.5%
ļ	Business	%	9.3%	16.1%
ļ	Wage employee	%	4.7%	13.8%
ļ	Agriculture	%	48.8%	22.0%
ļ	Daily wage labour	%	4.6%	9.0%
	Unemployed	%	9.3%	4.3%
	Others	%	-	1.8%
6	House Type		-	-
	Single detached one storey (1)	%	87.2%	83.2%
L	Single detached two storey (2)	%	12.8%	11.0%
L	Single detached three storey or more (3)	%	-	-
	Apartment/Row house duplex (4)	%	-	-
L	Shanties connected to each other	%	-	-
	Tents or tentative simple hut	Average	-	0.8%

Table 4-40 Daseline Socio-economic indicators (Ajmer	Table 4-48	Baseline	Socio-economic	Indicators	(Ajmer)
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S. No	Indicator	Unit	District	Project affected region
1	Demographic Characteristics			uneered region
	Average Family	Average		
	Literacy	%	54.4%	61.8%
	Sex		50.0%	-
	Social Stratification (no. & % of PAFs)			
	SC	%	17.8%	17.4%
	ST	%	5.8%	6.3%
	Others	%	-	-
2	Economic			
	Annual Income (in Rs.)	Average	32,680	28,148
	Family under debt	%	-	-
	Family under debt (in Rs.)	Average	-	-
3	Ownership	0		
	Own with title	No.	-	-
	Total land holding	Average	-	-
	3 Major production			
	Wheat	Average	43,650 tonne	149,248 tonne
	Rice	Average	-	-
	Maize	Average	22,350 tonne	13,548 tonnes
	Own without title	No.		
4	Assets			
	Livestock (Draught animal, milk animal, young	Avenega	40/	2 700/
	stocks, sheep, goats, etc.) per family	Average	470	2.19%
	Agricultural Implements (Tractor, Power Triller,			
	Thresher, Harvester, Genset Sprayer, pump sets,	Average	0%	0.69%
	electric pump etc.) per family			
	Household Items(T.V., Fridge, Mixer, Electric			
	Cooker, Geyser, Electric fan, OTG, Toaster,	Average)	1.1%	2.16%
	Microwave, Radio, etc.) per family			
	Other Assets (Scooter/Motorcycle, Jeep/Car,		0.44%	0.72%
	Iruck, Bus, Bullock /Camel Cart etc.)			
5	Occupation	0/	120/	10.200/
	Govt. Service	%	12%	18.39%
	Private service	%	0%	3.53%
	DUSHIESS Wage employee	<u>%</u>	24%	10.0/%
	A cricculture	<u>%</u>	4%	13./0%
	Agriculture	<u>%</u>	4%	21.98%
	Daily wage labour	<u>%</u>	40%	8.98%
	Otherm	%	12%	4.20%
6		%	-	1.81%
0	Finale detached one stores:(1)	0/	QQ0/	82.020/
	Single detached one storey(1)	^{%0}	00%	03.23%
	Single detached two storey(2)	%	8%	10.96%
	Single detached three storey or more(3)	%	-	-
	Apartment/Row house duplex(4)	%	-	-
	Shanties connected to each other	%	-	-
	Tents or tentative simple hut	Average	4%	0.8%

Table 4-49 Baseline Socio-economic Indicators (Pali)

S. No	Indicator	Unit	District	Project affected region
1	Demographic Characteristics			
	Average Family	Average	-	-
	Literacy	%	53.9%	61.755
-	Sex		50%	-
-	Social Stratification (no. & % of PAFs)			
-	SC	%	19.14%	17.4%
-	ST	%	24.76%	6.26%
	Others	%	-	-
2	Economic			
	Annual Income (in Rs.)	Average	23,738	28.418
	Family under debt	%	-	-
	Family under debt (in Rs.)	Average	-	-
3	Ownershin	Therage		
0	Own with title	No.	-	_
	Total land holding	Average	-	_
	3 Major production	Thorage		
	Wheat	Average	30.250 tonne	149 248 tonne
	Rice	Average	-	-
-	Maize	Average	12 690 tonne	13548 tonne
	Own without title	No	-	-
4		110.	_	
	Livestock (Draught animal milk animal young			
	stocks sheen goats etc.) per family	Average	0.4%	2.8%
-	Agricultural Implements (Tractor Power Triller			
	Thresher Harvester Genset Spraver nump sets	Average	1.0%	0.7%
	electric pump etc.) per family	Thorage	1.070	0.770
	Household Items(T.V., Fridge, Mixer, Electric			
	Cooker. Gevser. Electric fan. OTG. Toaster.	Average)	2.0%	2.2%
	Microwave, Radio, etc.) per family			
	Other Assets (Scooter/Motorcycle, Jeep/Car,		0.20/	0.70/
	Truck, Bus, Bullock /Camel Cart etc.)		0.3%	0.7%
5	Occupation			
	Govt. Service	%	7%	18.4%
	Private service	%	13%	3.5%
	Business	%	14%	16.1%
	Wage employee	%	36%	13.8%
	Agriculture	%	30%	22.0%
	Daily wage labour	%	-	9.0%
	Unemployed	%	-	4.3%
	Others	%	-	1.8%
6	House Type			
	Single detached one storey(1)	%	91%	83.2%
	Single detached two storey(2)	%	9%	11.0%
	Single detached three storey or more(3)	%	-	-
	Apartment/Row house duplex(4)	%	-	-
	Shanties connected to each other	%	-	-
	Tents or tentative simple hut	Average	-	0.8%

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CHAPTER 5 POTENTIAL ENVIRONMENTAL IMPACT EVALUATION AND MITIGATION MEASURES

5.1 INTRODUCTION

Potential environmental impact evaluation involves prediction of potential impacts by the development of the project on the surrounding area. Based on baseline environmental status described in part II and proposed project activities, potential impacts have been assessed, predicted and appropriate mitigation measures are suggested to avoid/reduce/compensate the potential adverse impacts and enhance the positive impacts. The impacts due to development of the proposed Dedicated Freight Corridor are assessed for planning, construction and implementation phases.

The following activities are likely to cause impact:

- Construction of Embankment
- Vegetation removal
- Settlements removal
- Utilities shifting
- Transportation of construction material
- Establishment of construction/ labour camp
- Borrow areas

5.2 IMPACT EVALUATION METHODOLOGY

The project is likely to have some potential impacts during planning, construction and operation phases. Appropriate mitigation measures are proposed to mitigate/reduce/eliminate the adverse impacts. Impact matrix is prepared depicting nature of impact by various activities on the environmental parameters.

Within the framework of DFC Project study, a simple method determining potential existence of impact has been employed. The magnitude and importance of the impacts caused by the project is presented. Matrix system is considered as a tool for organizing and presenting information on the environmental impacts caused to the natural and social environment by the DFC Project. Thus, the following parameter and scales are used for producing matrix impacts (Table 5-1).

For the assessment of impacts, the following criteria are used.

Parameter	Scale	Remarks	
	No impact	Е	Positive : + Negative : -
Significance	Negligible impact	D	Positive : + Negative : -
	Insignificant impact	С	Positive : + Negative : -
	Relatively significant impact	В	Positive : + Negative : -
	Significant impact	А	Positive : + Negative : -

Table 5-1 Parameter and Scale of Impact Matrix

5.3 EXPECTED IMPACTS AND MITIGATION MEASURES ON NATURAL ENVIRONMENT

Impacts on natural resources are provided with appropriate mitigation measures are described below.

5.3.1 Topography and Geology

(1) Planning Phase

During planning phase, no impact is envisaged on the topography and geology of the project area.

(2) Construction Phase

- During construction phase change in topography is envisaged due to clearing of land, felling trees, cutting and filling of land and construction of structures.
- Construction of railway embankment is also likely to change the view of the landscape.
- Filling and cutting of land will be required in detour stretch where it traverses through undulating topography.
- However, changes will be limited within ROW of the track hence overall impact will be insignificant.
- No impact is envisaged on geology due to the project.

Mitigation measures

- Plantation program may be carried out to improve the aesthetic look of the construction area.

(3) **Post-Construction Phase**

- No impact is envisaged on topography and geology in post-construction phase.

5.3.2 Soil

(1) Planning Phase

- No impact is envisaged on soil erosion during planning phase. Hence no mitigation measures are required.

(2) **Construction Phase**

- Clearing of land, cutting of trees, excavation of borrow areas are likely to trigger soil erosion. Movement of vehicle/machinery/equipments and working force is also likely to cause soil erosion.
- The detour section is likely to traverse through agricultural and forest land which will require clearing of the land.
- Soil of the agricultural area is fertile and consists of alluvial deposits; loss of fertile soil is likely to occur.
- Borrow areas will be required for the project. Most portion of the DFC is embankment and cutting. The volume of earthwork estimated for the DFC corridor for embankment is 26,363,000 m³, for blanket material 8,208,000 m³, for embankment & blanket 34,571,000 m³ and for cutting 773,000 m³. The borrow areas are likely to cause soil erosion and affect agricultural areas.
- Pits may be formed due borrowing which may cause harm to local residents in the vicinity.

Mitigation Measures

- Suitable protection measures consisting of bio-engineering techniques such as plantation of grasses and shrubs and check dams, may be provided to control erosion.
- Borrow areas may be finalized in concern with ecological sensitivity of the area. Agriculture land may not be used as borrow areas. Priority may be given to degraded area for excavation of borrows material. Rehabilitation of borrow area may be taken under the project.
- Construction work may be avoided during rainy season to evade erosion and spreading of loose material.
- Top soil removed from agricultural land may be stored separately in bunded areas and utilized during plantation or refilling of excavated area.
- Selection of borrow areas may be done considering the waste land available in the district. Agricultural areas may be not used as borrow areas.
- A separate borrow area management plan may be made providing location, ownership details, timing of borrowing and rehabilitation measures.

(3) **Post- Construction Phase**

- No impact is envisaged on soil during post implementation phase.

5.3.3 Ground water

(1) Planning Phase

- No impact is envisaged on ground water in planning phase.

(2) Construction Phase

- During construction phase pollution of groundwater is likely to occur due to seepage and runoff from construction site. However the impact will be negligible.
- Borrow areas may act as recharge ponds enhancing the ground water level

Mitigation Measures

- Formation of stagnant pools may not be allowed near construction sites especially near workshop from where oil and other pollutants may seep into water.

(3) **Post- Construction Phase**

- No impact is envisaged on soil during post implementation phase.

5.3.4 Hydrology (Rivers and Lakes)

(1) Planning Phase

- No impact is envisaged on hydrological cycle during planning phase

(2) Construction Phase

- As per the baseline status and project site condition as described in earlier section, project site and its vicinity is highly vulnerable to drainage and flood. The impact due to drainage and flood is critical both during construction and operation. The construction of DFC will have long term and regional impact on drainage and flood.

- Drainage and flood problems during construction due to stockpiling of materials, debris and construction of temporary approach road and yards would have impact of temporary nature
- Local drainage may be affected during construction phase due to formation of embankments. During the construction stage, the embankment should be designed in such a way that natural drainage pattern is not disturbed to avoid water logging in the low-lying area.
- Drainage pattern of the area may be studied in detail and suitable management plan may be prepared in the Detailed Design stage.

Mitigation Measures

- Provision of temporary drainage arrangement due to construction activities must be made by the contractor and suitable and strict clause incorporated in general conditions of the contract document for its effective implementation.
- Silt fencing may be provided near water bodies
- Proper drainage may be planned in the area to avoid water logging.

(3) **Implementation Phase**

- Local drainage is likely to be affected due to formation of Railway Embankment.

Mitigation Measures

- Cross drainage structures may be provided.

5.3.5 Flora

(1) Planning Phase

- No major impact is envisaged on flora in planning phase. Only trees along the railway corridor and trees in private land need to be felled for laying down the Dedicated Freight Corridor.
- The private land owners may be compensated for the loss of trees. Rates of trees as provided by the Forest Department are given in Table 5-3.

Species Name	Market Price (Rs per Ft ³)				
Species Name	3 Ft^3	4Ft ³	5Ft ³ and above		
Sagun (T.grandis)	1200	1350	1500		
Neem (A.indica)	300	315	350		
Desi Babool (Acacia Spp.)	300	305	350		
Seesam (D.sisoo)	300	345	650		
Khajri (P.cerrnis)	290	300	450		

 Table 5-2
 Market Rate of Trees

Bass (D.strictus)\Per Length	24 ft	22 ft	18 ft	15 ft	210 ft	25 ft (Green)	10 ft (Dry)	Strip
Rs.	50-52	40-45	35-40	15-20	13	10.50	12.50	10.75

Source: Forest Corporation, Alwar

- The land along the railway line comes under the jurisdiction of Railway Ministry. As per the Indian Forest Act -29 (Subsection 4.12) the forest land along the railway line falls under protected forest. The land along railway line is not transferred to Forest Department but Forest Clearance for cutting trees along railway line is required. Prior

permission need to be taken from the Forest Department.

District	Length of DFC passing	Species of Fauna Present
	through the District (km)	
Alwar	3.5	Acacia, A. indica, Eucalyptus and Prosopis
Sikar	86.0	Acacia, A. indica, Eucalyptus and Prosopis
Jaipur	28.0	Acacia, A. indica, Eucalyptus and Prosopis.
		Between Kori and Meli railway station open forest for
		a length of about 750 m will be affected. About 1210
		trees and 1.8 ha of forest would be affected.
Nagaur	7.0	Acacia, A. indica, Eucalyptus and Prosopis
Ajmer	101.0	Acacia, A. indica, Eucalyptus and Prosopis.
		Near Kishangarh, open forest for a length of about 1.5
		km will be affected. About 1838 trees and 6.55 ha of
D. II	200	forest would be affected.
Pali	200	Acacia, A. indica, Eucalyptus and Prosopis.
		Between Jawali and Somesar railway station open
		Torest for a length of about 2 km will be affected.
		About 5 na of forest would be affected. Near Descuences station open forest for a length of about
		1.2 km will be effected. About 2 be of forest would be
		affected. About 2.218 trees would be affected by the
		project
Sirohi	60	Acacia A indica Eucalyntus and Prosonis
SHOIL	00	Retuciu, A. maica, Eacaryprus and Prosopris Between Kashygani to Banas- Nitaura Ior Forest
		Bilwa jor forest and Protected forest are approximate
		4 to 6.5 km away from DFC line in western direction.
		Open forest is found in eastern side approximate
		distance 500m.
		Between Banas to Bhimana-Open forest, fairly dense
		mixed forest and Phulabai ka khera ka jor reserved
		forest are found approximate 2.5 to 5 km. distance
		from DFC line in western side at approximate 3.0 km
		Fairly Danes forest is present.
		Between Bhimana to Swarupganj- Two reserves forest
		and open forest are located approximate 500 m to
		700 m from DFC line in eastern direction.
		Between Kiverli to Mawal- Fairly dense forest and
		open forest are located approximate 2 to 3 km from
		DFC line in Eastern side.

Table 5-3	Species	Present in	the Relevant	Districts of	Rajasthan

(2) Construction Phase

- The construction activity involving clearing of site, felling of trees, settlement of construction camps and office is likely to affect the flora and fauna of the area.
- The tree species likely to be affected are Sheesham (*Dalbergia sisoo*), Vilayti Baool (*Prosopis* Spp.), Neem (*Azadirachta indica*), Desi Babool (*Acacia* Spp.), Ber (*Zizyphus mauritiana*), and Eucalyptus (*Eucalyptus hybrid*) planted outside forest area.
- Acquisition of the forest land and construction activity is likely to disturb the habitat of wildlife.
- Tree cutting along the alignment is likely to affect the fauna, particularly the birds.
- Disturbance will be caused to animals in their movement, feeding, breeding and resting.
- The animal species likely to be affected do not fall in rare, threatened and endangered category and are common in distribution.

Mitigation Measures

- Felling of trees must be undertaken only after obtaining clearance from the Forest Dept.
- Trees outside the ROW should not be felled.
- Compensation must be provided before initiating construction activity.
- The loss of fruit bearing trees may be compensated including 5 years fruit yield.
- Labour camps and office site may be located outside and away from the forest area.

(3) **Post-Construction Phase**

- No impact is envisaged on flora during post construction phase, however, development of green belt is suggested near stations and maintenance of plantation may be undertaken by Railway Dept. The plantation carried along alignment as compensatory afforestation is likely to enhance the ecological condition of the area.

5.3.6 Fauna

(1) Planning Phase

- No impact is envisaged on fauna in planning phase

(2) Construction Phase

- The habitat of wildlife is likely to be disturbed during construction phase.
- Nilgai- *Boselaphus tragocamelus* is the most common wildlife found in the area. The construction activity is likely to affect the movement of the animal
- Most of the fauna such as *Vulpus bengalensis* (Fox), *Canis aureus* (Jackal),etc. are restricted towards the ravenous land. However, the construction activity is likely to affect the resting, breeding and feeding activities of the animals.
- Felling of trees is likely to affect the avifauna.
- During construction near water bodies, the aquatic life is likely to be affected.
- The impact on the Habitat is likely to be permanent, as the DFC will fragment the area, restricting the movement of animals on either side.

Mitigation Measures

- Crossing passages must be made for wildlife by provision of under pass followed with some plantation so that it resembles with the habitat of wildlife and facilitates crossing of wildlife.
- Water Bodies may be developed inside forest areas for the birds.
- Borrow areas can also be developed as ponds with grasses and shrubs planted around it.
- Silt fencing may be used near water bodies to avoid runoff into the water bodies
- Construction activity may be avoided during night hours in forest area.
- Poaching must be strictly banned in the forest area. It may be ensured by the Contractor that no hunting or fishing is practiced at the site by the workers and site personnel are aware of the location, value and sensitivity of the wildlife resources

- Awareness program on Environment and Wildlife Conservation may be provided to the work force. Forest Act and Wildlife Act may be strictly adhered to.

(3) **Post-Construction Phase**

- The movement of Freight Train is likely to restrict the movement of wildlife on either side of the track
- Possibilities of collision of wildlife with Freight train.
- Disturbance to wildlife due to the noise produced during the passage of train.

Mitigation Measures

- Animal underpasses made for wildlife near forest areas must be camouflaged to match the surrounding environment with plantation of shrubs and trees.
- Fencing if feasible, may be provided along DFC in wild life habitation concentration areas to avoid collision.

5.3.7 Biodiversity

(1) Planning Phase

- No impact is envisaged on biodiversity during planning phase.

(2) Construction Phase

- The DFC is not likely to affect the biodiversity, as there are no endangered and threatened species of flora and fauna.
- The disturbance to flora (felling trees and acquiring agricultural land) and fauna is not likely to change the biodiversity of the area. The alignment is not traversing through National Park, Biosphere or Sanctuary.

Mitigation Measures

- Plantation of forest and fruit trees species may be undertaken to maintain the diversity. Forest, Horticulture and Agricultural Dept may be consulted.
- The project must support habitat development program as a part of conservation of biodiversity.

(3) **Post-Construction Phase**

- No impact is envisaged on biodiversity during post- construction phase.

5.3.8 Protected Areas/Sanctuaries

The DFC alignment is not traversing through any National Park and Sanctuary.

In Sikar District, the nearest sanctuary is Nahar Wildlife Sanctuary which is located 22 km away from the project corridor. The DFC is likely to have no impact on the Nahar Wildlife Sanctuary.

In Pali District there is Tadgarh Raoli wildlife sanctuary. There is no national park in the district.

In Sirohi District, Wild Life sanctuary (WLS) is approximate 8 km away from DFC line in eastern direction posing no harm to the wild life sanctuary.

The Mount Abu Sanctuary 288 km. wide is located between $24^{\circ}33'$ and $24^{\circ}43'$ North latitude and $72^{\circ}38'$ and $72^{\circ}53'$ East longitude in the hill station Mt. Abu having subtropical evergreen forest. The oldest mountain ranges – Aravalli are found in this sanctuary. This sanctuary was declared as a Wildlife Sanctuary in 1960.

5.3.9 Landscape

(1) Planning Phase

- No impact on landscape during planning phase

(2) Construction Phase

- During construction phase, the landscape within the ROW of DFC is likely to alter due to improper excavation of borrow pits, construction of temporary approach roads and construction and labor camps are the usual practices degrading the existing topography and landscape.

Mitigation Measures

- Landscaping Plan involving the following may be formulated for restoration, leveling and landscaping of the area after completion of construction activities.
- The stockpiles may be designed such that the slope does not exceed 1:2 (vertical to horizontal) and the height of the pile is restricted to 2 m.
- Stockpiled topsoil may be used to cover the disturbed areas and cut slopes. The top soil shall be utilized for redevelopment of borrows areas, landscaping along slopes, incidental spaces, etc.
- Incorporation of suitable and effective contractual clauses for rehabilitation and restoration of borrow areas and other temporary works and landscaping it with surrounding area immediately after its use
- Landscaping of surrounding area with plantation, Ornamentals plants may be planted near Stations.

(3) **Post-Construction Phase**

- No impact is envisaged on landscape in operation phase, however the green belt development

5.3.10 Environmental Impact Matrix

Based of the potential impacts on natural resources in planning construction and operation phase an impact matrix has been framed. The scale of impact is discussed above under individual parameter with mitigation measures. Environmental impact Matrix for various districts is given in from Table 5-4 to Table 5-7.

Most the impacts are insignificant and temporary in nature with localized impact.

S.	Project		Pre-C	onstruc	tion					Co	nstruction S	tage					
No	Activities			&		at	Construction Works for Railway line & Related									t .t	ss
	Items of the Environment	Overall Evaluation of the Project	Survey of Planning areas and Site	Selection of the Project location Sites	Land Acquisition & Resettlement	Extraction of Building Materials Quarries and Borrow areas	Earth Moving Cutting and Fillir of the Construction Works	Preparation of the Constructi Plants & Warehouses, Wo Camps	Operation of Construction plan Machines & Vehicles	(A) Const. works for Railway Lines & Installation of related	(B) Construction Works for ICDS and Freight Logistic Parks	(C) Const .Works for Stations (Terminal, Junction and Crossing)	(D) Const. work for ROBs & RUBs	(E) Const. Works for Bridges	(F) Const. Works for Tunnels	Localized Employme Opportunities of the Const. Work:	Localized Business Opportuniti related to the Const. Works
Α	Natural Environn	nent															
1	Topography & Geology	C-	D-	D-	D-	C-	C-	C-	C-	C-	C-	C-	D-	C-	Е	Е	C-
2	Soil	C-	D-	D-	Е	C-	C-	C-	C-	C-	C-	C-	D-	C-	E	E	E
3	Ground water	D-	D-	D-	C-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	Е
4	Hydrological Condition	C-	C-	C-	C-	D-	C-	D-	D-	C-	D-	C-	D-	C-	Е	C-	C-
5	Coastal and Marine Environment	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е
6	Fauna, Flora & Biodiversity	C-	C-	C-	C-	C-	C-	D-	C-	C-	D-	C-	D-	C-	Е	D-	D-
7	Protected Areas /Sanctuaries	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
8	Landscape	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-
9	Local Meteorologica l Condition	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-		D-	D-
10	Global Warming	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-

Table 5-4 Environmental Impact Matrix (Alwar, Sikar, Nagaur and Jaipur)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact

S.	Project Activities		Post Construction Phase								
No	Items of the Environment	Traffic Conditions of Passenger Trains	Logistic Condition of Goods, Raw materials, Agro & Industrial Products	Traffic Condition of Roads	Operation & Maintenance of Railway Lines & Related Structures	Employment Opportunities (Whole Country/Local Level)	Freight Oriented Business Opportunities	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Areas	Increase in Settlers & vision to the Project Area	
А	Natural Environment										
1	Topography & Geology	C-	D-	C-	C-	D-	D-	D-	C-	D-	
2	Soil	Е	C-	D-	C-	Е	D-	Е	D-	Е	
3	Groundwater	Е	Е	Е	Е	Е	Е	Е	Е	Е	
4	Hydrological Condition	C-	D-	D-	C-	D-	D-	Е	C-	Е	
5	Coastal and Marine Environment	Е	Е	Е	Е	Е	Е	Е	Е	Е	
6	Fauna, Flora & Biodiversity	C-	D-	D-	D-	D-	D-	D-	C-	Е	
7	Protected Areas /Sanctuaries	D-	D-	D-	D-	D-	D-	D-	D-	D-	
8	Landscape	D-	D-	D-	D-	D-	D-	D-	D-	D-	
9	Local Meteorological Condition	D-	D-	D-	D-	D-	D-	D-	D-	D-	
10	Global Warming	D-	D-	D-	D-	D-	D-	D-	D-	D-	

Table 5-5 Environmental Impact Matrix (Post Construction Phase) - Alwar, Sikar, Jaipur, Nagaur Districts

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact

Scaling of Impacts on Natural Environment due to DFC Project in Alwar District

S.No.	Natural environment contents	Scaling	Reasons (during Pre construction phase)	Reasons (during construction phase)	Reasons (after-construction phase)
1	Topography and Geology	D	D-No significant impact is likely to take place.	C-During construction marginal changes in geology are likely to take place because of excavation, construction of bridges etc.	D-: No significant change is expected.
2	Soil Erosion	C/D	D-No significant impact is likely to take place.	C-During construction marginal effect on soil because of erosion is likely to take place because the loss of upper crust of soil in the local area. The impact will be marginal only since the project is linear in nature.	D-: No significant change is expected.
3	Ground water	D	D-No significant impact is likely to take place.	D- No significant impact is likely to occur	D- Only marginal impact is supposed to be felt.
4	Hydrological Condition	D	D-No significant impact is likely to take place.	D- It will have only marginal impact as no river or big water body is affected directly.	D-It is likely to have no significant impact.
5	Costal and Marine Environment	Е	E-Non Existent	E - Non Existent	E-Non-Existent.
6	Fauna, Flora and bio diversity	C/D	D- No significant impact is likely to take place.	 C No forest area is getting affected directly. Loss of marginal herbal cover is eminent so it will have impact 	D- Only marginal impact is supposed to be felt.
7	Protected areas, Natural/ecological reserves & sanctuaries	D	D-No significant impact is likely to take place.	 D-: No Impact is likely to be felt as no such area is getting directly affected. 	(1) D-: No Impact is likely to be felt.
8	Landscape	D	D-No significant impact is likely to take place.	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.
9	Local meteorological condition	D	D-No significant impact is likely to take place.	D- No significant impact is likely to occur	D- No significant impact is likely to occur
10	Global Warming	D	D-No significant impact is likely to take place.	D-No significant impact is likely to occur	D-No significant impact is likely to occur

S.	Project		Pre-Co	onstructi	on	Construction Stage											
No	Activities						Construction Works for Railway line & Related								s		
			tes	&	int	s at	Structures							itie	ies		
	Items of the Environment	Overall Evaluation of the Project	Survey of Planning areas and Si	Selection of the Project location Sites	Land Acquisition & Resettleme	Extraction of Building Material Quarries and Borrow areas	Earth Moving Cutting and Fillin, the Construction Works	Preparation of the Construction P & Warehouses, Work Camps	Operation of Construction plan Machines & Vehicles	(A) Const. works for Railway Lines & Installation of related	(B) Construction Works for ICDS and Freight Logistic Parks	(C) Const .Works for Stations (Terminal, Junction and Crossing)	(D) Const. work for ROBs & RURs	(E) Const. Works for Bridges	(F) Const. Works for Tunnels	Localized Employment Opportun of the Const. Works	Localized Business Opportuniti related to the Const. Works
А	``````````````````````````````````````	N				l	l	Natural E	nvironme	nt	l	l				l	
1	Topography & Geology	C-	D-	D-	D-	C-	C-	C-	C-	C-	C-	D-	D-	C-	Е	Е	C-
2	Soil	C-	D-	D-	Е	B-	B-	C-	C-	C-	C-	B-	D-	D-	Е	Е	Е
3	Ground water	D-	D-	D-	C-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	Е	Е
4	Hydrological Condition	C-	C-	C-	C-	D-	C-	D-	D-	C-	D-	D-	D-	C-	Е	C-	C-
5	Coastal and Marine Environment	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е
6	Fauna, Flora & Biodiversity	C-	B-	C-	B-	C-	B-	B-	C-	B-	C-	C-	D-	D-	Е	D-	D-
7	Protected Areas /Sanctuaries	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
8	Landscape	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-
9	Local Meteorological Condition	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-
10	Global Warming	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-

Table 5-6 Environmental Impacts Matrix - Ajmer, Pali and Sirohi Districts

A: Significant impact, B: Relatively Significant impact, E: No impact, + Positive, - Negative. Note: A: Significant impact,

C: Insignificant impact,

D: Neglectable impact,

Table 5-7	Environmental Impact Matrix ((Post Construction Phase)
	- Ajmer, Pali, Sirohi D	listricts

					Post C	Construction	Phase					
Α	Natural Environment											
1	Topography & Geology	C-	D-	C-	C-	D-	D-	D-	C-	D-		
2	Soil	Е	C-	D-	C-	E	D-	E	D-	E		
3	Ground water	Е	Е	Е	Е	Е	Е	Е	Е	Е		
4	Hydrological Condition	C-	D-	D-	C-	D-	D-	Е	C-	Е		
5	Coastal and Marine Environment	Е	Е	Е	Е	Е	Е	Е	Е	Е		
6	Fauna, Flora & Biodiversity	C-	C-	D-	D-	D-	D-	D-	C-	E		
7	Protected Areas /Sanctuaries	D-	D-	D-	D-	D-	D-	D-	D-	D-		
8	Landscape	D-	D-	D-	D-	D-	D-	D-	D-	D-		
9	Local Meteorological Condition	D-	D-	D-	D-	D-	D-	D-	D-	D-		
10	Global Warming	D-	D-	D-	D-	D-	D-	D-	D-	D-		

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact, + Positive, - Negative.

S.No	Natural Environment Contents	Scaling	Reasons (during Pr construction phase)	re	Reasons (during construction phase)	Reasons (after- construction phase)
1	Topography and Geology	C/ D-	D-No significant impact ikely to take place.	is	C-During construction marginal changes in geology are likely to take place because of excavation, construction of bridges etc. 2) No significant change in Topography is expected.	D-: No significant change is expected.
2	Soil Erosion	C/D	D-No significant impact likely to take place.	is	C-During construction marginal effect on soil because of erosion is likely to take place because the loss of upper crest of soil in the local area. The impact will be marginal only since the project is linear in nature.	D-: No significant change is expected.
3	Ground water	D-	D-No significant impact in the significant in the sign of the second sec	is	D- No significant impact is likely to occur	D- Only marginal impact is supposed to be felt.
4	Hydrological Condition	D-	D-No significant impact in the significant in the sign of the second sec	is	D- It will have only marginal impact as no river or big water body is affected directly.	D-It is likely to have no significant impact.
5	Costal and Marine Environment	Е	E-Non existent	-	D- Non Existent	(1)Non-Existent.
6	Fauna, Flora and bio diversity	B/D	D-No significant impact ikely to take place.	is	 B-: Directly affected forest area in Palii District is Bhagwanpura and Near Somesar railway station. Fauna-Flora loss will have to be compensated here.2) Loss of marginal herbal cover is eminent so it will have impact 	D- Only marginal impact is supposed to be felt.
7	Protected areas, Natural/ ecological reserves and sanctuaries	D-	D- No significant impact likely to take place.	is	 D-: No Impact is likely to be felt as no such area is getting directly affected. 	(1) D-: No Impact is likely to be felt.
8	Landscape	D-	D-No significant impact likely to take place.	is	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt.
9	Local meteorological condition	D-	D-No significant impact likely to take place.	is	D- No significant impact is likely to occur	D- No significant impact is likely to occur
10	Global Warming	D-	D-No significant impact interpretent to take place.	is	D-No significant impact is likely to occurs	D-No significant impact is likely to occur

Scaling of Impacts on Na	tural Environment due to I	DFC Project in Pali District
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5.4 SOCIAL IMPACT EVALUATION

Social impact evaluation includes the processes of analyzing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions. Within the framework of DFC Project study, social environment impact evaluation includes the following social consideration:

- Mitigation of problems including involuntary resettlement
- Local economy such as employment and livelihood
- Land use and utilization of local resources
- Social institutions such as social infrastructures and local decision institutions
- Existing social infrastructure and services
- Vulnerable social groups such as poor and indigenous peoples
- Distribution of benefits and losses and equality in the developmental process

Social Impact Evaluation is an important component of the project preparation and is carried out to avoid, mitigate or reduce potential negative social impacts and to make the project socially viable and people friendly. The objective of social impact evaluation is to present the social impacts of the project, so that social concerns are incorporated into the project design and to avoid or minimize the adverse social impacts with the best possible engineering solutions at the most optimal cost with complete co-ordination among the engineering, environmental and social teams during the entire design process.

5.4.1 Approach and Methodology Adopted

Within the framework of DFC Project study, socio-economic survey was conducted in Rajasthan State. Following methodology has been adopted to conduct social environment impact evaluation study.

- 1) Identified affected districts, sub-districts and villages where existing railway is passes through in parallel and detour sections. The villages were identified by using the GPS register as a positioning reference of the relevant points detour alignment, verified with the geographical data available on Goggle Earth TM and the correspondent 1:50,000 scale topographic charts.
- 2) Understanding perspective of the problems of PAFs and objective of the study
- 3) Finalization of schedule/questionnaire
- 4) Identification of Affected Structures
 - a) All affected structures were listed/counted at a distance of 25 m from the center of the existing track nearest to DFC Project in the parallel section except selected crossing stations and junction stations.
 - b) All affected structures were listed/counted at a distance of 22 m from the center of the existing track nearest to DFC Project in the detour sections.
 - c) All the affected structures were listed/counted at a distance of 60 meters and 2 km in length from the center of the existing track in parallel section for selected crossing stations & junction stations.
 - d) All the affected structures were captured through drawing on the register represent complete social mapping of the affected village.
- 5) Socio-economic survey was conducted of 10% of the total affected structures at each locality of the detour routes, junction stations and crossing stations as well as road over bridges or road under bridges. A detailed questionnaire was used to collect information on:
 - Demographic details of affected family
 - Ownership of land and structure affected
 - Occupation patterns
 - Household assets
 - Income and expenditure
 - Land holding size
 - Ownership of other assets, etc.
 - a) In parallel sections, the socio-economic survey was conducted at a distance of 25 meters from the centre of the existing track nearest to DFC Project.
 - b) In detour sections, the socio-economic survey was conducted in 43.5 m wide area.
 - c) In selected junction stations and crossing stations, the socio-economic survey was conducted at a distance of 60 meters and 2 km in length from the center of the existing track nearest to DFC Project
- 6) Compilation, computerization and analyses of the collected primary and secondary information
- 7) Parameter and scale of impact matrix and its description
- 8) Preparation of Resettlement and Rehabilitation Framework

5.4.2 Land Acquisition & Resettlement

The details of project length, no. of villages affected and area to be acquired in the districts of Rajasthan are summarized below:

District	Project length passing through the district (km)	Section	No. of Village affected	Area to be acquired (ha)
Alwar	3.5	Parallel	1	8.5
Sikar	86	Parallel and Detour	38	235.35
Jaipur	83	Parallel and Detour	41	227.95
Nagaur	7	Parallel	2	17.5
Ajmer	101	Parallel and Detour	40	278.4
Pali	200	Parallel	60	500
Sirohi	60	Parallel	31	150

Table 5-8	Details of	Villages	Affected	by DFC
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(1) **Pre-** Construction Phase and Construction Phase

Efforts are to be made to minimize the adverse impact of the project during the preconstruction and construction phase. Measures adopted for minimizing the adverse impacts are:

- Site selection for constructing infrastructure and other facilities are done in such a manner, that it involves minimal involuntary resettlement. The area of land to be acquired in each district is mentioned in the above section.
- During design stage, extra care is to be taken to avoid affecting religious structures/public property.

(2) **Post Construction Phase**

- Loss of agricultural land and other types of land
- Loss of residential/commercial structures

(3) Mitigation Measures

- Ensure timely payment of compensation for loss of land, structure and assets prior to taking over the possession;
- Provide assistance and support during the transition period for which they are entitled
- Reconstruction of affected structures and relocation to new sites
- Replacement of agriculture land or the value to PAFs

Positive impacts

DFC Project will result in substantial financial and social benefits. Several other macroscopic and indirect benefits are as follows

- The project will also lead to reduction in road congestion, reduction of air and noise pollution.
- The project will contribute towards increased speed and safety levels, which will help in faster distribution of goods and services.
- Maintaining and boosting the present trends of growth of economy of the country.
- The project will facilitate higher accessibility to existing and new areas and relieve

several bottlenecks to development.

- Utilization of DFC Corridor for passenger trains connecting new areas along detour cannot be denied at this stage for more efficient utilization of the system.
- Industrial sector in the state is expected to receive a tremendous boost. As a result, new areas along detour sections will be opened up for urban-industrial settlement.

5.4.3 Impact on Private Structures

(1) Alwar

No area is directly affected through this project.

- 1) Pre-construction and Construction Phase
- No structure is affected.
- 2) Mitigation Measures
- Reconstruction of structures and relocation to new sites or cash compensation to be given to affected families before the start of the project
- Refund of registration cost, stamp etc. incurred for replacement land to be paid by the project

Positive Impacts

- Increase business opportunities for the local people in terms of transporting their products in the future.

(2) Sikar

A total number of 75 Project Affected Families (PAFs) and approx. 445 PAPs from 85 private structures is the target of involuntary resettlement in the built up area. It is also observed that affected families in residential com commercial structures will not only lose their residences but also means on their livelihood, e.g. 28 shops in residences. The impact found in this district is insignificant. Table 5-9 provides details of impact on private structures in Sikar District.

- 1) Pre-construction and Construction Phase
- A total no. of 113 structures includes houses, residential cum commercial structures and shops in houses are the target of involuntary resettlement thus making it an insignificant impact.
- 2) Mitigation Measures
- Reconstruction of structures and relocation to new sites or cash compensation to be given to affected family before the start of the project
- Refund of registration cost, stamp etc. incurred for replacement land to be paid by the project

Positive Impacts

- Increase business opportunities for the local people in terms of transporting their products in the future.

Type of Structure	Number of Structures	Number of PAFs	Number of PAPs
Houses	85	75	445
Residential cum comm.	0	0	0
Shops	28	0	0
Total	113	75	445

Table 5-9 Impact on Private Structures (Sikar)

Source: Field Survey

(3) Jaipur

A total number of 67 Project Affected Families (PAFs) and approx. 157 PAPs from 59 private structures are the target of involuntary resettlement in the built up area. It is also observed that 17 Shops are also affected. The impact found in this district is insignificant.

- 1) Pre-construction and Construction Phase
- A total no. of 4 structures includes houses, residential cum commercial structures and shops in houses are the target of involuntary resettlement thus making it an insignificant impact.
- 2) Mitigation Measures
- Reconstruction of structures and relocation to new sites or cash compensation to be given to affected family before the start of the project
- Refund of registration cost, stamp etc. incurred for replacement land to be paid by the project

Positive Impacts

- Increase business opportunities for the local people in terms of transporting their products in the future.

Type of Structure	Number of structures	Number of PAFs	Number of PAPs
Houses	42	67	157
Residential cum comm.	0	0	0
Shops in houses	17	0	0
Total	59	67	157

Table 5-10 Impact on Private Structures (Jaipur)

Source: Field Survey

(4) Nagaur

No area is directly affected through this project.

- 1) Pre-construction and Construction Phase
- No structure is affected.
- 2) Mitigation Measures
- Reconstruction of structures and relocation to new sites or cash compensation to be given to affected families before the start of the project
- Refund of registration cost, stamp etc. incurred for replacement land to be paid by the project

Positive Impacts

- Increase business opportunities for the local people in terms of transporting their products in the future.

(5) Ajmer

A total number of 23 Project Affected Families (PAFs) and approx. 136 PAPs from 30 private structures are the target of involuntary resettlement in the built up area. The impact found in this district is insignificant. Table 5-11 provides details of impact on private structures in Ajmer District.

- 1) Pre-construction and Construction Phase
- A total no. of 30 structures includes houses, residential cum commercial structures and shops in houses are the target of involuntary resettlement thus making it an insignificant impact.
- 2) Mitigation Measures
- Reconstruction of structures and relocation to new sites or cash compensation to be given to affected family before the start of the project
- Refund of registration cost, stamp etc. incurred for replacement land to be paid by the project

Positive Impacts

- Increase business opportunities for the local people in terms of transporting their products in the future.

Type of Structure	Number of structures	Number of PAFs	Number of PAPs
Houses	30	23	136
Residential cum comm.	0	0	0
Shops in houses	0	0	0
Total	30	23	136

Table 5-11 Impact on Private Structures (Ajmer)

Source: Field Survey

(6) Pali

A total number of 40 Project Affected Families (PAFs) and approx. 236 PAPs from 49 private structures are the target of involuntary resettlement in the built up area. 6 provides details of impact on private structures in Pali District.

- 1) Pre-construction and Construction Phase
- A total no. of 49 structures includes houses, residential cum commercial structures and shops in houses are the target of involuntary resettlement thus making it an insignificant impact.
- 2) Mitigation Measures
- Reconstruction of structures and relocation to new sites or cash compensation to be given to affected family before the start of the project
- Refund of registration cost, stamp etc. incurred for replacement land to be paid by the project

Positive Impacts

- Increase business opportunities for the local people in terms of transporting their products in the future.

Type of Structure	Number of structures	Number of PAFs	Number of PAPs
Houses	49	40	236
Residential cum comm.	0	0	0
Shops in houses	0	0	0
Total	49	40	236

Table 5-12 Impact on Private Structures (Pali)

Source: Field Survey

(7) Sirohi

A total number of 103 Project Affected Families (PAFs) and approx. 613 PAPs from 76 private structures are the target of involuntary resettlement in the built up area. It is also observed that 4 Shops are also affected. The impact found in this district is insignificant. Table 5-13 provides details of impact on private structures in Sirohi District.

- 1) Pre-construction and Construction Phase
- A total no. of 4 structures includes houses, residential cum commercial structures and shops in houses are the target of involuntary resettlement thus making it an insignificant impact.
- 2) Mitigation Measures
- Reconstruction of structures and relocation to new sites or cash compensation to be given to affected family before the start of the project
- Refund of registration cost, stamp etc. incurred for replacement land to be paid by the project

Positive Impacts

- Increase business opportunities for the local people in terms of transporting their products in the future.

Type of Structure	Number of structures	Number of PAFs	Number of PAPs
Houses	76	103	613
Residential cum comm.	0	0	0
Shops in houses	4	0	0
Total	80	103	613

Table 5-13 Impact on Private Structures (Sirohi)

Source: Field Survey

5.4.4 Impact Due to Land Acquisition

The details of land area to be acquired in the districts of Rajasthan are summarized below.

District	Project length passing through the district (km)	No. of Village affected	% of Agricultural land to be acquired	Area to be acquired (ha)
Alwar	3.5	9	99%	8.5
Sikar	86	38	85%	235.4
Jaipur	83	41	99%	228.0
Nagaur	7	9	99%	17.5
Ajmer	101	40	99%	228.0
Pali	200	41	99%	500.0
Sirohi	60	41	99%	150.0

Table 5-14 Impact due to Land Acquisition

1) Pre-construction Phase

- Diversion out-lined through agricultural areas would bisect the existing coherent agricultural communities;
- Vegetation including large trees grown along the railway would be impacted.
- 2) Construction and Post Construction Phase

Negative Impact

- Number of farmers would become subject to involuntary changes of occupation.

Positive Impact

- Inter city rapid passenger service will be possible by shortening the travel time because of the exclusive use of the new line for passenger service.

Mitigation Measures

- Replacement of agriculture land or appropriate compensation to the PAFs
- One person in each affected family to be given the job as per eligibility or livelihood restoration training programme to be given

5.4.5 Inducement of Land Speculation and Squatter Influx

This type of impact is expected between planning and final land acquisition process due to purchase of land at marginal price by rich landlords and encroachment by squatter particularly in urban fringe area in anticipation of getting higher compensation. The squatters found in Rajasthan along the corridor are mentioned below. In Alwar, Nagaur, Ajmer, Pali and Sirohi there are no squatters found on the corridor route.

However in Sikar there are 13 squatters in the route of corridor, out of which 6 are below poverty level. In Jaipur, there are 12 squatters out of which 11 are below poverty level.

5.4.6 Removal of Encroachments and Squatter Influx

(1) Alwar

No encroachment is noticed in Alwar District. Therefore, there would be no impact on the livelihood and other related aspects of the encroachers and squatters.

(2) Sikar

There is no encroachment is noticed in Sikar District. Therefore, there would be no impact on the livelihood and other related aspects of the encroachers and squatters (Table 5-15).

Impact	No of Squatters/Encroachers	Total Number
Loss of residential place	17	17
Loss of livelihood	0	0
Increase distance from their work place	0	0

Table 5-15	Loss of	Residence	in	Sikar	District
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Source: Field Survey

(3) Jaipur

There is 3 encroachment noticed in Jaipur District. Therefore, there would be some impact on the livelihood and other related aspects of the encroachers and squatters (Table 5-8).

Table 5-16 Loss of Residence in Jaipur District

Impact	No of Squatters/Encroachers	Total Number
Loss of residential place	1/3	4
Loss of livelihood	0	0
Increase distance from their work place	0	0

Source: Field Survey

(4) Nagaur, Ajmer, Pali and Sirohi

No encroachment is noticed in Nagaur District. Therefore, there would be no impact on the livelihood and other related aspects of the encroachers and squatters.

5.4.7 Loss of Utilities and Amenities

The public utilities like water pipelines, irrigation facilities, gas pipelines, and transmission towers will not be affected in Alwar, Nagaur, Pali and Sirohi Districts by the DFC Project.

However 6 wells/handpumps in Sikar District (Shri Madhopur Village (2), Bhagega Village, Neem Ka Thana Village (2), and Mawanda Kalan Village), 5 wells/handpumps in Jaipur District (one each in Narayna, Khandoli, Kishanmanpura, Badhal and Malikpura Village) and one well/handpump in Ajmer District (Ladpura) are likely to be affected by the implementation of parallel section of the corridor.

Section	Name of Village	Water Pipeline	Irrigation Facilities	Gas Pipeline	Transmission Tower	Well/ Hand Pump	Others
Parallel	Shri madhopur	0	0	0	0	2	0
Parallel	Bhagega	0	0	0	0	1	0
Parallel	Neem Ka Thana	0	0	0	0	2	0
Parallel	Mawanda Kalan	0	0	0	0	1	0
	Total	0	0	0	0	6	0

Table 5-17 Loss of Utilities and Amenities Sikar District

Source: Field Survey

Section	Name of Village	Water Pipeline	Irrigation Facilities	Gas Pipeline	Transmission Tower	Well/ Hand Pump	Others
Parallel	Naryana	0	0	0	0	1	0
Parallel	Khandoli	0	0	0	0	1	0
Parallel	Kishanmanpura	0	0	0	0	1	0
Parallel	Badhal	0	0	0	0	1	0
Parallel	Malikpura	0	0	0	0	1	0
	Total	0	0	0	0	5	0

|--|

Source: Field Survey

Section	Name of Village	Water Pipeline	Irrigation Facilities	Gas Pipeline	Transmission Tower	Well/ Hand Pump	Others
Parallel	Ladpura	0	0	0	0	1	0
	Total	0	0	0	0	1	0

Source: Field Survey

5.4.8 Impact on Vulnerable Section

Vulnerable section includes Women Headed Households (WHH), SC/ST and physically and mentally handicap persons. It is observed that there is no impact on this category in Rajasthan State.

5.4.9 Severance and Access

The severance and loss of accessibility is due to widening along parallel section or obstruction in accessibility due to construction of detours and bisecting of habitation etc. In Rajasthan, no such impact was observed, however, there would be negligible impact in accessibility of other villages during the construction period. Therefore, temporary roads may be helpful in accessing site during construction

(1) **Public Health and Safety**

During construction period, health condition of the people may deteriorate due to unsanitary condition of stations and railway toilets resulting in public health problems like spread of malaria, respiratory problems and other contagious diseases. Due to insecure and unhealthy practices during the construction period, STD, HIV/AIDS diseases may spread.

Solid waste disposed by the construction works as well as noise, vibration and dust emanating during the construction period would adversely affect the local community.

Mitigation Measures

- Safety aspects with fast train on DFC Corridor are major issues and adequate safety provisions should be integrated with design.

5.4.10 Impact on Sensitive Community Facilities

(1) Alwar

Overall impact on community facilities is negligible.

- 1) Pre-construction and Construction Phase
- Religious properties are the concerns of peoples' sentiments

Mitigation Measures

- Restoration of Community Resources/Facilities

(2) Sikar

About 3 community properties, 6 wells/hand pumps and 2 Temple are likely to be affected in Sikar District. Overall impact on community facilities is however negligible. Table 5-20 shows the impact on community facilities.

- 1) Pre-construction and Construction Phase
- Total number of 11 community properties is the target of resettlement impact.
- Religious properties are the concerns of peoples' sentiments

Mitigation Measures

- Restoration of Community Resources/Facilities

Section	Name of Village	Temple/ Mosque/ Church	Graveyard/ Crematorium	Well/ Hand Pump	Communit y Building	Police Station/ Govt. Offices	Health Facilities	Schools/ Educational Institute	Others
Parallel	Shri madhopur	0	0	2	1	0	1	0	0
Parallel	Bhagega	0	0	1	0	0	0	0	0
Parallel	Neem Ka Thana	1	0	2	0	0	0	0	0
Parallel	Mawanda Kalan	0	0	1	0	0	0	0	0
Parallel	Makari	0	0	0	1	0	0	0	0
Parallel	Hanspura	1	0	0	0	0	0	0	0
Т	`otal	2	0	6	2	0	1	0	0

Table 5-20 Impact on Community Facilities in Sikar District

Source: Field Survey

(3) Jaipur

About 5 wells/hand pumps, 4 Temple and 1 School are likely to be affected in Jaipur District. Overall impact on community facilities is however negligible. Below shows the impact on community facilities.

- 1) Pre-construction and Construction Phase
- Total number of 10 community properties is the target of resettlement impact.
- Religious properties are the concerns of peoples' sentiments

Mitigation Measures

- Restoration of Community Resources/Facilities

Section	Name of Village	Temple/ Mosque/ Church	Graveyard/ Crematorium	Well/ Hand Pump	Community Building	Police Station/ Govt. Offices	Health Facilities	Schools/ Educational Institute	Others
Parallel	Naryana	1	0	1	0	0	0	0	1
Parallel	Khandoli	0	0	1	0	0	0	1	0
Parallel	Kishanmanpura	2	0	1	0	0	0	0	0
Parallel	Badhal	1	0	1	0	0	0	0	0
Parallel	Malikpura	0	0	1	0	0	0	0	0
	Total	4	0	5	0	0	0	1	1

Table 5-21	Impact on C	community	Facilities i	n Jaipur	District

Source: Field Survey

(4) Nagaur

Overall impact on community facilities is negligible.

- 1) Pre-construction and Construction Phase
- Religious properties are the concerns of peoples' sentiments

Mitigation Measures

- Restoration of Community Resources/Facilities

(5) Ajmer

About Police Station, 3 School, wells/hand pumps health community is likely to be affected in Ajmer District. Overall impact on community facilities is however negligible. Below shows the impact on community facilities.

- 1) Pre-construction and Construction Phase
- Total number of community properties is the target of resettlement impact.
- Religious properties are the concerns of peoples' sentiments

Mitigation Measures

- Restoration of Community Resources/Facilities

Table 5-22 Impact on Community Facilities in Ajmer District

Section	Name of Village	Temple/ Mosque/ Church	Graveyard/ Crematorium	Well/ Hand Pump	Communit y Building	Police Station/ Govt. Offices	Health Facilitie s	Schools/ Educationa 1 Institute	Others
Parallel	Ladpura	0	0	1	0	0	0	0	0
Parallel	Mangliyawas	0	0	0	0	0	0	0	0
Parallel	Sandra	0	0	0	0	1	1	3	0
Total		0	0	1	0	1	1	3	0

Source: Field Survey

(6) Pali

About 4 Temple and School are likely to be affected in Pali District. Overall impact on community facilities is however negligible. Table 5-23 shows the impact on community facilities.

- 1) Pre-construction and Construction Phase
- Total number of 5 community properties is the target of resettlement impact.
- Religious properties are the concerns of peoples' sentiments

Mitigation Measures

- Restoration of Community Resources/Facilities

Table 5-23 Impact on Community Facilities in Pali District

Section	Name of Village	Temple/ Mosque/ Church	Graveyard/ Crematorium	Well/ Hand Pump	Community Building	Police Station/ Govt. Offices	Health Facilities	Schools/ Educational Institute	Others
Parallel	Rani kalan	0	0	0	0	0	0	0	0
Parallel	Someser	1	0	0	0	0	0	0	0
Parallel	Marwar	1	0	0	0	0	0	0	0
Parallel	Sandra	0	0	0	0	0	0	0	0
Parallel	Amerpura	1	0	0	0	0	0	0	0
Parallel	Bar	1	0	0	0	0	0	1	0
7	Total	4	0	0	0	0	0	1	0

Source: Field Survey

(7) Sirohi

Among Police Station, 5 school, 5 wells/hand pumps, 6 Temple and School are likely to be affected in Sirohi District. Overall impact on community facilities is however negligible. Table 5-24 shows the impact on community facilities.

- 1) Pre-construction and Construction Phase
- Total number of 24 community properties is the target of resettlement impact.
- Religious properties are the concerns of peoples' sentiments

Mitigation Measures

- Restoration of Community Resources/Facilities

Table 5-24 Impact on Community Facilities in Sirohi District

Section	Name of Village	Temple/ Mosque/ Church	Graveyard/ Crematorium	Well/ Hand Pump	Community Building	Police Station/ Govt. Offices	Health Facilities	Schools/ Educational Institute	Others
Parallel	Mawal	0	0	1	0	0	0	0	0
Parallel	Chandawati	0	0	0	0	0	0	0	2
Parallel	Abu Road	2	0	0	0	0	0	3	0
Parallel	Morthla	1	0	1	0	0	0	0	0
Parallel	Bhaberi	0	0	1	0	0	0	0	0
Parallel	Ajari	1	0	0	0	0	0	0	0
Parallel	Pindwara	2	0	1	0	0	0	2	0
Parallel	Banas	0	0	1	0	0	0	0	0
	Total	6	0	5	0	0	0	5	2

Source: Field Survey

5.4.11 Impact on Local Economy/ Employment & Livelihood

Although the impact on local economy/employment is negligible, however, it is noticeable that agriculture is the main occupation of the affected people. About 90% of the work force is dependent on agriculture and related activities and depend upon agriculture for their livelihood.

1) Pre construction and construction phase

Negative Impact

Agriculture being the main livelihood, the affected persons would lose their source of livelihood and become subject to involuntary changes of occupation.

Mitigation Measures

- Employment in the construction work
- Livelihood restoration training programme
- One member in each affected family-losing livelihood should be given job as per eligibility

Positive Impacts

- The project will generate tremendous requirement for the collection of goods for transportation in bulk to the freight corridor lifting points and offloading points for their carriage to the destination points. This will require more transporters and transport workers leading to the growth of this sector creating a number of feeder corridors and its associated local employment. The requirement of carriage of goods and services will need more workers and trucks and also open up tremendous opportunities in a number of diversified sectors due to the technical and operational requirements of the Freight Corridor Project.
- The Project could contribute to the local economy as local residents could enjoy a temporary period of improvement of small-scale business for the construction workers as well as to seize the opportunity for casual labour.
- 2) Post Construction Period

Positive Impact

- Ever increasing local business in district would significantly benefit for their business opportunities in terms of transporting their products in the future.

Social Impact Matrix

- Social Impact matrix is presented in Table 5-25 and Table 5-26.

Table 5-25	Social	Impact	Matrix	(Alwar)
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			Pre-co Stage	onstruc	tion	n Construction Stage											
		ject	and and	tion and	lement	terials il, etc.) rreas	illing of	Plants, tps, etc.	Plants, for	Construction	Works for	railway lin	e and rel	ated strue	ctures	nt uction	unities Works
No.	Items	Overall Evaluation on the Pro	Surveying of Planned Area Sites	Selection of the Project Loca Sites	Land Acquisition and Resett	Extraction of Building Ma (stones, aggregates, sand, so at Quarries and Borrow A	Earth Moving: Cutting and F	Preparation of Construction and Warehouses, Work Cam	Operation of Construction] Machines and Vehicles Construction Works	 (A) Construction Works for Railway Lines and Installation of Related Facilities (signals, rails, etc.) 	 (B) Construction Works for ICDs and Freight Logistic Parks 	(C) Construction Works for Stations (Terminal, Junction and Crossing)	(D) Construction Works for ROBs and RUBs	(E) Construction Works for Bridges	(F) Construction Works for Tunnels	Localized Employmer Opportunities of the Constr Works	Localized Business Opport Related to the Construction
			1	r –			Socia	al Enviro	nment						r –		
1	Involuntary Resettlement																
	a. General People	D-	D-	D-	D-	D- D- D- D- D- D- D- D- E D- D-											D-
	b. Socially and Physically Disadvantaged	D-	D-	D-	D-	D- D- D- D- D- D- D- D- D- E D-											
	Castes/Tribes	D-	D-	D-	D- D												D-
2	Local Economy such as Employment and Livelihood etc.	D+	D+	D+	D+	D+	D+	D+	D+	D+	D-	D+	D-	D-	Е	D+	D+
3	Land Use and Utilization of	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
4	Social Institutions, Social Infrastructures and Local Decision-making Process	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
5	Existing Infrastructures and Services	D-	D-	D-	D+	D-	D-	D+	D+	D+	D+	D+	Е	D+	Е	D+	D+
6	Vulnerable Social Groups such as the Poor and Indigenous People																
	a. Households below the Poverty Line	D+	D+	D+	D-	D-	D-	D+	D+	D-	D-	D+	Е	D+	Е	D-	D+
	b. Scheduled Castes and Tribes	D+	D+	D+	D-	D-	D-	D+	D+	D-	D-	D+	Е	D+	Е	D-	D+
7	Gender	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е
8	Children's Rights	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е
9	Distribution of Benefits and Losses and Equality in the Development Process	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
10	Local Conflict of Interests	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
11	Cultural Property and Heritage	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	Е	Е
12	Public Health Conditions																
	a. Infectious Diseases (including HIV/AIDS)	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	Е	D-	D-
	b. Other Health Problems																
13	Water Rights/Rights of Common Land	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	Е	D-
14	Hazards and Risk																
	a. Traffic Accidents	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-
	b. Natural Hazards	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
	Note: A: Significant imp E: No impact, + Po	oact, ositive	B:	Re	elativ - Neg	ely Signi gative	fica	nt imp	oact,	C: Insigni	ficant i	mpact, 1	D: Ne	glectab	le in	npact,	

		Post-construction Stage												
No.	Items	Traffic Conditions of Freight Trains	Logistic Condition of Goods, Raw Materials, Agricultural and Industrial Products	Traffic Condition of Roads	Operation and Maintenance of Railway lines and Related Structures	Employment Opportunities (whole country/local level)	Freight-oriented Business Opportunities	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Area	Increase in Settlers and Visitors to the Project Area				
			Social Env	vironm	ent									
1	Involuntary Resettlement													
	a. General People	D-	D-	D-	Е	D-	D-	D-	D-	D-				
	b. Socially and Physically Disadvantaged	D-	D-	D-	Е	D-	D-	D-	D-	D-				
	c. Minorities and Scheduled Castes/Tribes	D-	D-	D-	Е	D-	D-	D-	D-	D-				
2	Local Economy such as Employment and Livelihood etc.	D-	D+	D-	Е	D-	D+	D-	D+	D-				
3	Land Use and Utilization of Local Resources	D-	D-	D-	D-	D-	D-	D-	D-	D-				
4	Social Institutions, Social Infrastructures and Local Decision- making Process	D-	D-	D-	D-	D-	D-	D-	D-	Е				
5	Existing Infrastructures and Services	D-	D-	D-	D-	D-	D-	D-	D-	D-				
6	Vulnerable Social Groups such as the Poor and Indigenous People													
	a. Households below the Poverty Line	D+	D-	D-	Е	D+	D+	D-	D+	D-				
	b. Scheduled Castes and Tribes	D+	D-	D-	Е	E	D+	D-	D+	D+				
7	Gender	E	E	E	E	E	E	E	E	E				
8	Children's Rights	E	E	E	E	E	Ē	E	E	E				
9	Equality in the Development Process	D-	D-	D-	D-	D-	D-	D-	D-	D-				
10	Local Conflict of Interests	D-	D-	D-	D-	D-	D-	D-	D-	D-				
11	Cultural Property and Heritage	D-	D-	D-	D-	Е	E	Е	D-	E				
12	a. Infectious Diseases (including HIV/AIDS)	Е	E	Е	E	Е	Е	Е	Е	E				
	b. Other Health Problems													
13	Water Rights/Rights of Common Land	D-	D-	D-	D-	E	D-	D-	D-	E				
14	Hazards and Kisk	P	D	P	D	D	P	P	P	D				
	a. Traffic Accidents	D-	-U-	D-	D-	D-	D-	D-	D-	D-				
L	D. INALUTAI HAZAFUS		D-	-U-	D-		D-	D-	<u>D-</u>					

Table 5-	26	Social	Impact	Matrix	(Post	Construction	Phase)	(Alwar)
					· · · · ·			(····)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact, + Positive, - Negative

S.No.	Social Environment Contents	Scaling	Reasons (during construction phase)	Reasons (during construction phase)	Reasons (after-construction phase)
1	Involuntary resettlement	D	D-No impact will be there as the no of PAF is zero in Alwar District.	No impact will be there as the no of PAF is zero in Alwar District.	D-: During operation phase it is likely to have negligible impact. No impact will be there as the no of PAF is zero in Alwar District
2	Local Economy	D	D-No impact will be there as the no of PAF is zero in Alwar District	D-No impact will be there as the no of PAF is zero in Alwar District.	D-No impact will be there as the no of PAF is zero in Alwar District
3	Land Use and utilization of local resources	D	D- During construction phaselocal resources will be utilized.(2) Land use pattern will havenearly no impact.	D-No impact will be there as the no of PAF is zero in Alwar District	D- Only marginal impact is supposed to be felt.
4	Social institution, social infrastructures and local decision making process	D-	D- it will have nearly no impact.	D- It will have only marginal impact as the social institutions are not getting affected.	D-It is likely to have no significant impact.
5	Existing infrastructure and services	D	C-Existing infrastructure will be developed in the proximity of Junction station and crossing station sites.	D No significant impact is likely to be felt	D No significant impact is likely to be felt.
6	Vulnerable social groups such as poor and indigenous people	D	D - Few structures are likely to be affected so overall impact on these groups will be marginal.	D No significant impact is likely to be felt.	D- Only marginal impact is supposed to be felt.
7	Gender	D-	 D-: No Impact is likely to be felt. 	 D-: No Impact is likely to be felt. 	 D-: No Impact is likely to be felt.
8	Children Rights	D-	 D-: No Impact is likely to be felt. 	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.
9	Distribution of benefits and losses and equality in the development process	D	D-No impact will be there as the no of PAF is zero in Alwar District.	D No significant impact is likely to be felt	D- Only marginal impact is supposed to be felt.
10	Local Conflict of interest	D	D-No impact will be there as the no of PAF is zero in Alwar District	D- D No significant impact is likely to be felt.	D-Only marginal impact is supposed to be felt.
11	Cultural property and Heritage	D	D- No significant impact is likely to take place.	 D No significant impact is likely to be felt 	D- D No significant impact is likely to be felt .
12	Public Health	D	D- No significant impact is likely to take place.	D No significant impact is likely to be felt	D- Only marginal impact is supposed to be felt because of increased noise and vibration level.
13	Water Rights / rights of common land	D-	D- No significant impact is likely to take place.	D No significant impact is likely to be felt	D -Insignificant impact is likely to be felt.
14	Hazard and Risk	D	D- No significant impact is likely to take place.	 D-No impact will be there as the no of PAF is zero in Alwar District 	D -Insignificant impact is likely to be felt.

		Pre-Construction Stage Construction Stage															
						aggregates,	onstruction	/arehouses,	nd Vehicles	Const	ruction W rela	orks for r ted struct	ailway ures	/ line a	nd	onstruction	d to the
No.	Items	erall Evaluation on the Project	veying of Planned Areas and Sites	ection of the Project Location and Sites	d Acquisition and Resettlement	raction of Building Materials (stones, i d, soil, etc.) at Quarries and Borrow Areas	th Moving: Cutting and Filling of the Cr rks	paration of Construction Plants, and Wrk Camps, etc.	rration of Construction Plants, Machines an Construction Works	Construction Works for Railway Lines Installation of Related Facilities (signals, s, etc.)	Construction Works for ICDs and Freight gistic Parks) Construction Works for Stations rminal, Junction and Crossing)	Construction Works for ROCs and RUCs	Construction Works for Cringes	Construction Works for Tunnels	alized Employment Opportunities of the C rks	alized Cuisines Opportunities Related Istruction Works
		Ō	Sur	Sel	Lar	Ext san	. Wo	Pre Wc	Op	(A) and rail	Log C	СĘ	ê	(E)	(F)	Loc Wc	Coi Coi
1	Investment on Description and					Socia	ll Enviro	nment									
1	a Conoral Boonla	٨	D	D	٨	Δ	٨	Δ	٨		٨	٨	D	٨	Б	٨	٨
	a. General People b Socially and Physically	A-	D-	D-	A-	A-	A-	A-	A-	A-	A-	A-	D-	A-	Е	A-	A-
	Disadvantaged	A-	D-	D-	A-	A-	A-	A-	A-	A-	A-	A-	D-	A-	Е	A-	A-
	c. Minorities and Scheduled Castes/Tribes	A-	D-	D-	A-	A-	A-	А-	A-	A-	A-	A-	D-	A-	Е	A-	A-
2	Local Economy such as Employment and Livelihood etc.	A-	D-	A+	A-	A+	A+	A+	A+	A+	D-	A+	D-	D-	Е	A+	A+
3	Land Use and Utilization of Local Resources	A-	D-	D-	A-	A-	A-	A-	A-	A-	A-	A-	D-	D-	Е	A-	A-
4	Social Institutions, Social Infrastructures and Local Decision- making Process	A-	A-	A-	A-	D-	D-	D-	D-	D-	D-	A-	D-	D-	Е	D-	D-
5	Existing Infrastructures and Services	A+	D-	D-	A+	A+	A-	A+	A+	A+	A+	A+	Е	A+	E	A+	A+
6			Vulı	nerabl	e Soci	al Group	s such as	the Poor	and Indi	genous Pe	eople						
	a. Households below the Poverty Line	A+	A+	A+	A+	D-	D-	A+	A+	D-	D-	A+	E	A+	E	A+	A+
~	b. Scheduled Castes and Tribes	A+	A+	A+	A+	D-	D-	A+	A+	D-	D-	A+	E	A+	E	A+	A+
0	Gender Childron's Pights	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
ð	Cilluren's Kignis	Е	Е	Е	Е	E	E	E	E	E	E	E	Е	E	Е	Е	E
9	Equality in the Development Process	A-	A-	A-	A-	D-	D-	D-	D-	A-	A-	A-	D-	D-	E	A-	A-
10	Local Conflict of Interests	A-	A-	A-	A-	A-	A-	A-	D-	D-	D-	A-	D-	D-	E	A-	A-
11	Cultural Property and Heritage	A-	A-	A-	A-	D-	D-	D-	D-	A-	D-	A-	D-	D-	E	E	E
12	a. Infectious Diseases (including HIV/AIDS)	A-	D-	D-	D-	A-	A-	A-	A-	A-	A-	A-	Е	D-	Е	D-	D-
	b. Other Health Problems																
13	Water Rights/Rights of Common Land	A-	D-	D-	D-	A-	A-	A-	A-	A-	A-	A-	D-	A-	Е	Е	A-
14						I	Iazards a	nd Risk									
	a. Traffic Accidents	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-	D-	A-	D-	D-
	b. Natural Hazards	A-	A-	A-	A-	A-	A-	A-	A-	A-	D-	A-	D-	A-	Е	D-	D-

Table 5-27 Social Impact Matrix –Sikar District

					Po	ost-Constructio	on Stage				
No.	Items	Traffic Conditions of Freight Trains	Logistic Condition of Goods, Raw Materials, Agricultural and Industrial Products	Traffic Condition of Roads	Operation and Maintenance of Railway lines and Related Structures	Employment Opportunities (whole country/local level)	Freight-oriented Business Opportunities	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Area	Increase in Settlers and Visitors to the Project Area	
						Social E	nvironment	1	1		
1	Involuntary Resettlement							<u> </u>	-	<u> </u>	
	a. General People	A-	D-	A-	A-	E	A-	A-	D-	A-	A-
	b. Socially and Physically Disadvantaged	A-	D-	A-	A-	E	A-	A-	D-	A-	A-
	c. Minorities and Scheduled Castes/Tribes	A-	D-	A-	A-	Е	A-	A-	D-	A-	A-
2	Local Economy such as Employment and Livelihood etc.	A+	D-	A+	D-	Е	D-	A+	D-	A+	D-
3	Land Use and Utilization of Local Resources	A-	D-	A-	A-	A-	A-	A-	D-	A-	D-
4	Social Institutions, Social Infrastructures and Local Decision-making Process	A-	D-	D-	D-	D-	A-	D-	D-	A-	Е
5	Existing Infrastructures and Services	A+	A+	A+	A+	A+	A+	A+	D-	A+	D-
6	Vulnerable Social Groups such as the Poor and Indigenous People										
	a. Households below the Poverty Line	A+	A+	D-	D-	Е	A+	A+	D-	A+	D-
	b. Scheduled Castes and Tribes	A+	A+	D-	D-	Е	Е	A+	D-	A+	A+
7	Gender	Е	Е	E	Е	Е	Е	Е	Е	Е	Е
8	Children's Rights	E	E	E	Е	Е	E	Е	E	E	E
9	Distribution of Benefits and Losses and Equality in the Development Process	A-	A-	A-	A-	D-	A-	A-	D-	A-	D-
10	Local Conflict of Interests	A-	A-	D-	A-	D-	A-	A-	D-	A-	D-
11	Cultural Property and Heritage	A-	A-	D-	A-	A-	Е	Е	E	A-	E
12	Public Health Conditions										
	a. Infectious Diseases (including HIV/AIDS)	Е	E	Е	Е	Е	E	Е	Е	E	Е
	b. Other Health Problems										
13	Water Rights/Rights of Common Land	A-	D-	A-	A-	D-	E	A-	D-	A-	Е
14	Hazards and Risk										
	a. Traffic Accidents	A-	A-	D-	A-	A-	D-	D-	D-	D-	D-
	b. Natural Hazards	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-

Table 5-28 Social Impact Matrix – Sikar District (Post Construction Phase)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact, + Positive, - Negative

SI.NO	Social Environment Contents	Scaling	Reasons (during construction phase)	Reasons (during construction phase)	Reasons (after-construction phase)
1	Involuntary resettlement	A-/ D	A-during pre construction and construction phase some people are likely to be affected out of these, some people will have to be involuntary resettled	A-during pre construction and construction phase some people are likely to be affected out of these, some people will have to be involuntary resettled	D-: During operation phase it is likely to have negligible impact.
2	Local Economy	A-	A- during pre construction phase, project related activities will enhance the economic development of the local area.	A- During construction phase economy will have more positive effect, as the local business will be augmented in the local area and temporary employment opportunities will be generated.	A-Local economy is supposed to be boosted in Ajmer as the proposed Junction station will play catalyst role in industrial development of the area.
3	Land Use and utilization of local resources	A/D	D- During construction phase local resources will be utilized ,specially of Ajmer town.(2) Land use pattern will have nearly no impact.	A-During construction phase local resources will be utilized, specially of Ajmer town. (2) D -Land use pattern will have nearly no impact.	D- Only marginal impact is supposed to be felt.
4	Social institution, social infrastructures and local decision making process	D-	D- it will have nearly no impact.	D- It will have only marginal impact as the social institutions are not getting affected at large.	D-It is likely to have no significant impact.
5	Existing infrastructure and services	A-	A-Existing infrastructure will be developed in the proximity of Junction station and crossing station sites.	A-: Existing infrastructure will be developed as the construction of approach roads other facilities will be developed.	 A-: Overall economy development will positively affect the infrastructure development.
6	Vulnerable social groups such as poor and indigenous people	A/D	A-: Temporary employment will benefit the livelihood of deprived/ vulnerable group.(2) D - Few structures are likely to be affected so overall impact on these groups will be marginal.	A-: Temporary employment will benefit the livelihood of deprived/ vulnerable group.	D- Only marginal impact is supposed to be felt.
7	Gender	D-	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt.
8	Children Rights	D-	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt.
9	Distribution of benefits and losses and equality in the development process	A/D	A-: Benefits and losses effects are likely to be felt equally by all groups of local community.	A-: Benefits and losses effects are likely to be felt equally by all groups of local community	D- Only marginal impact is supposed to be felt.
10	Local Conflict of interest	A/D	C-Some problems regarding alignment generated marginal problems among local groups of rural and urban area .it will show maximum effect during pre construction phase.	A-Some problems regarding alignment generated marginal problems among local groups of rural and urban area.	D-Only marginal impact is supposed to be felt.
11	Cultural property and Heritage	D-	D- No significant impact is likely to take place.	 D-Only marginal impact is supposed to be felt as no religious structure is getting directly affected in the district 	Only marginal impact will be there.
12	Public Health	A/D	D- No significant impact is likely to take place.	A-(1) During construction phase because of increased dust percentage and NOX quantity etc, increased noise and vibration level. in the local surroundings, marginal impact will be felt.(2)D- Slight increase in chances of spreading infectious disease.	D- Only marginal impact is supposed to be felt because of increased noise and vibration level.
13	Water Rights / rights of common land	D-	D- No significant impact is likely to take place.	D - water rights will have no impacts and common land (Grass land etc.) also do not have any impact.	D -Insignificant impact is likely to be felt.
14	Hazard and Risk	A/D	D- No significant impact is likely to take place.	 A- During construction phase risk of accidents related to traffic and other kind is likely to increase. 	D -Insignificant impact is likely to be felt.

Pre-construction Stage Construction Stage																	
			Bluge			and,	tion	/ork	cles	Construction	Works f	or railwa	y line	and 1	elated	tion	the
No.	Items	ect	d Sites	on and Sites	nent	als (stones, aggregates, s ow Areas	Filling of the Construe	lants, and Warehouses, V	ants, Machines and Veh	Railway Lines and s (signals, rails, etc.)	r ICDs and Freight	or Stations (Terminal,)Bs and RUBs	dges	mels	rtunities of the Construe	tunities Related to
		Overall Evaluation on the Proj	Surveying of Planned Areas an	Selection of the Project Locati	Land Acquisition and Resettle	Extraction of Building Materi soil, etc.) at Quarries and Borr	Earth Moving: Cutting and Works	Preparation of Construction P Camps, etc.	Operation of Construction Pl for Construction Works	(A) Construction Works fo Installation of Related Facilitie	(B) Construction Works fo Logistic Parks	(C) Construction Works fr Junction and Crossing)	(D) Construction Works for R0	(E) Construction Works for Br	(F) Construction Works for Tu	Localized Employment Oppo Works	Localized Business Oppo Construction Works
							Social	Environr	nent								
1	Involuntary Resettlement		D	D		E	F	٨	٨						Б	٨	Δ
	b. Socially and Physically	A-	D-	D-	A-	E	E	A-	A-	A-	A-	A-	A-	A-	E	A-	A-
	c. Minorities and Scheduled Castes/Tribes	A-	D-	D-	A-	Е	Е	A-	A-	A-	A-	A-	A-	A-	Е	A-	A-
2	Local Economy such as Employment and Livelihood etc.	A+	D-	A+	A+	A+	A+	A+	A+	A+	D-	A+	D-	D-	Е	A+	A+
3	Land Use and Utilization of Local Resources	A-	D-	D-	A-	A-	A-	A-	A-	A-	A-	A-	A-	D-	Е	A-	A-
4	Social Institutions, Social Infrastructures and Local Decision-making Process	D-	A-	A-	A-	D-	D-	D-	D-	D-	D-	A-	A-	D-	Е	D-	D-
5	Existing Infrastructures and Services	A+	D-	D-	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-	Е	A-	A-
6	Vulnerable Social Groups such	h as t	the Poo	or and	Indigen	ous People	1			1	1	1					
	a. Households below the Poverty Line	A+	A+	A+	A+	D-	D-	A+	A+	D-	D-	A+	A+	A+	Е	A+	A+
	b. Scheduled Castes and Tribes	A+	D-	D-	A+	Е	Е	A+	A+	A+	A+	A+	A+	A+	Е	A+	A+
7	Gender	Е	Е	Е	Е	E	Е	Е	Е	Е	E	E	Е	Е	Е	Е	Е
8	Children's Rights	Е	E	Е	E	E	Е	Е	Е	Е	E	Е	Е	Е	E	Е	Е
9	Distribution of Benefits and Losses and Equality in the Development Process	A-	A-	A-	A-	D-	D-	D-	D-	A-	A-	A-	A-	D-	Е	A-	A-
10	Local Conflict of Interests	A-	A-	A-	A-	A-	A-	A-	D-	D-	D-	A-	A-	A-	Е	A-	A-
11	Cultural Property and Heritage	A-	A-	A-	A-	A-	A-	D-	D-	A-	D-	A-	A-	D-	Е	Е	Е
12	Public Health Conditions									r							
	a. Infectious Diseases (including HIV/AIDS)	A-	D-	D-	D-	A-	A-	A-	A-	A-	A-	A-	A-	A-	Е	D-	D-
	b. Other Health Problems	A-	D-	D-	D-	A-	A-	A-	A-	A-	A-	A-	A-	A-	Е	D-	D-

Table 5-29 Social Impact Matrix (Jaipur)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact + Positive, - Negative.

				Ро	st-constru	uction	Stage			
No.	Items	Traffic Conditions of Freight Trains	Logistic Condition of Goods, Raw Materials, Agricultural and Industrial Products	Traffic Condition of Roads	Operation and Maintenance of Railway lines and Related Structures	Employment Opportunities (whole country/local level)	Freight-oriented Business Opportunities	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Area	Increase in Settlers and Visitors to the Project Area
Socia	l Environment		-	-	1	-	-	-	-	
1	Involuntary Resettlement									
	a. General People	D-	A-	A-	E	A-	A-	D-	A-	A-
	b. Socially and Physically Disadvantaged	D-	A-	A-	E	A-	A-	D-	A-	A-
	c. Minorities and Scheduled Castes/Tribes	D-	A-	A-	E	A-	A-	D-	A-	A-
2	Local Economy such as Employment and Livelihood etc.	D-	A-	D-	Е	D-	A-	D-	A-	D-
3	Land Use and Utilization of Local Resources	D-	A-	A-	D-	A-	A-	D-	A-	D-
4	Social Institutions, Social Infrastructures and Local Decision-making Process	D-	D-	D-	D-	A-	D-	D-	A-	Е
5	Existing Infrastructures and Services	A-	A-	A-	A-	A-	A-	D-	A-	D-
6	Vulnerable Social Groups such as the Poor and Indigenous People									
	a. Households below the Poverty Line	A-	D-	D-	Е	A-	A-	D-	A-	D-
	b. Scheduled Castes and Tribes	D-	A-	A-	Е	A-	A-	D-	A-	A-
7	Gender	Е	Е	Е	Е	Е	Е	Е	Е	E
8	Children's Rights	E	E	E	E	E	E	E	E	E
9	Distribution of Benefits and Losses and Equality in the Development Process	A-	A-	A-	D-	A-	A-	D-	A-	D-
10	Local Conflict of Interests	A-	D-	A-	D-	A-	A-	D-	A-	D-
11	Cultural Property and Heritage	A-	D-	A-	A-	E	E	E	A-	E
12	Public Health Conditions									
	a. Infectious Diseases (including HIV/AIDS)	Е	Е	Е	Е	Е	Е	Е	Е	Е
	b. Other Health Problems	Е	E	E	Е	E	E	E	E	E
13	Water Rights/Rights of Common Land	A-	A-	A-	D-	E	A-	E	A-	E
14	Hazards and Risk									
	a. Traffic Accidents	A-	D-	A-	A-	D-	D-	D-	D-	D-
	b. Natural Hazards	D-	E	D-	D-	D-	D-	D-	D-	D-

Table 5-30	Social Impact	Matrix (Post	Construction	Phase) (Jaipur)
			••••••	

S.no	Social Environment Contents	Scaling	Reasons (during construction phase)	Reasons (during construction phase)	Reasons (after-construction phase)
1	Involuntary resettlement	A/ D	C-during pre construction phase some people some people will have to be involuntary resettled	A-during construction phase some people are likely to be affected out of these, some people will have to be involuntary resettled	D-: During operation phase it is likely to have negligible impact.
2	Local Economy	А	A- during pre construction phase, project related activities will enhance the economic development of the local area.	A- During construction phase economy will have more positive effect, as the local business will be augmented in the local area and temporary employment opportunities will be generated.	A-Local economy is supposed to be boosted in Jaipur as the proposed Junction station will play catalyst role in industrial development of the area.
3	Land Use and utilization of local resources	A/D	D-During construction phase local resources will be utilized, (2) Land use pattern will have nearly no impact.	A-During construction phase local resources will be utilized,.(2) D -Land use pattern will have nearly no impact.	D- Only marginal impact is supposed to be felt.
4	Social institution, social infrastructures and local decision making process	D-	D- it will have nearly no impact.	D- It will have only marginal impact as the social institutions are not getting affected at large.	D-It is likely to have no significant impact.
5	Existing infrastructure and services	А	C-Existing infrastructure will be developed in the proximity of Junction station and crossing station sites.	A: Existing infrastructure will be developed as the construction of approach roads other facilities will be developed.	(1) A: Overall economy development will positively affect the infrastructure development.
6	Vulnerable social groups such as poor and indigenous people	A/D	A: Temporary employment will benefit the livelihood of deprived/ vulnerable group.(2) D - Few structures are likely to be affected so overall impact on these groups will be marginal.	A: Temporary employment will benefit the livelihood of deprived/ vulnerable group.	D- Only marginal impact is supposed to be felt.
7	Gender	D-	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.
8	Children Rights	D-	 D-: No Impact is likely to be felt. 	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.
9	Distribution of benefits and losses and equality in the development process	A/D	A: Benefits and losses effects are likely to be felt equally by all groups of local community.	A: Benefits and losses effects are likely to be felt equally by all groups of local community	D- Only marginal impact is supposed to be felt.
10	Local Conflict of interest	A/D	A-Some problems regarding alignment generated marginal problems among local groups of rural and urban area .it will show maximum effect during pre construction phase.	A-Some problems regarding alignment generated marginal problems among local groups of rural and urban area.	D-Only marginal impact is supposed to be felt.
11	Cultural property and Heritage	D-	D- No significant impact is likely to take place.	 D-Only marginal impact is supposed to be felt as only few (Four temples) in the district are getting affected. 	 D-Only marginal impact is supposed to be felt as only few (Four temples) in the district are getting affected.
12	Public Health	C/D	D- No significant impact is likely to take place.	C-(1) During construction phase because of increased dust percentage and NOX quantity etc, increased noise and vibration level. in the local surroundings, marginal impact will be felt.(2)D- Slight increase in chances of spreading infectious disease.	D- Only marginal impact is supposed to be felt because of increased noise and vibration level.
13	Water Rights / rights of common land	D-	D- No significant impact is likely to take place.	D - water rights will have no impacts and common land (Grass land etc.) also do not have any impact.	D -Insignificant impact is likely to be felt.
	Hazard and Risk	C/D	D- No significant impact is likely to take place.	 C-During construction phase risk of accidents related to traffic and other kind is likely to increase. 	D -Insignificant impact is likely to be felt.

		Pre-construction Construction Stage															
			Stage	Construction Stage										s			
		ct	Sites	n an	Ħ	teria tc.) i	ng o	s, an	fc	structures	for ranwa	iy ine	and	lerated	mitie	unitie s	
		roje	s pur	catio	emei	Mai il, ei	Filli	Plant tc.	1 F les	for n of ails,	for rks	for and	for	for	for	portu	portu Vork
		he F	eas a	Loc	settle	ng L, so	and	on F os, et	ctior	rks latio ls, ra	c Pai	rks tion	rks	ks	ks	Opi cs	Opi W nc
		ont	l Are	ject	l Re	ildir sand Are	ng s	amp	Ve	Woi Istall gnal	W or gistia	Wo	WOI	Woi	Woi	ent Vork	s uctio
No.	Items	tion	nnec	Pro	and	Bu tes, : row	Cutti Wo	onsti rk C	d rks	on Id In s (si	n t Loį	ion al, J	u	ų	u	oym on V	ines
		alua	Pla	the	itior	of regai Boi	ig: (of Co Wo	of an Wo	uctic es ar llitie	uctic	ruct min	uctic UBs	uctic	actic	mple	Bus e Cc
		ПЕv	lo gr	n of	sinp	on aggi s and	lovii struc	ion e	on SS Ctior	nstr Lin Faci	onstr d Fr	Onst (Te	nstr nd R	nstr	nstr	ed E onst	ed to th
		vera	/eyi	s	d Ac	action nes, rries	h M Cons	oarat ehoi	ratic	Ct way ated	S an) C ions ssing	3s ai	lges C	Co nels	alize ne C	alize ated
		0	Sur	Sel6 Site	Lan	Extr (sto Oua	Eart	Pre _l Waı	Ope Mac Con	(A) Rail Rela etc.)	(B) ICD	(C Stat Cro	(D) ROJ	(E) Bric	(F) Tun	Loc of tl	Loc Reli
1	Involuntary Resettlen	nent					S	locial I	Environme	ent							
	a. General People	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
	b. Socially and Physically Disadvantaged	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
	c. Minorities and Scheduled	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	F	D-	D-
	Castes/Tribes	2	Ľ		2		2			~		~					-
2	Local Economy such as Employment	D+	D-	D+	D-	D+	D+	D+	D+	D+	D-	D+	D-	D-	Е	D+	D+
	and Livelihood etc.																
3	Land Use and Utilization of Local	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
	Resources																
	Social Institutions, Social																
4	Infrastructures and	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
	making Process																
	Existing	D	D	D	D	D	D	D	D.	D.	D.	p.	F	D	F	D.	D.
3	Services and	D-	D-	D-	D+	D-	D-	D+	D+	D+	D+	D+	E	D+	Е	D+	D+
			<u> </u>	6	Vulner	able Soc	ial Group	s such	as the Po	or and Indige	enous Peo	ple					
	a. Households below the Poverty	D+	D+	D+	D-	D-	D-	D+	D+	D-	D-	D+	Е	D+	Е	D-	D+
	Line																
	b. Scheduled Castes and Tribes	D+	D+	D+	D-	D-	D-	D+	D+	D-	D-	D+	Е	D+	Е	D-	D+
7	Gender	Е	Е	Е	Е	Е	Е	Е	Е	Е	E	Е	Е	Е	Е	Е	Е
8	Children's Rights	E	E	E	E	E	Е	E	E	E	E	Е	E	E	E	E	E
	Benefits and Losses																
9	and Equality in the Development	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
	Process																
10	Local Conflict of Interests	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
11	Cultural Property and Heritage	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	Е	Е
12	Public Health																
	a. Infectious	D	D	D	D	D	D	P	D	D	D	P	F	D	F	D	D
	HIV/AIDS)	<i>D</i> -	D-	<u>D</u> -	<u>D</u> -	<u></u>	D-	<u> </u> -	D-	D-	D-	<i>D</i> -	Е	<u>D</u> -	Е	D-	<i>D</i> -
	b. Other Health Problems																
13	Water Rights/Rights	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	Е	D-
-	or Common Land						14F	lazard	s and Risk								
	a. Traffic Accidents	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-
	b.Natural Hazards	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-

Table 5-31 Social Impact Matrix (Nagaur)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact + Positive, - Negative.

					Post-co	onstructio	n Stage	e		
No.	Items	Traffic Conditions of Freight Trains	^b Logistic Condition of Goods, Raw Materials, Agricultural and Industrial Products	Traffic Condition of Roads	Operation and Maintenance of Railway lines and Related Structures	Employment Opportunities (whole country/local level)	Freight-oriented Business Opportunities	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Area	Increase in Settlers and Visitors to the Project Area
			Social En	vironme	ent	1				
1	Involuntary Resettlement		D	D		D	D			
	a. General People	D-	D-	D-	E	D-	D-	D-	D-	D-
	Disadvantaged	D-	D-	D-	Е	D-	D-	D-	D-	D-
	c. Minorities and Scheduled Castes/Tribes	D-	D-	D-	Е	D-	D-	D-	D-	D-
2	Local Economy such as Employment and Livelihood etc.	D-	D+	D-	Е	D-	D+	D-	D+	D-
3	Land Use and Utilization of Local Resources	D-	D-	D-	D-	D-	D-	D-	D-	D-
4	Social Institutions, Social Infrastructures and Local Decision- making Process	D-	D-	D-	D-	D-	D-	D-	D-	Е
5	Existing Infrastructures and Services	D-	D-	D-	D-	D-	D-	D-	D-	D-
6	Vulnerable Social Groups such as the Poor and Indigenous People									
	a. Households below the Poverty Line	D+	D-	D-	Е	D+	D+	D-	D+	D-
	b. Scheduled Castes and Tribes	D+	D-	D-	Е	E	D+	D-	D+	D+
7	Gender	Е	Е	Е	Е	E	Е	Е	Е	Е
8	Children's Rights	Е	E	E	Е	E	E	Е	Е	E
9	Distribution of Benefits and Losses and Equality in the Development Process	D-	D-	D-	D-	D-	D-	D-	D-	D-
10	Local Conflict of Interests	D-	D-	D-	D-	D-	D-	D-	D-	D-
11	Cultural Property and Heritage	D-	D-	D-	D-	E	Е	Е	D-	Е
12	Public Health Conditions									
	a. Infectious Diseases (including HIV/AIDS)	Е	Е	Е	Е	Е	Е	Е	Е	Е
	b. Other Health Problems									
13	Water Rights/Rights of Common Land	D-	D-	D-	D-	Е	D-	D-	D-	Е
14	Hazards and Risk									
	a. Traffic Accidents	D-	D-	D-	D-	D-	D-	D-	D-	D-
	b. Natural Hazards	D-	D-	D-	D-	D-	D-	D-	D-	D-

|--|

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact, + Positive, - Negative.

S.No.	Social Environment Contents	Scaling	Reasons (during construction phase)	Reasons (during construction phase)	Reasons (after-construction phase)
1	Involuntary resettlement	D	D-No impact will be there as the no of PAF is zero in Nagaur District.	No impact will be there as the no of PAF is zero in Nagaur District.	D-: During operation phase it is likely to have negligible impact. No impact will be there as the no of PAF is zero in Nagaur District
2	Local Economy	D	D-No impact will be there as the no of PAF is zero in Nagaur District	D-No impact will be there as the no of PAF is zero in Nagaur District.	D-No impact will be there as the no of PAF is zero in Nagaur District
3	Land Use and utilization of local resources	D	D- During construction phase local resources will be utilized. (2) Land use pattern will have nearly no impact.	D-No impact will be there as the no of PAF is zero in Nagaur District	D- Only marginal impact is supposed to be felt.
4	Social institution, social infrastructures and local decision making process	D	D- it will have nearly no impact.	D- It will have only marginal impact as the social institutions are not getting affected.	D-It is likely to have no significant impact.
5	Existing infrastructure and services	D	C-Existing infrastructure will be developed in the proximity of Junction station and crossing station sites.	D No significant impact is likely to be felt	D No significant impact is likely to be felt.
6	Vulnerable social groups such as poor and indigenous people	D	D - Few structures are likely to be affected so overall impact on these groups will be marginal.	D No significant impact is likely to be felt.	D- Only marginal impact is supposed to be felt.
7	Gender	D	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt.
8	Children Rights	D	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt.
9	Distribution of benefits and losses and equality in the development process	D	D-No impact will be there as the no of PAF is zero in Nagaur District.	D No significant impact is likely to be felt	D- Only marginal impact is supposed to be felt.
10	Local Conflict of interest	D	D-No impact will be there as the no of PAF is zero in Nagaur District	D- D No significant impact is likely to be felt.	D-Only marginal impact is supposed to be felt.
11	Cultural property and Heritage	D	D- No significant impact is likely to take place.	 D No significant impact is likely to be felt 	D- D No significant impact is likely to be felt.
12	Public Health	D	D- No significant impact is likely to take place.	D No significant impact is likely to be felt	D- Only marginal impact is supposed to be felt because of increased noise and vibration level.
13	Water Rights / rights of common land	D	D- No significant impact is likely to take place.	D No significant impact is likely to be felt	D -Insignificant impact is likely to be felt.
14	Hazard and Risk	D	D- No significant impact is likely to take place.	 D-No impact will be there as the no of PAF is zero in Nagaur District 	D -Insignificant impact is likely to be felt.

			Pre-c	onstru Stage	ction						Constructi	on Stage					
			Sites	nd Sites	nent	s, aggregates, ow Areas	Construction	Warehouses,	es and Vehicles	Construc	tion Works s	s for railw structures	ay line and	l rela	ted	ne Construction	ated to the
No.	Items	Overall Evaluation on the Project	Surveying of Planned Areas and	Selection of the Project Location a	Land Acquisition and Resettler	Extraction of Building Materials (stone: sand, soil, etc.) at Quarries and Borr	Earth Moving: Cutting and Filling of the	Preparation of Construction Plants, and Work Camps, etc.	Operation of Construction Plants, Machin for Construction Works	 (A) Construction Works for Railway Lines and Installation of Related Facilities (signals, rails, etc.) 	(B) Construction Works for ICDs and Freight Logistic Parks	(C) Construction Works for Stations (Terminal, Junction and Crossing)	(D) Construction Works for ROBs and RUBs	(E) Construction Works for Bridges	(F) Construction Works for Tunnels	Localized Employment Opportunities of th Works	Localized Business Opportunities Rel Construction Works
						S	ocial E	nvironment		1				1			
1	Involuntary Resettlement																
	a. General People	-A	-D	-D	-A	-A	-A	-A	-A	-A	-A	-A	-D	-A	Е	-A	-A
	b. Socially and Physically Disadvantaged	-A	-D	-D	-A	-A	-A	-A	-A	-A	-A	-A	-D	-A	Е	-A	-A
	c. Minorities and Scheduled Castes/Tribes	-A	-D	-D	-A	-A	-A	-A	-A	-A	-A	-A	-D	-A	Е	-A	-A
2	and Livelihood etc.	-A	-D	+A	-A	+A	+A	+A	+A	+A	-D	+A	-D	-D	Е	+A	+A
3	Resources	-A	-D	-D	-A	-A	-A	-A	-A	-A	-A	-A	-D	-D	Е	-A	-A
4	Social Institutions, Social Infrastructures and Local Decision- making Process	-A	-A	-A	-A	-D	-D	-D	-D	-D	-D	-A	-D	-D	E	-D	-D
5	Existing Infrastructures and Services	+A	-D	-D	+A	+A	-A	+A	+A	+A	+A	+A	Е	+A	Е	+A	+A
6	6 Inerable Social Groups such as the Poor and Indigenous People																
	a. Households below the Poverty Line	+A	+A	+A	+A	-D	-D	+A	+A	-D	-D	+A	Е	+A	Е	+A	+A
	b. Scheduled Castes and Tribes	+A	+A	+A	+A	-D	-D	+A	+A	-D	-D	+A	Е	+A	Е	+A	+A
7	Gender	Е	Е	Е	Е	Е	Е	Е	Е	E	Е	Е	Е	Е	Е	Е	Е
8	Children's Rights	Е	Е	Е	Е	Е	Е	Е	Е	E	Е	Е	Е	Е	Е	Е	Е
9	Distribution of Benefits and Losses and Equality in the Development Process	-A	-A	-A	-A	-D	-D	-D	-D	-A	-A	-A	-D	-D	Е	-A	-A
10	Local Conflict of Interests	-A	-A	-A	-A	-A	-A	-A	-D	-D	-D	-A	-D	-D	Е	-A	-A
11	Cultural Property and Heritage	-A	-A	-A	-A	-D	-D	-D	-D	-A	-D	-A	-D	-D	Е	Е	Е
12	Public Health Conditions																
	a. Infectious Diseases (including HIV/AIDS)	-A	-D	-D	-D	-A	-A	-A	-A	-A	-A	-A	Е	-D	Е	-D	-D
	b. Other Health Problems																
13	Water Rights/Rights of Common Land	-A	-D	-D	-D	-A	-A	-A	-A	-A	-A	-A	-D	-A	Е	Е	-A
14	azards and Risk																
	a. Traffic Accidents	-A	-A	-A	-A	-A	-A	-A	-A	-A	-A	-A	-A	-D	-A	-D	-D
	b. Natural Hazards	-A	-A	-A	-A	-A	-A	-A	-A	-A	-D	-A	-D	-A	Е	-D	-D

Table 5-33 Social Impact Matrix (Ajmer)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact, + Positive, - Negative

No.Itemsset							Post-constructi	on Stage				
Involumary Resettlement Imodultary Res	No.	Items	Traffic Conditions of Freight Trains	Logistic Condition of Goods, Raw Materials, Agricultural and Industrial Products	Traffic Condition of Roads	Operation and Maintenance of Railway lines and Related Structures	Employment Opportunities (whole country/local level)	Freight-oriented Business Opportunities	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Area	Increase in Settlers and Visitors to the Project Area	
1Involuntary Resettlement3Land Use and Utilization of Local ResourcesAD-A-A-A-A-A-A-A-A-A-A-A-D-A-A-A-D-A-A-A-D-A-A-D-A-A-A-A-A-A-A-A-D-A <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Social E</td> <td>nvironment</td> <td></td> <td></td> <td></td> <td></td>							Social E	nvironment				
a General People-A-D-A-A-AE-A-A-D-A-Ab. Socially and Physically Disadvantaged-A-D-A-AE-A-A-D-A-Ac. Minorities and Scheduled Castes/Tibes-A-D-A-AE-A-A-D-A-A2Local Economy such as Employment and Livelihood etc.+A-D-A-A-A-A-A-A-A-A3Land Use and Utilization of Local Resources-A-D-A-A-A-A-A-A-A-A-D-A4Social Institutions, Social Infrastructures and Local Decision-making Process-A-D-A-D-D-D-D-A-A-A-D+A-D5Existing Infrastructures and Services+A+A+A+A+A+A+A+A+A-D+A-D+A-D6Vulnerable Social Groups such as the Poor and Indigenous People+A+A+A-DEEE </td <td>1</td> <td>Involuntary Resettlement</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>_</td> <td></td> <td></td>	1	Involuntary Resettlement								_		
b. Socially and Physically Disadvantaged $-A$ $-D$ $-A$		a. General People	-A	-D	-A	-A	E	-A	-A	-D	-A	-A
c. Minorities and Scheduled Castes Tribes-A-D-A-D-A-A-A		b. Socially and Physically Disadvantaged	-A	-D	-A	-A	E	-A	-A	-D	-A	-A
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		c. Minorities and Scheduled Castes/Tribes	-A	-D	-A	-A	E	-A	-A	-D	-A	-A
3Land Use and Utilization of Local Resources-A-D-A-A-A-A-A-A-A-D-D-D4Social Institutions, Social Infrastructures and Local Decision-making Process-A-D-D-D-D-D-A-D-D-AE5Existing Infrastructures and Services+A+A+A+A+A+A+A+A+A-D-D+A-D+A-D6Vulnerable Social Groups such as the Poor and Indigenous People+A+A-D-DE+A+A+A-D-DE+A+A-D-Da. Households below the Poverty Line+A+A-D-DEEE	2	Local Economy such as Employment and Livelihood etc.	+A	-D	+A	-D	Е	-D	+A	-D	+A	-D
4Social Instructures and Local Decision-making Process-A-A-D-D-D-D-A-D-D-AE5Existing Infrastructures and Services+A+A+A+A+A+A+A+A+A-D-APD-APD6Winerable Social Groups such as the Poor and Indigenous People-A+A+A-DDDEE+A+A-D-A-Da. Households below the Poverty Line+A+A-DDDEE+A+A-D+A+A7GenderEEEEEEEEEEE8Children's RightsEEEEEEEEEEE9Distribution of Benefits and Losses and Equality in the Development Process-A-A-A-A-A-A-D-A-A-A-D10Local Conflict of Interests-A-A-D-A-D-A-A-D-A-A-D-A-A-D-A-A-D-A-A-D-A-A-D-A </td <td>3</td> <td>Land Use and Utilization of Local Resources</td> <td>-A</td> <td>-D</td> <td>-A</td> <td>-A</td> <td>-A</td> <td>-A</td> <td>-A</td> <td>-D</td> <td>-A</td> <td>-D</td>	3	Land Use and Utilization of Local Resources	-A	-D	-A	-A	-A	-A	-A	-D	-A	-D
5Existing Infrastructures and Services+A+A+A+A+A+A+A-D+A-D6Vulnerable Social Groups such as the Poor and Indigenous PeopleVImage of the Poerty Line+A+A-DImage of the Poerty Line+A+A-DImage of the Poerty Line+A+A-D-DE+A+A-D-DE+A+A-D+A-Db. Scheduled Castes and Tribes+A+A+A-D-DEEE <t< td=""><td>4</td><td>Social Institutions, Social Infrastructures and Local Decision-making Process</td><td>-A</td><td>-D</td><td>-D</td><td>-D</td><td>-D</td><td>-A</td><td>-D</td><td>-D</td><td>-A</td><td>Е</td></t<>	4	Social Institutions, Social Infrastructures and Local Decision-making Process	-A	-D	-D	-D	-D	-A	-D	-D	-A	Е
6Vulnerable Social Groups such as the Poor and Indigenous PeopleImage of the poor and A decode decod	5	Existing Infrastructures and Services	+A	+A	+A	+A	+A	+A	+A	-D	+A	-D
a. Households below the Poverty Line+A+A-D-DE+A+A-D-Db. Scheduled Castes and Tribes+A+A-D-DEE+A-D+A+A7GenderEEEFA-A-A-A-A-A-A-A-A-D-A-A-A-D-A<	6	Vulnerable Social Groups such as the Poor and Indigenous People										
b. Scheduled Castes and Tribes $+A$ $+A$ $-D$ $-D$ $-D$ E E $+A$ $-A$ $+A$		a. Households below the Poverty Line	+A	+A	-D	-D	Е	+A	+A	-D	+A	-D
7GenderEEECLII <td></td> <td>b. Scheduled Castes and Tribes</td> <td>+A</td> <td>+A</td> <td>-D</td> <td>-D</td> <td>E</td> <td>Е</td> <td>+A</td> <td>-D</td> <td>+A</td> <td>+A</td>		b. Scheduled Castes and Tribes	+A	+A	-D	-D	E	Е	+A	-D	+A	+A
8Children's RightsEEFDDD <td>7</td> <td>Gender</td> <td>Е</td> <td>Е</td> <td>Е</td> <td>Е</td> <td>E</td> <td>Е</td> <td>Е</td> <td>E</td> <td>Е</td> <td>Е</td>	7	Gender	Е	Е	Е	Е	E	Е	Е	E	Е	Е
9Distribution of Benefits and Losses and Equality in the Development Process-A-A-A-A-A-A-D-A-A-D-D-D-D-D-D-D-D-D-D-D-A-A-D-A-A-D-A-A-D-A-A-D-A-A-D-A-D-D-D-D-D-D-D-D-D-D-D-D-D-D-D-D-D-D	8	Children's Rights	Е	Е	Е	Е	E	Е	Е	E	Е	Е
10Local Conflict of Interests-A-A-A-D-A-A-D-A-A-D-A-D-A-D-A-AEEDDD	9	Distribution of Benefits and Losses and Equality in the Development Process	-A	-A	-A	-A	-D	-A	-A	-D	-A	-D
11Cultural Property and Heritage-A-A-D-A-AEEE-AE12Public Health Conditions<	10	Local Conflict of Interests	-A	-A	-D	-A	-D	-A	-A	-D	-A	-D
12 Public Health Conditions Image: Condition of the set of t	11	Cultural Property and Heritage	-A	-A	-D	-A	-A	Е	Е	E	-A	Е
a. Infectious Diseases (including HIV/AIDS) E D Interview	12	Public Health Conditions										
b. Other Health Problems Image: Constraint of Common Land Image:		a. Infectious Diseases (including HIV/AIDS)	Е	Е	Е	Е	Е	Е	Е	E	Е	Е
13 Water Rights/Rights of Common Land -A -D -A -D E -A -D -A E 14 Hazards and Risk - - - - - - - - - - - - - - A E - - A - A - A - D - A - D - A - D - A - D - A - D - A - D - D - D - D - D - D - D - D - D		b. Other Health Problems										
14 Hazards and Risk	13	Water Rights/Rights of Common Land	-A	-D	-A	-A	-D	Е	-A	-D	-A	Е
a. Traffic Accidents -A -B -A -D -D -D -D -D b. Natural Hazards -D -D -D -D -D -D -D -D -D	14	Hazards and Risk										
b. Natural Hazards -D		a. Traffic Accidents	-A	-A	-D	-A	-A	-D	-D	-D	-D	-D
		b. Natural Hazards	-D	-D	-D	-D	-D	-D	-D	-D	-D	-D

Table 5-34	Social Impact	Matrix (Pos	st Construction	Phase)	(Aimer)
		. maanx (i 00		1 11430)	

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact

SI.NO	Social Environment Contents	Scaling	Reasons (during construction phase)	Reasons (during construction phase)	Reasons (after- construction phase)	
1	Involuntary resettlement	A-/ D	A-during pre construction and construction phase some people are likely to be affected out of these, some people will have to be involuntary resettled	A-during pre construction and construction phase some people are likely to be affected out of these, some people will have to be involuntary resettled	D-: During operation phase it is likely to have negligible impact.	
2	Local Economy	A-	A- during pre construction phase, project related activities will enhance the economic development of the local area.	A- During construction phase economy will have more positive effect, as the local business will be augmented in the local area and temporary employment opportunities will be generated.	A-Local economy is supposed to be boosted in Ajmer as the proposed Junction station will play catalyst role in industrial development of the area.	
3	Land Use and utilization of local resources	A/D	D- During construction phase local resources will be utilized ,specially of Ajmer town.(2) Land use pattern will have nearly no impact.	A-During construction phase local resources will be utilized, especially of Ajmer town. (2) D -Land use pattern will have nearly no impact.	D- Only marginal impact is supposed to be felt.	
4	Social institution, social infrastructures and local decision making process	D-	D- it will have nearly no impact.	D- It will have only marginal impact as the social institutions are not getting affected at large.	D-It is likely to have no significant impact.	
5	Existing infrastructure and services	A-	A-Existing infrastructure will be developed in the proximity of Junction station and crossing station sites.	A-: Existing infrastructure will be developed as the construction of approach roads other facilities will be developed.	(1)A-: Overall economy development will positively affect the infrastructure development.	
6	Vulnerable social groups such as poor and indigenous people	A/D	A-: Temporary employment will benefit the livelihood of deprived/ vulnerable group.(2) D - Few structures are likely to be affected so overall impact on these groups will be marginal.	A-: Temporary employment will benefit the livelihood of deprived/ vulnerable group.	D- Only marginal impact is supposed to be felt.	
7	Gender	D-	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt. 	
8	Children Rights	D-	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt. 	
9	Distribution of benefits and losses and equality in the development process	A/D	A-: Benefits and losses effects are likely to be felt equally by all groups of local community.	A-: Benefits and losses effects are likely to be felt equally by all groups of local community	D- Only marginal impact is supposed to be felt.	
10	Local Conflict of interest	A/D	C-Some problems regarding alignment generated marginal problems among local groups of rural and urban area .it will show maximum effect during pre construction phase.	A-Some problems regarding alignment generated marginal problems among local groups of rural and urban area.	D-Only marginal impact is supposed to be felt.	
11	Cultural property and Heritage	D-	D- No significant impact is likely to take place.	 D-Only marginal impact is supposed to be felt as no religious structure is getting directly affected in the district 	Only marginal impact will be there.	
12	Public Health	A/D	D- No significant impact is likely to take place.	A-(1) During construction phase because of increased dust percentage and NOX quantity etc, increased noise and vibration level. in the local surroundings, marginal impact will be felt.(2)D- Slight increase in chances of spreading infectious disease.	D- Only marginal impact is supposed to be felt because of increased noise and vibration level.	
13	Water Rights / rights of common land	D-	D- No significant impact is likely to take place.	D - water rights will have no impacts and common land (Grass land etc.) also do not have any impact.	D -Insignificant impact is likely to be felt.	
	Hazard and Risk	A/D	D- No significant impact is likely to take place.	 A- During construction phase risk of accidents related to traffic and other kind is likely to increase. 	D -Insignificant impact is likely to be felt.	

			Pre-construction Stage		Construction Stage												
			Stuge			ates,	tion	Ises,	and	Construction	Works	for railway	line	and	related	the	the
No.	Items	Overall Evaluation on the Project	Surveying of Planned Areas and Sites	Selection of the Project Location and Sites	Land Acquisition and Resettlement	Extraction of Building Materials (stones, aggrege sand, soil, etc.) at Quarries and Borrow Areas	Earth Moving: Cutting and Filling of the Construc Works	Preparation of Construction Plants, and Warehou Work Camps, etc.	Operation of Construction Plants, Machines Vehicles for Construction Works	(A) Construction Works for Railway Lines and for Installation of Related Facilities (signals, rails, a etc.)	(B) Construction Works for ICDs and Freight Logistic Parks	(C) Construction Works for Stations (Terminal, Junction and Crossing)	(D) Construction Works for ROBs and RUBs	(E) Construction Works for Bridges	(F) Construction Works for Tunnels	Localized Employment Opportunities of Construction Works	Localized Business Opportunities Related to Construction Works
1	Involuntary Resettlement		D	D		F	Г	г				D	D		_ _		
	a. General People	A-	D-	D-	A-	Е	E	Е	A-	A-	A-	D-	D-	A-	E	A-	A-
	Disadvantaged	A-	D-	D-	A-	Е	Е	A-	A-	A-	A-	D-	D-	A-	Е	A-	A-
	c. Minorities and Scheduled Castes/Tribes	A-	D-	D-	A-	Е	Е	A-	A-	A-	A-	D-	D-	A-	Е	A-	A-
2	Local Economy such as Employment and Livelihood etc.	A+	D-	A+	A+	A+	A+	A+	A+	A+	D-	D-	D-	D-	Е	A+	A+
3	Land Use and Utilization of Local Resources	A-	D-	D-	A-	A-	A-	A-	A-	A-	A-	A-	D-	D-	Е	A-	A-
4	Social Institutions, Social Infrastructures and Local Decision-making Process	A-	A-	A-	A-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
5	Existing Infrastructures and Services	A+	D-	D-	A+	A+	A+	A+	A+	A+	A+	D-	D-	A+	Е	A+	A+
6					V	ulnerable S	ocial Gr	oups si	uch as the Poor	and Indigenou	is People						
	a. Households below the Poverty Line	A+	A+	A+	A+	D-	D-	A+	A+	D-	D-	D-	D-	A+	Е	A-	A+
	b. Scheduled Castes and Tribes	A+	D-	D-	D-	Е	Е	A+	A+	A+	A+	D-	D-	A+	Е	A+	A+
7	Gender	E	Е	E	E	E	Е	Е	Е	E	Е	E	Е	E	Е	E	E
8	Children's Rights	E	E	E	E	E	E	E	E	E	E	E	Е	E	E	E	E
9	Distribution of Benefits and Losses and Equality in the Development Process	A-	A-	A-	A-	D-	D-	D-	D-	A-	A-	A-	D-	D-	Е	A-	A-
10	Local Conflict of Interests	A-	A-	A-	A-	A-	A-	A-	D-	D-	D-	A-	D-	D-	Е	A-	A-
11	Cultural Property and Heritage	A-	A-	A-	A-	D-	D-	D-	D-	A-	D-	D-	D-	D-	Е	Е	Е
12	12 Public Health Conditions																
	a. Infectious Diseases (including HIV/AIDS)	A-	D-	D-	D-	A-	A-	A-	A-	A-	A-	Е	Е	A-	Е	D-	D-
L	b. Other Health Problems	A-	D-	D-	D-	A-	A-	A-	A-	A-	A-	Е	Е	A-	Е	D-	D-
13	Water Rights/Rights of Common Land	A-	D-	D-	D-	A-	A-	A-	A-	A-	A-	D-	D-	A-	Е	Е	A-
14	14 Hazards and Risk																
L	a. Traffic Accidents	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-	D-	D-	A-	Е	D-	D-
	b. Natural Hazards	A-	A-	A-	A-	A-	A-	A-	A-	A-	D-	D-	D-	A-	E	D-	D-

Table 5-35 Social Impact Matrix (Pali)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact
				Post-construction Stage								
No.	Items	Over all Impact	Traffic Conditions of Freight Trains	Logistic Condition of Goods, Raw Materials, Agricultural and Industrial Products	Traffic Condition of Roads	Operation and Maintenance of Railway lines and Related Structures	Employment Opportunities (whole country/local level)	Freight-oriented Business	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Area	Increase in Settlers and Visitors to the Project Area	
1	Involuntary Pacattlement						Social	Enviro	nment			
1	a General People	Α-	D-	Α-	Α-	E	A -	Α-	D-	Α-	A-	
	b. Socially and Physically Disadvantaged	A-	D-	A-	A-	E	A-	A-	D-	A-	A-	
	c. Minorities and Scheduled Castes/Tribes	A-	D-	A-	A-	Е	A-	A-	D-	A-	A-	
2	Local Economy such as Employment and Livelihood etc.	A-	D-	A+	D-	Е	D-	A+	D-	A+	D-	
3	Land Use and Utilization of Local Resources	A-	D-	A-	A-	D-	A-	A-	D-	A-	D-	
4	Social Institutions, Social Infrastructures and Local Decision- making Process	A-	D-	D-	D-	D-	A-	D-	D-	A-	Е	
5	Existing Infrastructures and Services	A+	A+	A+	A-	A+	A+	A+	D-	A+	D-	
6	Vulnerable Social Groups such as the Poor and Indigenous People											
	a. Households below the Poverty Line	A+	A+	D-	D-	E	A+	A+	D-	A+	D-	
	b. Scheduled Castes and Tribes	A+	D-	A+	A+	E	A+	A+	D-	A+	A+	
7	Gender	E	E	E	E	E	E	E	E	E	E	
9	Distribution of Benefits and Losses and Equality in the Development Process	E A-	A-	A-	E A-	D-	E A-	A-	D-	A-	D-	
10	Local Conflict of Interests	A-	A-	D-	A-	D-	A-	A-	D-	A-	D-	
11	Cultural Property and Heritage	A-	A-	D-	A-	A-	Е	Е	Е	A-	E	
12	Public Health Conditions											
	a. Infectious Diseases (including HIV/AIDS)	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	
	b. Other Health Problems	Е	E	E	Е	E	E	E	E	E	Е	
13	Water Rights/Rights of Common Land	A-	A-	A-	A-	D-	A-	A-	E	A-	E	
14	Hazards and Risk		<u> </u>			<u> </u>		-				
	a. Irattic Accidents	D-	A-	D-	A-	A-	D-	D-	D-	D-	D-	
	b. Natural Hazards	D-	D-	E	D-	D-	D-	D-	D-	D-	D-	

Table 5- 36	Social Impact M	atrix (Post Construction	on Phase) (Pali)
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Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact

	Social Environment Contents	Scaling	Reasons (during construction phase)	Reasons (during construction phase)	Reasons (after-construction phase)
1	Involuntary resettlement	A/ D	A-during pre construction phase some people (approximately 236) are likely to be affected out of these, some people will have to be involuntary resettled	A-during pre construction and construction phase some people (approximately 236) are likely to be affected out of these, some people will have to be involuntary resettled	D-: During operation phase it is likely to have negligible impact.
2	Local Economy	А	A- during pre construction phase, project related activities will enhance the economic development of the local area.	A- During construction phase economy will have more positive effect, as the local business will be augmented in the local area and temporary employment opportunities will be generated.	C-Local economy is supposed to be boosted in as the proposed project will play a catalyst role in industrial development of the area.
3	Land Use and utilization of local resources	A/D	A-During construction phase local resources will be utilized .(2) Land use pattern will have nearly no impact.	A-During construction phase local resources will be utilized,.(2) D -Land use pattern will have nearly no impact.	D- Only marginal impact is supposed to be felt.
4	Social institution, social infrastructures and local decision making process	D-	D- it will have nearly no impact.	D- It will have only marginal impact as the social institutions are not getting affected at large.	D-It is likely to have no significant impact.
5	Existing infrastructure and services	А	A-Existing infrastructure will be developed in the proximity of Junction station and crossing station sites.	A-: Existing infrastructure will be developed as the construction of approach roads other facilities will be developed.	(1)A-: Overall economy development will positively affect the infrastructure development.
6	Vulnerable social groups such as poor and indigenous people	A/D	A-: Temporary employment will benefit the livelihood of deprived/ vulnerable group.(2) D - Few structures are likely to be affected so overall impact on these groups will be marginal.	A-:Temporary employment will benefit the livelihood of deprived/ vulnerable group.(2) D - Few structures are likely to be affected so overall impact on these groups will be marginal.	D- Only marginal impact is supposed to be felt.
7	Gender	D-	 D-: No Impact is likely to be felt. 	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.
8	Children Rights	D-	 D-: No Impact is likely to be felt. 	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.
9	Distribution of benefits and losses and equality in the development process	A/D	A-:Benefits and losses effects are likely to be felt equally by all groups of local community.	A-:Benefits and losses effects are likely to be felt equally by all groups of local community	D- Only marginal impact is supposed to be felt.
10	Local Conflict of interest	A/D	C-Some problems regarding alignment generated marginal problems among local groups of rural and urban area .it will show maximum effect during pre construction phase.	A-Some problems regarding alignment generated marginal problems among local groups of rural and urban area.	D-Only marginal impact is supposed to be felt.
11	Cultural property and Heritage	D	D- No significant impact is likely to take place.	 D-Only marginal impact is supposed to be felt as only few one community building) in the district is getting affected. 	D-Only marginal impact is supposed to be felt as only few structures are likely to be affected and no heritage property is getting affected.
12	Public Health	A/D	D- No significant impact is likely to take place.	A-(1) During construction phase because of increased dust percentage and NOX quantity etc, increased noise and vibration level. in the local surroundings, marginal impact will be felt.(2)D- Slight increase in chances of spreading infectious disease.	D- Only marginal impact is supposed to be felt because of increased noise and vibration level.
13	Water Rights / rights of common land	D-	D- No significant impact is likely to take place.	D - water rights wail have no impacts and common land (Grass land etc.) also do not have any impact.	D -Insignificant impact is likely to be felt.
	Hazard and Risk	A/D	D- No significant impact is likely to take place.	 A- During construction phase risk of accidents related to traffic and other kind is likely to increase. 	D -Insignificant impact is likely to be felt.

Social Impact Evaluation Matrix is presented in Table 5-37 and Table 5-38

			Pre-co	onstru	ction					Constr	uction S	tage					
		ŀ	pu	Stage	t	als c.)	of	its,	ts, or	Construc	ction W	orks for ra	ailwav	line aı	nd	ent	ies
		ect	ls a	on a	men	ateria 1, et	ling	Plan s, etc	Plan 1	<u> </u>	relat	ed structu	res	5	5	oyme	unit
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1	Social Environment																
_	a. General People	A-	D-	D-	D-	Е	Е	Е	A-	A-	A-	D-	D-	A-	Е	A-	A-
	b. Socially and	٨	D	D	D	Б	Б		^		^	D	D	•	Б		^
	Disadvantaged	A-	D-	D-	D-	Е	E	A-	A-	A-	A-	D-	D-	A-	Е	A-	A-
	c. Minorities and	٨	D	D	D	Б	Б		^		^	D	D	•	Б		^
	Castes/Tribes	A-	D-	D-	D-	Е	Е	A-	A-	A-	A-	D-	D-	A-	Е	A-	A-
2	Local Economy such	A 1	D	A 1	A .	Δ.	A 1	A .	A 1	A .	D	D	D	D	Б	A .	A .
Z	Livelihood etc.	A+	D-	A+	A+	A+	A+	A+	A+	A+	D-	D-	D-	D-	Е	A+	A+
2	Land Use and	٨	D	D	D	٨							D	D	Б		
3	Resources	A-	D-	D-	D-	A-	A-	A-	A-	A-	A-	A-	D-	D-	Е	A-	A-
	Social Institutions,																
4	and Local Decision-	A-	A-	A-	A-	D-	D-	D-	D-	D-	D-	D-	D-	D-	Е	D-	D-
	making Process							-									
5	Existing Infrastructures and	A+	D-	D-	A+	В	В	A+	A+	A+	A+	D-	D-	A+	Е	A+	A+
	Services					11 0 .				1.7.1							
6	a. Households below		1.	Vu	Inera	ble Socia	al Grou	ips suc	h as the Po	or and Indig	enous P	eople	_			_	
	the Poverty Line	A+	A+	A+	A+	D-	D-	A+	- A+	D-	D-	D-	D-	A+	Е	В	A+
	 b. Scheduled Castes and Tribes 	A+	D-	D-	D-	Е	Е	A+	- A+	A+	A+	D-	D-	A+	Е	A+	A+
7	Gender	Е	Е	Е	Е	Е	Е	E	Е	Е	Е	Е	Е	Е	Е	Е	Е
8	Children's Rights	Е	Е	Е	Е	Е	Е	E	E	E	Е	Е	Е	Е	Е	Е	Е
0	Benefits and Losses	٨				D	D	D					D	D	Б		
9	and Equality in the	A-	A-	A-	A-	D-	D-	D-	D-	A-	A-	A-	D-	D-	Б	A-	A-
10	Local Conflict of	٨			٨					D	D		D	D	Б	D	
10	Interests	A-	A-	A-	A-	A-	A-	A-	D-	D-	D-	A-	D-	D-	Е	D	A-
11	Cultural Property and Heritage	A-	A-	A-	A-	D-	D-	D-	D-	A-	D-	D-	D-	D-	Е	Е	Е
12	Public Health Condition	ons															
	a. Infectious Diseases	A-	D	D	D	A-	A-	A-	A-	A-	A-	E	Е	A-	Е	D	D
	HIV/AIDS)			2	5							-	-			-	2
	b. Other Health Problems	A-	D	D	D	A-	A-	A-	A-	A-	A-	Е	Е	A-	Е	D	D
13	Water Rights/Rights	A-	D	D	D	A-	A-	A-	В	A-	A-	D	D	A-	Е	Е	A-
14	Hazards and Risk							I	I	1	1	1	I	<u> </u>	L		
	a. Traffic Accidents	A-	A-	A-	A-	A-	A-	A-	A-	A-	A-	D-	D-	A-	Е	D-	D-
	b. Natural Hazards	A-	A-	A-	A-	A-	A-	A-	A-	A-	D-	D-	D-	A-	E	D-	D-

Table 5-37 Social Impact Matrix (Sirohi)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact, + Positive, - Negative.

					Post-	construc	tion Sta	age		
No.	Items	Traffic Conditions of Freight Trains	Logistic Condition of Goods, Raw Materials, Agricultural and Industrial Products	Traffic Condition of Roads	Operation and Maintenance of Railway lines and Related Structures	Employment Opportunities (whole country/local level)	Freight-oriented Business Opportunities	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Area	Increase in Settlers and Visitors to the Project Area
			Social Enviro	onmen	t					
1	Involuntary Resettlement									
	a. General People	D-	A-	A-	E	A-	A-	D-	A-	A-
	b. Socially and Physically Disadvantaged	D-	A-	A-	Е	A-	A-	D-	A-	A-
	c. Minorities and Scheduled Castes/Tribes	D-	A-	A-	E	A-	A-	D-	A-	A-
2	Local Economy such as Employment and Livelihood etc.	D-	A+	D-	Е	D-	A+	D-	A+	D-
3	Land Use and Utilization of Local Resources	D-	A-	A-	D-	A-	A-	D-	A-	D-
4	Social Institutions, Social Infrastructures and Local Decision-making Process	D-	D-	D-	D-	A-	D-	D-	A-	Е
5	Existing Infrastructures and Services	A+	A+	В	A+	A+	A+	D-	A+	D-
6	Vulnerable Social Groups such as the Poor and Indigenous People									
	a. Households below the Poverty Line	A+	D-	D-	Е	A+	A+	D-	A+	D-
	b. Scheduled Castes and Tribes	D-	A+	A+	Е	A+	A+	D-	A+	A+
7	Gender	Е	Е	Е	Е	Е	Е	Е	Е	Е
8	Children's Rights	E	Е	E	Е	E	E	Е	E	Е
9	Distribution of Benefits and Losses and Equality in the Development Process	A-	A-	A-	D-	A-	A-	D-	A-	D-
10	Local Conflict of Interests	A-	D-	A-	D-	В	A-	D-	В	D-
11	Cultural Property and Heritage	A-	D-	A-	A-	E	E	Е	A-	Е
12	Public Health Conditions									
	a. Infectious Diseases (including HIV/AIDS)	Е	E	Е	Е	Е	Е	Е	E	E
	b. Other Health Problems	E	Е	E	E	E	Е	Е	E	Е
13	Water Rights/Rights of Common Land	A-	A-	A-	D-	A-	A-	Е	A-	Е
14	Hazards and Risk									
	a. Traffic Accidents	A-	D-	A-	A-	D-	D-	D-	D-	D-
	b. Natural Hazards	D-	E	D-	D-	D-	D-	D-	D-	D-

Table 5-38 Social Impact Matrix (Post Construction Phase) (Sirohi)

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglectable impact, E: No impact, + Positive, - Negative.

Sl.NO	Social Environment Contents	Scaling	Reasons (during construction phase)	Reasons (during construction phase)	Reasons (after-construction phase)
1	Involuntary resettlement	A-/ D	A-during pre construction and construction phase some people are likely to be affected out of these, some people will have to be involuntary resettled	A-during pre construction and construction phase some people are likely to be affected out of these, some people will have to be involuntary resettled	D-: During operation phase it is likely to have negligible impact.
2	Local Economy	А	A- during pre construction phase, project related activities will enhance the economic development of the local area.	A- During construction phase economy will have more positive effect, as the local business will be augmented in the local area and temporary employment opportunities will be generated.	A-Local economy is supposed to be boosted in Ajmer as the proposed Junction station will play catalyst role in industrial development of the area.
3	Land Use and utilization of local resources	A/D	D- During construction phase local resources will be utilized, specially of Ajmer town.(2) Land use pattern will have nearly no impact.	A-During construction phase local resources will be utilized, especially of Ajmer town. (2) D -Land use pattern will have nearly no impact.	D- Only marginal impact is supposed to be felt.
4	Social institution, social infrastructures and local decision making process	D	D- it will have nearly no impact.	D- It will have only marginal impact as the social institutions are not getting affected at large.	D-It is likely to have no significant impact.
5	Existing infrastructure and services	А	A-Existing infrastructure will be developed in the proximity of Junction station and crossing station sites .	A-: Existing infrastructure will be developed as the construction of approach roads other facilities will be developed.	(1)A-: Overall economy development will positively affect the infrastructure development.
6	Vulnerable social groups such as poor and indigenous people	A/D	A-: Temporary employment will benefit the livelihood of deprived/ vulnerable group.(2) D - Few structures are likely to be affected so overall impact on these groups will be marginal.	A-: Temporary employment will benefit the livelihood of deprived/ vulnerable group.	D- Only marginal impact is supposed to be felt.
7	Gender	D	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt.
8	Children Rights	D	(1) D-: No Impact is likely to be felt.	(1) D-: No Impact is likely to be felt.	 D-: No Impact is likely to be felt.
9	Distribution of benefits and losses and equality in the development process	A/D	A-: Benefits and losses effects are likely to be felt equally by all groups of local community.	A-: Benefits and losses effects are likely to be felt equally by all groups of local community	D- Only marginal impact is supposed to be felt.
10	Local Conflict of interest	A/D	C-Some problems regarding alignment generated marginal problems among local groups of rural and urban area .it will show maximum effect during pre construction phase.	A-Some problems regarding alignment generated marginal problems among local groups of rural and urban area .	D-Only marginal impact is supposed to be felt.
11	Cultural property and Heritage	D	D- No significant impact is likely to take place.	 D-Only marginal impact is supposed to be felt as no religious structure is getting directly affected in the district 	Only marginal impact will be there.
12	Public Health	A/D	D- No significant impact is likely to take place.	A-(1) During construction phase because of increased dust percentage and NOX quantity etc, increased noise and vibration level. in the local surroundings, marginal impact will be felt.(2)D- Slight increase in chances of spreading infectious disease.	D- Only marginal impact is supposed to be felt because of increased noise and vibration level.
13	Water Rights / rights of common land	D	D- No significant impact is likely to take place.	D - water rights will have no impacts and common land (Grass land etc.) also do not have any impact.	D -Insignificant impact is likely to be felt.
	Hazard and Risk	A/D	D- No significant impact is likely to take place.	 A- During construction phase risk of accidents related to traffic and other kind is likely to increase. 	D -Insignificant impact is likely to be felt.

5.5 POLLUTION CONTROL MEASURES

5.5.1 INTRODUCTION

The Central Pollution Control Board (CPCB) is the statutory organization responsible to prevent and control pollution. It serves as a field formation and also provides technical services to the Ministry of Environment and Forests of the provisions of the Environment (Protection) Act, 1986. State Pollution Control Board (SPCB) plays the role in environmental management at the state level.

Pollution Control study involves monitoring of Noise and Vibration along the Proposed DFC at selected Sensitive Receptors. The interview survey has been undertaken to get local people perception about the environmental quality. Secondary data has been reviewed however the availability of secondary data is limited with reference to Environmental Quality.

5.5.2 EXISTING CONDITION

(1) Air Quality

Air pollution encompasses a diverse array of natural and anthropogenic emission including gaseous constituents, volatile chemicals aerosols and their atmospheric reaction products. Secondary data on air quality for Sikar, Jaipur, Nagaur, Ajmer, Pali and Sirohi District is not available; however, the general condition of air quality is good along alignment as no industries and factories are located along the alignment and agriculture is the main source of economy in this region.

Secondary data on air quality for Alwar District has been collected from area of monitoring station by Central Pollution Control Board. The air quality data of Alwar is shown below in Table 5-39 to Table 5-42.

S.No.	State/Ut	City	Location	Type of Area	Average (μG/m ³)	Air Quality Standard(µG/M ³)
1.			Riico Pump House	Industrial	7	80
	Rajasthan	Alwar	Gaurav Solvex Ltd	Industrial	8	80
			Regional Office	Residential	8	60

Table 5-39 SO₂ Levels (Annual Average Concentration in μ g/m³) during 2005.

Source: cpcb.nic.in

Table 5- 40	NO ₂ Levels	(Annual Ave	rage Concentr	ration in µg/m	n ³) during 2005.
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S.No.	State/Ut	City	Location	Type f Area	Average (μG/m ³)	Air Quality Standard(µG/M ³)
			RIICO Pump House	Industrial	BDL	80
1.	Rajasthan	Alwar	Gaurav Solvex Ltd	Industrial	9	80
			Regional Office	Residential	10	60

Note: BDL = Below Detection Limit (Concentration less than $4 \mu g/m^3$ for SO₂) Source: cpcb.nic.in

S.No.	State/Ut	City	Location	Type of Area	Average (μg/m ³)	Air Quality Standard(µg/m ³)
			RIICO Pump House	Industrial	95	120
1. Rajasthan	Alwar	Gaurav Solvex Ltd	Industrial	99	120	
			Regional Office	Residential	161	60

Table 5-41	RSPM Levels	(Annual Average	e Concentration	in µg/m ³)	during 2005

Source: cpcb.nic.in

Table 5-42	SPM Levels	(Annual Average	Concentration i	in µa/m³)	durina 2005
	••••••••	(·			

S.No.	State/Ut	City	Location	Type of Area	Average (μg/m ³)	Air Quality Standard(µg/m ³)
			RIICO Pump House	Industrial	161	360
1.	Rajasthan	Alwar	lwar Gaurav Solvex Ltd		171	360
			Regional Office	Residential	285	140

Source: cpcb.nic.in

The air quality standards prescribed by CPCB are given in Table 5-43.

Pollutant	Sulphur Dioxide		Oxides of Nitrogen		Suspended Particulate matter		Carbon Monoxide	
Time Weighted	Annual Average	24 Hours Average	Annual Average	24 Hours Average	Annual Average	24 Hours Average	8 Hours	1 Hours
Industrial Area	80 µg/m ³	120 µg/m ³	80 µg/m ³	120 µg/m ³	360 µg/m ³	500 µg/m ³	5.0 mg/m ³	10.0 mg/m ³
Residential Area	60 µg/m ³	80 µg/m ³	60 µg/m ³	$80 \ \mu\text{g/m}^3$	$140 \ \mu\text{g/m}^3$	$200 \ \mu\text{g/m}^3$	2.0 mg/m ³	4.0 mg/m ³
Sensitive area	15 μg/m ³	30 µg/m ³	15 μg/m ³	30 µg/m ³	70 µg/m ³	100 µg/m ³	1.0 mg/m ³	2.0 mg/m ³

 Table 5-43 Ambient Air Quality Standard

Source: Central Pollution Control Board

(2) Water Quality

1) Ground Water in the Study Area

Rain and river water percolates through the soil and sandy river beds to reach a hard stratum. Percolated water gets accumulated there in large pools and are called aquifers. This forms ground water. Soil texture and gradient of the area are the two major factors governing percolation, recharging aquifers.

There is a vast potential of utilizing the ground water throughout the state of Rajasthan. At present ground water is the only source of drinking, irrigation etc in the study area. People use hand pumps, open wells or bore wells to draw water from ground. Ground water sample collected from open well and was analyzed.

Apparent from the analysis of ground water presented in the following, the ground water quality in the study area is quite good and is suitable for drinking purpose without any treatment. The water quality fully conforms to the standards laid down WHO and BIS for drinking purpose. Field data is not available for Alwar and Nagaur Districts.

2) Ground Water Quality in Sikar District

Ground water quality in Sikar District is shown in the following tables.

Sl. No.	Parameter	Units of Measurements	Value	Prescribed Limits	Protocol
1.	pH		6.8	6.5-8.5	IS:3025
2.	Dissolved Oxygen	mg/L	-	-	IS:3025
3.	Conductivity	Micromho/cm	680	-	IS:3025
4.	Total Suspended Solids	mg/L	Nill	-	IS:3025
5.	Total Dissolved Solids	mg/L	448	500-2000	IS:3025
6.	Alkalinity as CaCO ₃	mg/L	295	200-600	IS:3025
7.	Total Hardness as CaCO ₃	mg/L	208	300-600	IS:3025
8.	Calcium as CaCO ₃	mg/L	138	75-200	IS:3025
9.	Magnesium as CaCO ₃	mg/L	60	30-100	IS:3025
10.	Sodium	mg/L	68	-	IS:3025
11.	Potassium	mg/L	06	-	IS:3025
12.	Chloride	mg/L	40	250-1000	IS:3025
13.	Phosphate	mg/L	0.173	-	IS:3025
14.	Sulphate	mg/L	9	200-400	IS:3025
15.	Nitrate	mg/L	Nill	45	IS:3025
16.	Oil & Grease	mg/L	-	-	IS:3025
17.	Silica	mg/L	-	-	IS:3025
18.	Phenolic Compounds	mg/L	-	-	IS:3025
19.	Chemical Oxygen Demand	mg/L	-	-	IS:3025
20.	Biological Oxygen Demand	mg/L	-	-	IS:3025
21.	Arsenic	mg/L	-	0.01	APHA
22.	Mercury	mg/L	-	0.001	APHA
23.	Lead	mg/L	-	0.05	APHA
24.	Cadmium	mg/L	-	0.01	APHA
25.	Hexavalent Chromium	mg/L	-	0.05	APHA
26.	Copper	mg/L	-	0.05	APHA
27.	Zinc	mg/L	-	5	APHA
28.	Selenium	mg/L	-	0.01	APHA
29.	Iron	mg/L	-	0.3	APHA

Table 5-44	Ground Water	analysis of Sik	ar District	(Hand Pump)
		unury 515 01 011		

Sl. No.	Parameter	Units of Measurements	Value	Prescribed Limits	Protocol
1	pH		6.77	6.5-8.5	IS:3025
2	Dissolved Oxygen	mg/L	-	-	IS:3025
3	Conductivity	Micromho/cm	1285	-	IS:3025
4	Total Suspended Solids	mg/L	Nil	-	IS:3025
5	Total Dissolved Solids	mg/L	794	500-2000	IS:3025
6	Alkalinity as CaCO ₃	mg/L	619	200-600	IS:3025
7	Total Hardness as CaCO ₃	mg/L	284	300-600	IS:3025
8	Calcium as CaCO ₃	mg/L	186	75-200	IS:3025
9	Magnesium as CaCO ₃	mg/L	98	30-100	IS:3025
10	Sodium	mg/L	240	-	IS:3025
11	Potassium	mg/L	10	-	IS:3025
12	Chloride	mg/L	108	250-1000	IS:3025
13	Phosphate	mg/L	0.51	-	IS:3025
14	Sulphate	mg/L	42	200-400	IS:3025
15	Nitrate	mg/L	Nil	45	IS:3025
16	Oil & Grease	mg/L	-	-	IS:3025
17	Silica	mg/L	-	-	IS:3025
18	Phenolic Compounds	mg/L	-	-	IS:3025
19	Chemical Oxygen Demand	mg/L	-	-	IS:3025
20	Biological Oxygen Demand	mg/L	-	-	IS:3025
21	Arsenic	mg/L	-	0.01	APHA
22	Mercury	mg/L	-	0.001	APHA
23	Lead	mg/L	-	0.05	APHA
24	Cadmium	mg/L	-	0.01	APHA
25	Hexavalent Chromium	mg/L	-	0.05	APHA
26	Copper	mg/L	-	0.05	APHA
27	Zinc	mg/L	-	5	APHA
28	Selenium	mg/L	-	0.01	APHA
29	Iron	mg/L	-	0.3	APHA

	Table 5-45	Ground Water	Analysis	of Sikar	District ((Wells)
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Sl. No.	Parameter	Units of Measurements	Value	Prescribed Limits	Protocol
1.	pH		7.1	6.5-8.5	IS:3025
2.	Dissolved Oxygen	mg/L	4	-	IS:3025
3.	Conductivity	Micromho/cm	4,440	-	IS:3025
4.	Total Suspended Solids	mg/L	30		IS:3025
5.	Total Dissolved Solids	mg/L	2608	500-2000	IS:3025
6.	Alkalinity as CaCO ₃	mg/L	718	200-600	IS:3025
7.	Total Hardness as CaCO ₃	mg/L	444	300-600	IS:3025
8.	Calcium as CaCO ₃	mg/L	180	75-200	IS:3025
9.	Magnesium as CaCO ₃	mg/L	264	30-100	IS:3025
10.	Sodium	mg/L	810	-	IS:3025
11.	Potassium	mg/L	20	-	IS:3025
12.	Chloride	mg/L	764	250-1000	IS:3025
13.	Phosphate	mg/L	BDL	-	IS:3025
14.	Sulphate	mg/L	340	200-400	IS:3025
15.	Nitrate	mg/L	BDL	45	IS:3025
16.	Oil & Grease	mg/L	BDL	-	IS:3025
17.	Silica	mg/L	BDL	-	IS:3025
18.	Phenolic Compounds	mg/L	BDL	-	IS:3025
19.	Chemical Oxygen Demand	mg/L	BDL	-	IS:3025
20.	Biological Oxygen Demand	mg/L	BDL	-	IS:3025
21.	Arsenic	mg/L	BDL	0.01	APHA
22.	Mercury	mg/L	BDL	0.001	APHA
23.	Lead	mg/L	BDL	0.05	APHA
24.	Cadmium	mg/L	BDL	0.01	APHA
25.	Hexavalent Chromium	mg/L	BDL	0.05	APHA
26.	Copper	mg/L	BDL	0.05	APHA
27.	Zinc	mg/L	BDL	5	APHA
28.	Selenium	mg/L	BDL	0.01	APHA
29.	Iron	mg/L	BDL	0.3	APHA

Table 5-46	Ground	Water	Analysis	of Jai	pur District
	Ground	Tuto	Analysis	01 001	pui District

Note: BDL: Below Detection Level Source: Field Data Survey

- 3) Water Quality in Ajmer
- a) Surface Water Study

There is no river found in the study area. Surface water source are mainly ponds. The representative sample for surface water study was collected from pond in Kishangarh in Ajmer District. The result of analysis has been presented in Table 5-47.

S. No.	Parameter	Units of Measurements	Value	Prescribed Limits	Protocol
1.	pH		7.1	6.5-8.5	IS:3025
2.	Dissolved Oxygen	mg/L	-	-	IS:3025
3.	Conductivity	Micromho/cm	170	-	IS:3025
4.	Total Suspended Solids	mg/L	100	-	IS:3025
5.	Total Dissolved Solids	mg/L	178	500-2000	IS:3025
6.	Alkalinity as CaCO ₃	mg/L	36	200-600	IS:3025
7.	Total Hardness as CaCO ₃	mg/L	Nill	300-600	IS:3025
8.	Calcium as CaCO ₃	mg/L	Nill	75-200	IS:3025
9.	Magnesium as CaCO ₃	mg/L	Nill	30-100	IS:3025
10.	Sodium	mg/L	26		IS:3025
11.	Potassium	mg/L	3		IS:3025
12.	Chloride	mg/L	6	250-1,000	IS:3025
13.	Phosphate	mg/L	0.98	-	IS:3025
14.	Sulphate	mg/L	108	200-400	IS:3025
15.	Nitrate	mg/L	8.5	45	IS:3025
16.	Oil & Grease	mg/L	-	-	IS:3025
17.	Silica	mg/L	-	-	IS:3025
18.	Phenolic Compounds	mg/L	-	-	IS:3025
19.	Chemical Oxygen Demand	mg/L	-	-	IS:3025
20.	Biological Oxygen Demand	mg/L	-	-	IS:3025
21.	Arsenic	mg/L	-	0.01	APHA
22.	Mercury	mg/L	-	0.001	APHA
23.	Lead	mg/L	-	0.05	APHA
24.	Cadmium	mg/L	-	0.01	APHA
25.	Hexavalent Chromium	mg/L	-	0.05	APHA
26.	Copper	mg/L	-	0.05	APHA
27.	Zinc	mg/L	-	5	APHA
28.	Selenium	mg/L	-	0.01	APHA
29.	Iron	mg/L	-	0.3	APHA

Source: Field Data Survey

b) Ground Water

Rain and river water percolates through the soil and sandy river beds to reach a hard stratum. Percolated water gets accumulated there in large pools and are called aquifers. This forms ground water. Soil texture and gradient of the area are the two major factors governing percolation, recharging aquifers.

At present ground water is the only source of drinking, irrigation etc in the study area. People use hand pumps, open wells or bore wells to draw water from ground. Ground water sample collected from Hand Pump and was analyzed.

The ground water quality in the study area is quite good and is suitable for drinking purpose without any treatment (Table 5-48). The water quality fully conforms to the standards laid down WHO and BIS for drinking purpose.

SI. No.	Parameter	Units of Measurements	Value	Prescribed Limits	Protocol	Remarks
1.	pН		7.1	6.5-8.5	IS:3025	
2.	Dissolved Oxygen	mg/L	-	-	IS:3025	
3.	Conductivity	Micromho/cm	588	-	IS:3025	
4.	Total Suspended Solids	mg/L	Nil	-	IS:3025	
5.	Total Dissolved Solids	mg/L	280	500-2000	IS:3025	
6.	Alkalinity as CaCO ₃	mg/L	252	200-600	IS:3025	
7.	Total Hardness as CaCO ₃	mg/L	162	300-600	IS:3025	
8.	Calcium as CaCO ₃	mg/L	154	75-200	IS:3025	
9.	Magnesium as CaCO ₃	mg/L	8	30-100	IS:3025	
10.	Sodium	mg/L	52	-	IS:3025	
11.	Potassium	mg/L	03	-	IS:3025	
12.	Chloride	mg/L	42	250-1000	IS:3025	
13.	Phosphate	mg/L	0.01	-	IS:3025	
14.	Sulphate	mg/L	5.08	200-400	IS:3025	
15.	Nitrate	mg/L	2.8	45	IS:3025	
16.	Oil & Grease	mg/L	-	-	IS:3025	
17.	Silica	mg/L	-	-	IS:3025	
18.	Phenolic Compounds	mg/L	-	-	IS:3025	
19.	Chemical Oxygen Demand	mg/L	-	-	IS:3025	
20.	Biological Oxygen Demand	mg/L	-	-	IS:3025	
21.	Arsenic	mg/L	-	0.01	APHA	
22.	Mercury	mg/L	-	0.001	APHA	
23.	Lead	mg/L	-	0.05	APHA	
24.	Cadmium	mg/L	-	0.01	APHA	
25.	Hexavalent Chromium	mg/L	-	0.05	APHA	
26.	Copper	mg/L	-	0.05	APHA	
27.	Zinc	mg/L	-	5	APHA	
28.	Selenium	mg/L	-	0.01	APHA	
29.	Iron	mg/L	-	0.3	APHA	

- 4) Water Quality in Pali District
- a) Surface Water Study

There is no river in the study area. Surface water source are mainly ponds / canals etc. A representative sample was collected from Jawai Canal at location near Jawai Sagar Dam and analyzed (Table 5-49).

Sl. No.	Parameter	Units of Measurements	Value	Prescribed Limits	Protocol	Remarks
1	pН		7.4	6.5-8.5	IS:3025	
2	Dissolved Oxygen	mg/L	-	-	IS:3025	
3	Conductivity	Micromho/cm	453	-	IS:3025	
4	Total Suspended Solids	mg/L	10	-	IS:3025	
5	Total Dissolved Solids	mg/L	176	500-2000	IS:3025	
6	Alkalinity as CaCO3	mg/L	158	200-600	IS:3025	
7	Total Hardness as CaCO3	mg/L	82	300-600	IS:3025	
8	Calcium as CaCO3	mg/L	76	75-200	IS:3025	
9	Magnesium as CaCO3	mg/L	6	30-100	IS:3025	
10	Sodium	mg/L	45	-	IS:3025	
11	Potassium	mg/L	06	-	IS:3025	
12	Chloride	mg/L	37	250-1000	IS:3025	
13	Phosphate	mg/L	.209	-	IS:3025	
14	Sulphate	mg/L	4.30	200-400	IS:3025	
15	Nitrate	mg/L	Nil	45	IS:3025	
16	Oil & Grease	mg/L	-	-	IS:3025	
17	Silica	mg/L	-	-	IS:3025	
18	Phenolic Compounds	mg/L	-	-	IS:3025	
19	Chemical Oxygen Demand	mg/L	-	-	IS:3025	
20	Biological Oxygen Demand	mg/L	-	-	IS:3025	
21	Arsenic	mg/L	-	0.01	APHA	
22	Mercury	mg/L	-	0.001	APHA	
23	Lead	mg/L	-	0.05	APHA	
24	Cadmium	mg/L	-	0.01	APHA	
25	Hexavalent Chromium	mg/L	-	0.05	APHA	
26	Copper	mg/L	-	0.05	APHA	
27	Zinc	mg/L	-	5	APHA	
28	Selenium	mg/L	-	0.01	APHA	
29	Iron	mg/L	-	0.3	APHA	

Table 5-49 Surface water analysis of Pali District

5) Water Quality in Sirohi District

Water quality in Sirohi District is shown in the following.

Sl. No.	Parameter	Units of Measurements	Units of Measurements Value		Protocol
1	рН		6.7	6.5-8.5	IS:3025
2	Dissolved Oxygen	mg/L	-	-	IS:3025
3	Conductivity	Micromho/cm	200		IS:3025
4	Total Suspended Solids	mg/L	Nill		IS:3025
5	Total Dissolved Solids	mg/L	150	500-2000	IS:3025
6	Alkalinity as CaCO ₃	mg/L	65	200-600	IS:3025
7	Total Hardness as CaCO ₃	mg/L	24	300-600	IS:3025
8	Calcium as CaCO ₃	mg/L	20	75-200	IS:3025
9	Magnesium as CaCO ₃	mg/L	4	30-100	IS:3025
10	Sodium	mg/L	7		IS:3025
11	Potassium	mg/L	4		IS:3025
12	Chloride	mg/L	3	250-1000	IS:3025
13	Phosphate	mg/L	0.20	-	IS:3025
14	Sulphate	mg/L	24	200-400	IS:3025
15	Nitrate	mg/L	Nil	45	IS:3025
16	Oil & Grease	mg/L	-	-	IS:3025
17	Silica	mg/L	-	-	IS:3025
18	Phenolic Compounds	mg/L	-	-	IS:3025
19	Chemical Oxygen Demand	mg/L	-	-	IS:3025
20	Biological Oxygen Demand	mg/L	-	-	IS:3025
21	Arsenic	mg/L	-	0.01	APHA
22	Mercury	mg/L	-	0.001	APHA
23	Lead	mg/L	-	0.05	APHA
24	Cadmium	mg/L	-	0.01	APHA
25	Hexavalent Chromium	mg/L	-	0.05	APHA
26	Copper	mg/L	-	0.05	APHA
27	Zinc	mg/L	-	5	APHA
28	Selenium	mg/L	-	0.01	APHA
29	Iron	mg/L	-	0.3	APHA

Table 5-50 Ground Water Analysis of Sirohi (Near Abu Road Railway Station) District

Primary water quality criteria for designated-best-use-classes are given in Table 5-51.

Designated-Best-Use	Class of water	Criteria		
Drinking Water source without conventional treatment but after disinfection	А	Total Coliforms Organism MPN/100 ml shall be 50 or less pH between 6.5 and 8.5 Dissolved Oxygen 6mg/Lor more Biochemical Oxygen Demand 5 days 20°C 2mg/l or less		
Out door Bathing	В	Total Coliforms Organism MPN/100 ml shall be 500 or less pH between 6.5 and 8.5 Dissolved Oxygen 5mg/Lor more Biochemical Oxygen Demand 5 days 20°C 3mg/L or less		
Drinking water source after conventional treatment and disinfection	С	Total Coliforms Organism MPN/100 ml shall be 5,000 or less pH between 6 to 9 Dissolved Oxygen 4mg/L or more Biochemical Oxygen Demand 5 days 20°C 3mg/ L or less		
Propagation of wildlife and Fisheries	D	pH between 6.5 to 8.5 Dissolved Oxygen 4mg/L or more Free Ammonia (as N)1.2 mg/L or less		
Irrigation, industrial cooling, controlled waste disposal	Е	pH between 6.0 to 8.5 Electrical conductivity at 25°C michro mhos/cm max. 2,250 Sodium absorption ratio max. 26 Boron max. 2mg/L		

Table 5-51	Water Quality	v Criteria F	Prescribed	by CPCB
		,		

Source: Central Pollution Control Board

(3) Soil

Soil is the sustainer of life in our environment. Soil, which is the upper crust of earth, is of significance as all the vegetation, including crops subset on it. The Study area has very light soils (sandy and loamy sand-beggar) and the light soils (relatively sandy loam). Soil contamination data are not available for this district.

1) Sikar

The district of Sikar is characterized with the soils, which belong to two moisture regimes, i.e., Ustic (6.7%) and Aridic (1.4%). Dominant soils of Ustic zone are deep, excessively drained, sandy and alkaline are classified as Typic Ustipsamments and associated soils as Typic Ustochrepts. Soils of Aridic zone are sandy and alkaline and classified as Typic Torripsamments and associated soils and Typic Camborthids.

2) Jaipur

The area is entirely covered by alluvial deposits, which consist of clay and sand with Kankar. Locally beds of gravel and cemented sands are occasionally present with the unconsolidated sands. The soils are alkaline in nature. The soils are deficient in nitrogen and organic matter. Within the alluvial tract occur the saline and alkaline soils. Soil data are not available for this district.

(4) Solid Waste

Solid waste can be classified into different types depending on their source:

- a) Domestic or Household waste is generally classified as municipal waste,
- b) Industrial waste as hazardous waste, and
- c) Biomedical waste or hospital waste as infectious waste.

Waste management in Rajasthan responses have not kept pace with the increasing quantities of municipal solid waste, industrial hazardous wastes and bio-medical waste, which results in 2 waste problems listed below:

- a) High proportion of uncollected waste; and
- b) Poor standards of transportation, storage, treatment and disposal, that lead to land and groundwater pollution.

The district generates significant quantity of solid waste from the urban areas and various agriculture related industries like the rice mills, cold storage, etc.

(5) Noise

Secondary data on noise is not available; however, the general observation shows that noise is higher in the urban areas (town) whereas outside city it is low. The analysis of monitoring conducted along the railway line at sensitive receptors shows that noise is higher during day hours. The ambient Noise Standards are given in Table 5-52.

Area anda	Catagory of Aroa / Zona	Limits in dB L _{Aeq} *					
Alea coue	Category of Area / Zone	Day Time	Night Time				
(A)	Industrial area	75	70				
(B)	Commercial area	65	55				
(C)	Residential area	55	45				
(D)	Silence Zone	50	40				

Table 5-52 Ambient Air Quality Standards in Respect of Noise

* dB L_{Aeq} denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.

Note 1. Day time shall mean from 6.00 to 22.00.

2. Night time shall mean from 22:00 to 6.00.

3. Silence zone is an area comprising not less than 100 metres around hospitals, educational institutions, courts, religious places or any other area which is declared as such by the competent authority

(6) Vibration

No secondary data is available on vibration; however, a vibration monitoring has been conducted at the Sensitive Receptors along the railway and the analysis of data shows that vibration is higher than the permissible limit.

(7) Ground Subsistence

No incidence of ground subsidence has been reported from the district.

5.5.3 Potential Environmental Impact Evaluation and Mitigation Measures (Pollution)

Environmental Impact Assessment involves prediction of potential impacts by the development of the project on the surrounding area. Based on baseline environmental status described and proposed project activities potential impacts have been assessed and predicted and appropriate mitigation measures are suggested to avoid/reduce/compensate the potential adverse impacts and enhance the positive impacts. The impacts due to development of the proposed DFC are assessed as shown below:

- 1) Pre Construction Phase;
- 2) Construction Phase; and
- 3) Operation Phase

Within the framework of DFC Project study, a simple method that determines potential existence of impact has been employed. Matrix system is considered as a tool for organizing and presenting information on the environmental impacts caused to the natural and social environment by the DFC Project. Following parameter and scale is used for producing matrix impacts.

Parameter	Scale	Remarks			
	No impact	Е	Positive : + Negative : -		
	Negligible impact	D	Positive : + Negative : -		
Significance	Insignificant impact	С	Positive : + Negative : -		
	Relatively significant impact	В	Positive : + Negative : -		
	Significant impact	А	Positive : + Negative : -		

Table 5-53	Parameter	and	Scale of	Impact	Matrix
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The Environmental Impact Matrix is given in Table 5-54.

(1) Impact on Air Quality

1) Construction Phase

During Construction phase, the air quality is likely to be affected due to generation of dust from construction activities and gaseous emission from construction vehicle. However, the impact will be localized, short-termed and reversible.

Mitigation Measures

- Adequate dust suppression measures such as regular water sprinkling on construction sites, haul and unpaved roads particularly near habitation will be undertaken to control fugitive dust
- Plantation activity may be undertaken at the construction sites
- Workers may be provided with mask to prevent breathing problems
- Trucks carrying soil, sand and stone may be duly covered to avoid spilling.
- Low emission construction equipment, vehicles and generator sets may be used
- Air quality monitoring may be conducted at construction sites.
- Impact on air quality is likely to be temporary and reversible.
- 2) Operation Phase

During operation phase, the impacts on air quality are shown below:

- The air quality of the area is likely to be improved. Currently the cargo is transported by railway and road. It is estimated 1 liter of fuel can move 24 ton-km of freight by road, 85 ton- km by rail. Therefore, once the DFC is active in the area the consumption of fuel is likely to decrease which may subsequently decrease emission in the area.
- Plantation along the DFC is likely to improve the air quality of the area.

Mitigation Measures

- Air Quality should be monitored during operation phase complying CPCB guidelines.

(2) Impact on Water Quality

1) Construction Phase

- There would not be any significant impact on the surface water quality due to the activities during construction phase. However, there will be some impact on the ground water quality as the water table in this area is high and in some low lying areas water logging problem is also prevalent.
- The activities which are likely to impact water quality are surface run-off from construction sites, spillage & leakage from construction equipments and sewage generated from construction camps. These activities may result in short-term mild reversible impact on water quality.
- The water quality of the irrigational canals crossing the DFC is also likely to be affected; however, this will be temporary and for short duration.
- The impact on water quality will be localized and reversible, suspended particulate matter tends to settle down in due course of time.

Mitigation Measures

- Silt fencing may be provided near water bodies to avoid spillage of construction material.
- Discharge of waste from construction/labour camp into water bodies may be strictly prohibited.
- Construction methodologies with minimum or no impact on water quality may be adopted, disposal of construction wastes at designated sites and adequate drainage system may be provided.
- Project design may take care of irrigational canal and proper culverts may be provided so that irrigation setup is not disturbed.
- Construction activity may be prohibited during rainy season near water bodies.
- Water quality monitoring may be conducted during construction phase.
- 2) Operation Phase
- During operation phase no impact is envisaged on water bodies, as adequate design provision will be made for proper discharge of wastewater.

(3) Impact on Soil

- 1) Construction Phase
- During construction phase soil contamination is likely to take place due to leakage of asphalt emulsifier at pavement of road.
- Soil contamination may also take place during filling of oil in vehicles or leakage from vehicles.

Mitigation Measures

- Asphalt emulsifier must be handled with caution and any leakage detected must be immediately rectified.
- Construction work should not be done during rainy season to avoid erosion and spreading of loose material.
- Topsoil removed during excavation work should be stored separately in the bunded area

and should be utilized during plantation or refilling of excavated area.

- 2) Operation Phase
- During operation phase no impact is envisaged on soil.

(4) Solid Waste

- 1) Construction Phase
- Solid waste is likely to be generated due to extraction of building materials, earth moving, and operation of construction plant and construction of railway related structures.
- Construction camp is also likely to generate solid waste and pollute the area.

Mitigation Measures

- Construction work must be carried in such a way that minimum or no solid waste is generated at construction site. Extra earth material produced may be utilized for refilling of borrow areas.
- Rainy season may be avoided to minimize spreading of loose materials.
- Solid waste management may be framed for camp areas. Dustbins may be provided in the camps.
- The Contractor must provide proper sanitation facilities in camps.
- 2) Operation Phase
- Solid waste may be generated during operation phase due to the operation of freight train and related facilities.

Mitigation Measures

- Solid waste management program must be framed for operation phase. Excess of material generated must be disposed in eco-friendly manner.
- Biodegradable and non-biodegradable waste must be collected separately.
- Regular cleaning must be conducted at ICD and at Stations.

(5) Noise and Vibration

- 1) Construction Phase
- Noise is likely to be generated due to various construction activities such as movement of construction vehicles, machineries and equipments, extraction of building materials, earth moving, and construction works of railway and related structures.
- The noise level is likely to rise; however, such exposure shall not occur for long period, the noise shall be intermittent, temporary and limited to construction site only.

Mitigation Measures

- Modern technologies producing low noise may be used during construction.
- Construction equipment's and vehicles must be in good working condition, properly lubricated and maintained to keep noise within permissible limit.
- Near Settlements and in Fisher Forest construction activity may be conducted only in day time and noise producing activity may be prohibited during night hours.

- Temporary noise barriers installed at settlements and forest area, if required.
- Plantation may be carried at the work site.
- Head phones, ear plugs to be provided to the workers at construction site.
- Noise level monitoring must conducted during construction phase.
- The construction methods with lower vibration generation shall be applied.
- Machines and vehicles equipped with lower vibration devices such as vibrationproofing cover shall be used.
- Vibration propagation shall be prevented by keeping the distance and changing the direction and location of machines.
- Near settlement and forest areas, construction activities shall be conducted only during daytime, and vibration generating activities shall be prohibited during night time.
- Vibration level monitoring shall be conducted during the construction phase.
- 2) Operation Phase
- During operation phase noise and vibration are likely to occur due to due to movement of trains and related facilities such as loading and unloading.

Mitigation Measures

- Plantation must be maintained along DFC corridor.
- New technologies shall be incorporated to lower vibration generation with respect to structures and rolling stocks.
- Use of long welded rails without fishplate joint is suggested for reduction in vibration.
- Crushed stones shall be used for ballast materials, and accumulation of crushed ballast by passing trains is to be removed through frequent ballast cleaning.
- For a railway bridge girder, steel may be replaced with concrete materials such as PC and RC to minimise oscillation of the bridge girder which generates vibration in addition to noise.
- If necessary, building the vibration-proof trench and underground wall may be built to prevent the vibration propagation.
- Provide appropriate maintenance of locomotives, tracks and structures.
- Running speed of freight trains in the urban area and the railway station shall be controlled, if required.
- Fences and structures to shelter and absorb vibration in addition to noise are duly provided to the sections where houses and Sensitive Receptors are located near railway tracks, if required.
- Monitoring of railway noise and vibration generated from dedicated freight trains shall be conducted.

(6) Land Subsidence

- 1) Construction Phase
- Land subsidence is not envisaged, as the project area is plain except the detour section where it traverses through undulating stretch.
- Soil erosion may take place in the undulating section; however, the impact will be

insignificant.

Mitigation Measures

- Plantation must be carried to control erosion.
- 2) Operation Phase
- During operation phase no impact is envisaged on land subsidence.

(7) **Bottom Sediment**

- 1) Construction Phase
- The DFC alignment crosses Perennial River; during construction sediment pollution may occur. The impact will be neglect able as the bridge will be a minor one.

Mitigation Measures

- Silt fencing may be provided to avoid runoff into the river.
- 2) Operation Phase
- During operation phase no impact is envisaged on bottom sediment

(8) Offensive Odour

No activities activity causing offensive odour is envisaged; however, cleanliness must be maintained at construction site during construction and at ICD & stations to avoid any foul odour.

		ction e		Construction Stage					Post-construction Stage																	
	Items	Overall Evaluation on the Project	Surveying of Planned Areas and Sites	Selection of the Project Location and Sites	Land Acquisition and Resettlement	Extraction of Building Materials (stones, aggregates, sand, soil, etc.) at Quarries and Borrow Areas	Earth Moving: Cutting and Filling of the Construction Works	Preparation of Construction Plants, and Warehouses, Work Camps, etc.	Operation of Construction Plants, Machines and Vehicles for Construction Works	(A) Construction Works for Railway Lines and Installation of Related Facilities (signals, rails, etc.)	(B) Construction Works for ICDs and b of Freight Logistic Parks	(C) Construction Works for Stations produce (Terminal, Junction and Crossing)	(D) Construction Works for ROBs and m is RUBs	(E) Construction Works for Bridges	(F) Construction Works for Tunnels	Localized Employment Opportunities of the Construction Works	Localized Business Opportunities Related to the Construction Works	Traffic Conditions of Freight Trains	Logistic Condition of Goods, Raw Materials, Agricultural and Industrial Products	Traffic Condition of Roads	Operation and Maintenance of Railway lines and Related Structures	Employment Opportunities (whole country/local level)	Freight-oriented Business Opportunities	Passenger Oriented Business Opportunities	Promoting Development of Surrounding Area	Increase in Settlers and Visitors to the Project Area
Envi	ronmental Pollutio	n																								
1	Air Pollution	C-	D-	D-	D-	C-	C-	C-	C-	C-	C-	C-	D-	C-	Е	Е	Е	C-	D-	D-	C-	Е	Е	Е	Е	C-
2	Water Pollution	C-	D-	D-	D-	C-	C-	C-	C-	C-	C-	C-	D-	C-	Е	Е	Е	C-	D-	D-	C-	Е	Е	Е	Е	C-
3	Soil Contamination	C-	D-	D-	D-	C-	C-	C-	C-	C-	C-	C-	D-	C-	Е	Е	Е	C-	D-	D-	C-	Е	Е	Е	Е	C-
4	Solid Waste and Industrial Discharge	C-	D-	D-	D-	C-	C-	C-	C-	C-	C-	C-	D-	C-	E	Е	Е	C-	D-	D-	C-	Е	Е	Е	E	C-
5	Noise and Vibration	C-	D-	D-	D-	C-	C-	C-	C-	C-	C-	C-	D-	C-	Е	Е	Е	C-	D-	D-	C-	Е	Е	Е	Е	C-
6	Land Subsidence	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е
7	Bottom Sediment	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е
8	Offensive Odour	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е	Е

Table 5-54 Matrix of Environmental Impacts

Note: A: Significant impact, B: Relatively Significant impact, C: Insignificant impact, D: Neglect able impact, E: No impact, + Positive, - Negative

S.No.	Pollution item	Scaling	Reasons (during pre construction phase)	Reasons (during construction phase)	Reasons (after-construction phase)
1	Air Pollution	С	D- No significant impact is likely to take place.	C-:Dust and NOx emission from construction machines and vehicles during construction	D-: Air pollutant emission from freight trains is expected to be negligible from electric engine and even in case of diesel traction is applied.
2	Water Pollution	C/D	D- No significant impact is likely to take place.	C-: Wastewater discharge from earthworks, engineering, temporary houses of workers during construction and operation of railway facilities.(2) Ground water can be marginally polluted from the leachate of disposed solid waste.(3)Local water bodies(Canal, Ponds etc.) can be affected by sediments during construction phase.	D-: Wastewater discharge from freight railway facilities is expected to be negligible/.
3	Soil Contamination	D	D- No significant impact is likely to take place.	D-: Contamination of hazardous materials such as heavy metals and toxic chemicals to soil can be avoided through proper pollution control management during construction phase.	D-: Contamination of hazardous materials such as heavy metals and toxic chemicals to soil are not expected.
4	Solid waste	С	D- No significant impact is likely to take place.	C-: Generation of construction and household waste during construction phase. (Secure proper segregation, transportation, treatment and disposal.)	C-: Generation of solid waste from freight railway related facilities.
5	Noise	D/C	D- No significant impact is likely to take place.	C-: Noise generation from earthmoving and construction works during construction at densely populated areas in the proximity of alignment	C-: Noise generation from operation of DFC in the areas near to alignment
6	Vibration	С	D-: Vibration generation from earthmoving and construction works during construction	C-: Vibration generation from earthmoving and construction works during construction at densely populated areas in the proximity of alignment.	C-: Vibration from operation of DFC in the areas near to alignment
7	Bottom Sediment	D	D- No significant impact is likely to take place.	 D-: No Perennial river located during survey, Marginal impact of sedimentation will be on local water bodies spread over distributed area 	D-: There is expected to be no activities, which may cause bottom sediment pollution.
8	Ground Subsidence	D	D- No significant impact is likely to take place.	D-: Railway lines are planned in the area with firm ground condition. No earth works and civil engineering are planned to affect groundwater table.	D-:There is expected to be no activities which may cause ground subsidence.
9	Offensive Odor	D	D- No significant impact is likely to take place.	D-: Some possibility of Generation of offensive odor during construction phase.	D-: Generation of offensive odor is expected to be negligible.

5.6 NOISE AND VIBRATION SURVEY

5.6.1 Background and Purpose

One of the major environmental concerns arises out of the railway operation is the noise and vibration. While vibration may lead to damage of cultural assets and other establishments near railway track, noise has impacts on the human health. The country has definite statutory specifications, rules and regulations regarding noise level at different regions, as has been discussed already in the previous section.

The noise and vibration survey has therefore been incorporated in the scope of study as a very important requirement to study the feasibility of a dedicated freight corridor (DFC) construction.

5.6.2 Approach and Methodology of Railway Noise and Vibration Measurement

(1) Selection of Sensitive Receptors:

As per the agreed methodologies, for noise and vibration survey a primary field visit was conducted to identify the locations of sensitive receptors. The identification was done following the standard norms and guidance of JICA Study Team. Total 25 points for ambient noise and vibration survey and 5 points of detailed railway noise and vibration survey were chosen, along with a few other optional points where the measurement could be done if any of the scheduled point is missed. A few of the points selected for ambient noise and vibration measurement have also been chosen for measuring the noise and vibration level at the time of when a train either passenger or freight is passing by the existing railway track. Hence, the noise and vibration survey was conducted in three categories: 1) railway noise and vibration survey along the railways, 2) ambient noise and vibration survey at sensitive receptors, and 3) railway noise and vibration survey at sensitive receptors.

Along with the noise and vibration measurement and collection of secondary information on the sampling locations, a questionnaire survey was also done at all the points of noise and vibration survey at sensitive receptors to assess the people's perception regarding existing problem of railway noise and vibration at their neighborhood. For each measurement point, the total 10 persons were interviewed on the aspect.

(2) Railway Noise and Vibration Measurement along Railways

The integrated noise and vibration level meters were put in a horizontal series at 12.5 m, 25 m, 50 m and 100m distances from the central line of the existing railway track. The readings were taken simultaneously at all the four points, for a period as long as that at least eight trains including both passenger and freight passed by in the same direction.

There have been total 5 numbers of railway noise and vibration measurement sites chosen along the whole railway track covered in Rajasthan and Haryana. Among those, two have been done near bridges and rests at the areas of plain running rail track on embankment. The steps followed in the railway noise and vibration measurement along railways are as follows.

- The baseline data in respect of railway noise and vibration features and patterns viz. track characteristics, attenuation patterns with distance, train speed etc. have been collected. The train categorizations are followed as Table 5-55.
- The noise and vibration level for the time interval of each train passing, were noted.
- Sound exposure level or LAE and LAeq (equivalent continuous A-weighted sound pressure level) of passing trains by train categories were noted in accordance JIS Z 8731

(Acoustics-Description and Measurement of Environmental Noise).

- The vibration levels of peak level of passing trains were also been measured.
- The vibration measurements were also been done simultaneously using JIS Z 8735 (Methods of measurement of vibration level).

The scheme of measurement is given in Figure 5-1.

	Category	Specification							
		Train	Traction	Load	Route				
1.	FD 1A	Freight Train	Diesel Traction	Container	Plain route				
2.	FD 1B	Freight Train	Diesel Traction	Container	Bridge				
3	FD 2A	Freight Train	Diesel Traction	Container	Plain Route				
4.	FD 2B	Freight Train	Diesel Traction	Container	Bridge				
5.	FD 3A	Freight Train	Diesel Traction	Open Wagon for Bulk transportation	Plain Route				
6.	FD 3B	Freight Train	Diesel Traction	Open Wagon for Bulk transportation	Bridge				
7.	FE 1A	Freight Train	Electrified Traction	Container	Plain Route				
8.	FE 1B	Freight Train	Electrified Traction	Container	Bridge				
9.	FE 2A	Freight Train	Electrified Traction	Covered Wagon	Plain Route				
10.	FE 2B	Freight Train	Electrified Traction	Covered Wagon	Bridge				
11.	FE 3A	Freight Train	Electrified Traction	Open Wagon for Bulk transportation	Plain Route				
12.	FE 3B	Freight Train	Electrified Traction	Open Wagon for Bulk transportation	Bridge				
13.	PD A	Passenger Train	Diesel Traction	-	Plain Route				
14.	PD B	Passenger Train	Diesel Traction	-	Bridge				
15.	PE A	Passenger Train	Electrified Traction	-	Plain Route				
16.	PE B	Passenger Train	Electrified Traction	-	Bridge				

 Table 5-55
 Categorization of Trains



Figure 5-1 Schematic Plan and Elevation of Railway, Ambient Noise and Vibration

(3) Noise and Vibration Measurement at Sensitive Receptors

1) Ambient Noise and Vibration Measurement at Sensitive Receptors

Sensitive receptors are identified as educational institutes, hospitals and health centers, courts and religious establishments. Ambient noise and vibration were surveyed at or in near proximity of different identified sensitive receptors located the track or along the proposed diversions in DFC. The readings were taken continuously for 4 hours.

2) Railway Noise and Vibration Survey at Sensitive Receptors

The noise and vibration survey conducted at the sensitive receptor points at the time of any train passing by the track is considered as railway noise and vibration survey at sensitive receptors. In case of railway noise and vibration measurement at SRs, almost the same procedure of ambient noise and vibration measurement at SRs is followed. The measurements were conducted for all the trains passing including crossing trains passing both directions for a time interval of 2 hours. Among the total 25 ambient noise and vibration measurement study was done in 10 points.

Stepwise general methodology of noise and vibration measurement near sensitive receptors is as follows:

- The measurement is done at a point near to the sensitive receptors for the stipulated time span of 4 or 2 hrs.
- The measurement was done in accordance with standardized methods prevailing in India or JIS Z 8731 (Acoustics-Description and Measurement of Environmental Noise).
- The vibration measurements were also been done simultaneously using the standardized methods prevailing in India or JIS Z 8735 (Methods of measurement of vibration level).
- The detailed site conditions, such as land use, urban/rural condition, structures and facilities prevailing around the sampling sites, etc.
- Four photographs of each of the point have been taken to show the area profile of the point.
- Both day time and night time measurements were done in different locations.
- 3) Questionnaire Survey Methodology and Result

Parallel to the noise and vibration measurement, a questionnaire survey was also run among the local people residing around the Sensitive receptor points. They were asked to answer a few queries related to their perceptions over the disturbances and annoyance caused by railway noise and vibration due to existing railway track.

10 respondents were chosen randomly from each of the sampling sites and interviewed only after making them understand the purpose of the survey.

5.6.3 Results of Railway Noise and Vibration Measurement

As per the agreed terms, results of noise and vibration survey will be put in a district wise pattern. The detailed results and survey questionnaire will be tabulated, analyzed and presented accordingly. The detailed results of noise and vibration survey are shown in Annex-5.1.

The results of noise and vibration survey for Alwar, Nagaur and Sirohi District are not available because in this district not selected any DR and SR site. The results of other districts are presented below.

(1) Sikar

The results of noise and vibration survey for Sikar District are discussed as follows.

1) Railway Noise and Vibration Survey along Railways:

Among the five selected points for detailed railway noise and vibration survey, two comes under the extent of Sikar District. The point selected for DR study under Sikar District was on the plain route at Railway crossing near Ringas RS. The details information on the site including the photograph is given in Table 5-56.

Table 5-56 Description of the Measurement Site

SR No.	Description of the Site	Photograph
DR-1	Location: Railway crossing near Ringas RS Position: N 27°27.404', E 75°33.623' Position on DFC: The DFC will run along the existing alignment on which the measurement is done. Landuse: Rural Other sources of noise: Others (Specify: No Major Source of Noise and Vibration). The Number of Points: 3 points. Distance of points: at 12.5, 25 and 50 m from the railway track.	

Table 5-57	Results of the	Detailed Railway	/ Noise and	Vibration Surve	y at DR 3
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	Location			Passage time (mm:ss)	Running speed (km/hr)			Railway Vibration						
Type of Track	of DR	Category	Number of train cars			LAeq				LAE			(dB)	
	site (State- District)	of Trains				12.5m	25m	50m	12.5m	25m	50m	12.5m	25m	50m
	Dingos	PDA	12	0:23	43.2	81	76	73	96	94	88	66	59	48
D1 '	Railway	PDA	10	0:21	39.43	91	86	84	108	104	100	67	67	51
Plain Route	crossing	PDA	13	0:26	41.4	85	82	76	102	99	93	64	59	47
Route	(R -	PDA	10	0:30	27.6	87	80	77	101	97	91	64	62	51
	Sikaf)	PDA	11	0:17	53.58	95	90	86	111	107	101	66	64	51

2) Noise and Vibration Status:

The detailed railway noise and vibration survey shows that during train operation along the railway track the noise and vibration levels always exceed the desirable regime and/or statutory regulations. However, a trend of attenuation of the noise and vibration levels with distance from the track was clearly observable. Also, the noise and vibration conditions and its variations were found dependent on the type and speed of the train, during passage of which the study was conducted. A few significant findings regarding those trends are as follows:

- The attenuation of noise with distance from the railway track did not show any particular difference in its pattern for passenger and freight train. Hence, no significant impact of train type and speed on the noise level was recorded, especially up to a distance of 25 m. However, at a distance of 50 m the noise attenuation seemed better for the freight trains compared to the passenger trains having higher speed as shown in Figure 5-2, Figure 5-3, and Figure 5-4.



Figure 5-2 Attenuation Pattern of Railway Noise for DR 3



Figure 5-3 Relation of Noise Dispersion with Train Speed for DR 3

The nearest recording point did not show any significant difference for passenger or freight trains having completely different ranges of speeds. However, lower level of vibration attenuation with increasing distance from the railway track was recorded in case of trains having higher speed.



Figure 5-4 Attenuation Pattern of Railway Vibration for DR 3

- the overall findings of the study at Sikar District suggests that at a near vicinity although both the passenger and freight trains create similar level of noise and vibration problems, the impact proceeds longer distances for passenger trains. The noise and vibration level attenuates significantly better with the distance, compared to the passenger trains.
- 3) Existing Situation of Noise and Vibration at Sensitive Receptors alongside the Railway Line

The primary site visits chosen 4 sampling points in the Sikar District, among which at all point were selected both for ambient and railway noise and vibration measurements. The Four points are situated in the Hindu temple adjacent to Nim ka Thane RS, Temple near railway crossing, Shri Madhopur, School near railway crossing Ringas RS and Hospital near railway crossing, Ringas RS. The results of the survey are presented in following sections.

a) Ambient and Railway Noise and Vibration Study at SRs

4 concerned points for ambient and railway noise and vibration measurement were chosen as the Hindu temple adjacent to Nim ka Thane RS, Temple near railway crossing, Shri Madhopur, School near railway crossing Ringas RS and Hospital near railway crossing, Ringas RS. As the proposed DFC will be established along the detour alignment and both the points are situated on the existing railway track, the points are considered to be of 'E' category, which are situated on the existing track but not on the DFC. The details of sampling sites along with the photographs are given in Table 5-58.

SR No.	Description of the site	Photographs
SR 3	Location: Hindu temple adjacent to Nim ka Thane RS Position: N 27°44.503' and E 75°46.764' Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Rural Other sources of noise: Road Traffic noise.	
SR 4	Location: Temple near railway crossing, Shri Madhopur Position: N 27°28.172' and E 75°36.398' Distance from the track: 20 m Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Rural Other sources of noise: Road Traffic	
SR 5	Location: School near railway crossing Ringas RS Position: N 27°26.404', E 75°35.317' Distance from the track: 150 m Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Rural Other sources of noise: Others (Specify: Open Area and Agricultural Land)	
SR 6	Location: Hospital near railway crossing , Ringas RS Position: N 27°26.404', E 75°35.317' Distance from the track: 100 m Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Rural Other sources of noise: Road Traffic	

Table 5-58 Detailed Information and Photographs of the Sampling Sites

4) Noise

Noise is an important factor for any railway track to be established. The present noise level of the district has been found to be marginal in respect to the statutory regulations set by the central pollution control board under the provision of Noise pollution (Regulation and Control) Rules, 2000, Notified by the Government of India as described in Table 5-59.

Table 5-59 Ambient Noise Quality Standards of the Provisions under Noise Pollution (Regulation and Control) Rules, 2000

Area anda	Catagory of Area / Zona	Limits in dB L _{Aeq} *					
Alea code	Category of Area / Zone	Day Time	Night Time				
(A)	Industrial area	75	70				
(B)	Commercial area	65	55				
(C)	Residential area	55	45				
(D)	Silence Zone	50	40				

Note: * dB L_{Aeq} denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.

The ambient noise levels at all the recording stations in the district have been found marginally exceeding the limit of residential and commercial zones. However, the noise level at SR site, Sikar RS. The SR site, Sikar is nearby the station having moderate traffic.

The railway noise level, i.e. at the time of passing of any train did not vary with that of the ambient noise. It is unlikely to happen in a point located only 50 m away of the existing rail track. But, it seems that boundary walls and railway constructions around the sampling point have some damning effects on the noise level and its propagation. It is therefore imperative that civil structures, if constructed properly may appear as a mitigation option for noise pollution at the sensitive receptors.

5) Vibration

The ambient and railway vibrations were found within desirable level for both the sampling stations at Sikar. Even, the vibration increased only 10% during railway operation (Table 5-60 and Table 5-61). This also is indicative of the damning impact of civil structures around.

Serial No. (1)	Type of SR	Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E, P,	Duration of measurement (hr)	Distance (m) (4)	Ambient Noise Level (dB)	Ambie Le	nt Vibration vel (dB)	Remarks	
					D)(3)	()		LAeq	Lmax	L ₁₀		
P2-SR3	Hindu	Hindu temple adjacent to RS, Nim ka Thane RS	R - Sikar	Western Railway	Р	4 hrs	10 m	79	80	41	temple is adjacent to railway line a (12 to 15 meter distance at a height of approx 3 meters	
P2-SR4	Temple	Temple near railway crossing, Shri Madhopur	R - Sikar	Western Railway	Р	4 hrs	20 m	71	62	37	heavy traffic of highly loaded trucks and buses ,traffic jam during measurement	
P2-SR5	School	School near railway crossing, Ringas RS	R - Sikar	Western Railway	Р	4 hrs	150 m	71	57	35	heavy traffic	
P2-SR6	Hospital near railway crossing	Hospital near railway crossing, Ringas RS	R - Sikar	Western Railway	Р	4 hrs	100 m	78	58	39	no traffic	

 Table 5-60 Result of Ambient Noise and Vibration Measurement at SR Sites

Serial No. (1)	Type of SR	Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E, P, D)(3)	Duration of measurement (hr)	Distance (m) (4)	Railway Noise Level (dB) LAeq	Railway Vibration Level (dB) Lmax	Remarks
P2-SR3	Hindu	Hindu temple adjacent to RS, Nim ka Thane RS	R - Sikar	Western Railway	Р	2 hrs	10 m	75.92	69.5	temple is adjacent to railway line a (12 to 15 meter distance at a height of approx 3 meters
P2-SR4	Temple	Temple near railway crossing, Shri Madhopur	R - Sikar	Western Railway	Р	2 hrs	20 m	77.2	62.2	heavy traffic of highly loaded trucks and buses ,traffic jam during measurement
P2-SR5	School	School near railway crossing, Ringas RS	R - Sikar	Western Railway	Р	2 hrs	150 m	78.12	57.2	heavy traffic
P2-SR6	Hospital near railway crossing	Hospital near railway crossing, Ringas RS	R - Sikar	Western Railway	Р	2 hrs	100 m	77.5	61.2	no traffic

Table 5-61 Result of Railway Noise and Vibration Measurement at SR sites

(2) Jaipur

The results of noise and vibration survey for Jaipur District are discussed as follows.

1) Railway Noise and Vibration Survey along Railways:

Among the five selected points for detailed railway noise and vibration survey, but in Jaipur District not selected any DR site so data of DR site is not available.

2) Existing Situation of Noise and Vibration at Sensitive Receptors alongside the Railway Line

The primary site visits chosen 1 sampling points in the Jaipur District, among which at both point were selected for ambient and railway noise and vibration measurements. The results of the survey are presented in following sections.

3) Ambient Noise and Vibration Study at SRs

Only one-concerned points for ambient noise and vibration measurement were chosen as SV PG College near Phulera Jn., Rajasthan. As the proposed DFC will be established along the detour alignment and both the points are situated on the existing railway track, the points are considered to be of 'E' category, which are situated on the existing track but not on the DFC. The details of sampling sites along with the photographs are given in Table 5-62.

Table 5-62 Detailed Information and Photographs of the Sampling Sites

SR No.	Description of the site	Photographs
SR 8	 Location: SV PG College near Phulera Jn., Rajasthan Position: N 26°52' 38.5" and E 75°15' 50.13" Distance from the track: 80 m. Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Rural. Other sources of noise: Road Traffic. 	

4) Noise

Noise is an important factor for any railway track to be established. The present noise level of the district has been found to be marginal in respect to the statutory regulations set by the

central pollution control board under the provision of Noise pollution (Regulation and Control) Rules, 2000, Notified by the Government of India as described in Table 5-63.

Table 5-63	Ambient Noise Quality Standards of the Provisions under Noise Pollution
	(Regulation and Control) Rules, 2000

Arras anda	Catagory of Area / Zona	Limits in dB L _{Aeq} *				
Area coue	Category of Area / Zolle	Day Time	Night Time			
(A)	Industrial area	75	70			
(B)	Commercial area	65	55			
(C)	Residential area	55	45			
(D)	Silence Zone	50	40			

Note: * dB L_{Aeq} denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.

The ambient at one the recording station in the district have been found marginally exceeding the limit of residential and commercial zones. However, the noise level at SV PG College near Phulera Jn., Rajasthan.

5) Vibration

The ambient and railway vibrations were found within desirable level for both the sampling stations at Jaipur. Even, the vibration increased only 10% during railway operation (Table 5-64). This also is indicative of the damning impact of civil structures around.

The overall investigation findings suggest that for the selected sensitive receptors at Jaipur District, the DFC may not probably make a condition worse than the existing one.

Type SR	of Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E. P. D)(3)	Duration of measurement (hr)	Distance (m) (4)	Ambient Noise Level (dB)	Ambient Vibration Level (dB)		Remarks	
		< /		(_, _, _) () ()			L _{Aeq}	LMax	L ₁₀		
College	College, near Phulera Jn.	R - Jaipur	Western Railway	Е	4 hrs	80 m	66	57	35	moderate traffic	

Table 5-64 Result of Ambient Noise and Vibration Measurement at SR Sites

(3) Ajmer

The results of noise and vibration survey for Ajmer District are discussed as follows.

1) Railway Noise and Vibration Survey along Railways:

Among the five selected points for detailed railway noise and vibration survey, two comes under the extent of Ajmer District. The point selected for DR study under Ajmer District was on the plain route at Halfway between Madar RS and Ajmer RS. The details information on the site including the photograph is given in Table 5-65.

SR No.	Description of the Site	Photograph
SR No. DR-1	Description of the Site Location: Halfway between Madar RS and Ajmer RS Position: N 260 27.758' and E 740 41.089' Position on DFC: The DFC will run along the existing alignment on which the measurement is done. Landuse: Urban (Residential, Commercial) Other sources of noise: Road Traffic	Photograph
	The Number of Points: 3 points. Distance of points: at 12.5, 25 & 50 m from the railway track.	

Table 5-65 Description of the Measurement Site

The below table shows results of the detailed railway noise and vibration survey at DR 4.

Type of Track	Location of DR site (State-	Category of Trains	Number of	Passage time	Running speed	Railway Noise Level (dB) LAE)	Railway Vibration (dB)				
	District)	or 1141115	traincars	(mm:ss)	(Km/hr)	12.5m	25m	50m	12.5m	25m	50m	12.5m	25m	50m
Plain Route	Near Ajmer RS. (R - Ajmer)	PDA	26	0:30	71.75	80	72	71	96	91	87	63	56	50
		PDA	51	1:14	35.9	73	73	52	91	91	71	62	56	50
Plain	Near Ajmer	PDA	14	0:19	61.01	82	82	79	99	99	95	62	56	50
Route	RS. (R -Ajmer)	PDA	42	1:23	26.3	85	85	80	103	103	100	67	56	48
		PDA	13	0:13	44.73	81	81	76	97	97	91	71	59	51

Table 5-66 Survey Results of Railway Noise and Vibration

2) Noise and Vibration Status:

The detailed railway noise and vibration survey shows that during train operation along the railway track the noise and vibration levels always exceed the desirable regime and/or statutory regulations. However, a trend of attenuation of the noise and vibration levels with distance from the track was clearly observable. Also, the noise and vibration conditions and its variations were found dependent on the type and speed of the train, during passage of which the study was conducted. A few significant findings regarding those trends are as follows:

The attenuation of noise with distance from the railway track did not show any particular difference in its pattern for passenger and freight train. Hence, no significant impact of train type and speed on the noise level was recorded, especially up to a distance of 25 m. However, at a distance of 50 m the noise attenuation seemed better for the freight trains compared to the passenger trains having higher speed as shown in Figure 5-5 to Figure 5-8.



Figure 5-5 Attenuation Pattern of Railway Noise for DR 4



Figure 5-6 Relation of Noise Dispersion with Train Speed for DR 4

The nearest recording point did not show any significant difference for passenger or freight trains having completely different ranges of speeds. However, lower level of vibration attenuation with increasing distance from the railway track was recorded in case of trains having higher speed.


Figure 5-7 Attenuation Pattern of Railway Vibration for DR 4



Figure 5-8 Relation of Vibration Dispersion with Train Speed for DR 4

The overall findings of the study at Ajmer District suggests that at a near vicinity although both the passenger and freight trains create similar level of noise and vibration problems, the impact proceeds longer distances for passenger trains. The noise and vibration level attenuates significantly better with the distance, compared to the passenger trains.

3) Existing Situation of Noise and Vibration at Sensitive Receptors alongside the Railway Line

The primary site visits chosen 4 sampling points in the Ajmer District, among which at all point were selected both for ambient and railway noise and vibration measurements. The Four points are situated in the Hindu temple adjacent to Nim ka Thane RS, Temple near railway crossing, Shri Madhopur, School near railway crossing Ringas RS and hospital near railway crossing, Ringas RS. The results of the survey are presented in following sections.

a) Ambient and Railway Noise and Vibration Study at SRs the 4 concerned points for ambient and Railway noise and vibration measurement were chosen as Hospital along

Ajmer RS, School along Ajmer RS, Diversion near Madar RS and Diversion near Daurai RS. As the proposed DFC will be established along the detour alignment and both the points are situated on the existing railway track, the points are considered to be of 'E' category, which are situated on the existing track but not on the DFC. The details of sampling sites along with the photographs are given in Table 5-67.

 Table 5-67 Detailed Information and Photographs of the Sampling Sites

SR No.	Description of the site	Photographs
SR 9	Location: Hospital along Ajmer RS Position: N 26°25' 34.75" & E 74°38' 54.44" Distance from the track: 120 m Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Urban (Residential, Commercial) Other sources of noise: Road Traffic noise.	
SR 10	Location: School along Ajmer RS Position: N 26°25' 34.75", E 74°38' 54.94" Distance from the track: 125 m Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Urban (Residential, Commercial) Other sources of noise: Road Traffic	
SR 11	Location: Diversion near Madar RS Position: N 25°43.404' & E 73°36.718' Distance from the track: 100 m Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Rural Other sources of noise: Road Traffic	
SR 12	Location: Diversion near Daurai RS Position: N 26°23.836' & E 74°27.26' Distance from the track: 350 mts Position on DFC: The point is situated on existing track, but the DFC will go through detour. Landuse: Rural Other sources of noise: Road Traffic	

4) Noise

Noise is an important factor for any railway track to be established. The present noise level of the district has been found to be marginal in respect to the statutory regulations set by the central pollution control board under the provision of Noise pollution (Regulation and Control) Rules, 2000, Notified by the Government of India as described in below. Ambient

Area anda	Catagory of Area / Zona	Limits in dB L _{Aeq} *			
Alea code	Category of Area / Zone	Day Time	Night Time		
(A)	Industrial area	75	70		
(B)	Commercial area	65	55		
(C)	Residential area	55	45		
(D)	Silence Zone	50	40		

Noise Quality Standards of the Provisions under Noise Pollution (Regulation and Control) Rules, 2000

Note: * dB L_{Aeq} denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.

The ambient noise levels at all the recording stations in the district have been found marginally exceeding the limit of residential and commercial zones. However, the noise level at SR site, Ajmer RS. The SR site, Ajmer nearby the station having moderate traffic.

The railway noise level, i.e. at the time of passing of any train did not vary with that of the ambient noise. It is unlikely to happen in a point located only 50 m away of the existing rail track. But, it seems that boundary walls and railway constructions around the sampling point have some damning effects on the noise level and its propagation. It is therefore imperative that civil structures, if constructed properly may appear as a mitigation option for noise pollution at the sensitive receptors.

5) Vibration

The ambient and railway vibrations were found within desirable level for both the sampling stations at Ajmer. Even, the vibration increased only 10% during railway operation (Table 5-68). This also is indicative of the damning impact of civil structures around.

Serial No. (1)	Type of SR	Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E, P D)(3)	Duration of measurement (hr)	Distance (m) (4)	Ambient Noise Level (dB)	Ar Vibrat	nbient ion Level (dB)	Remarks
					1, D)(3)			L _{Aeq}	L_{MAX}	L ₁₀	
P2-SR9	Hospital	Hospital along RS, Ajmer RS	R - Ajmer	Western Railway	Е	4 hrs	143 m	72	60	31.16	high road traffic
P2- SR10	School	School along RS, Ajmer RS	R - Ajmer	Western Railway	Е	4 hrs	125 m	81	62	39.11	high road traffic
P2- SR11	Agricultural land	Diversion, near Madar RS	R - Ajmer	Western Railway	Р	4 hrs	100 m	77	41	37.51	movement of tractor in nearby farms
P2- SR12	Waste land	Diversion, near Daurai RS	R - Ajmer	Western Railway	Р	4 hrs	-	58	41	38.40	road nearby location with moderate traffic

 Table 5-68 Result of Ambient Noise and Vibration Measurement at SR Sites

Table 5-69	Result of Railway	Noise and Vibration	Measurement at	SR sites
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Serial No. (1)	Type of SR	Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E, P, D)(3)	Duration of measurement (hr)	Distance (m) (4)	Railway Noise Level (dB) L _{Aeq}	Railway Vibration Level (dB) L _{Max}	Remarks
P2-SR9	Hospital	Hospital along RS, Ajmer RS	R - Ajmer	Western Railway	Е	2 hrs	143 m	73	60	high road traffic
P2-SR10	School	School along RS, Ajmer RS	R - Ajmer	Western Railway	Е	2 hrs	125 m	80	62	high road traffic

(4) Pali

The results of noise and vibration survey for Pali District are discussed as given below.

1) Railway Noise and Vibration Survey along Railways:

Among the five selected points for detailed railway noise and vibration survey, one comes under the extent of Pali District. The point selected for DR study under Pali District was on the plain route at a halfway between Marwar RS and Dhareswar RS. The details information on the site including the photograph is given in Table 5-70.

SR No.	Description of the Site	Photograph
DR-OP	Location: Hlfway between Marwar RS and	
2	Dhareswar RS.	
	Position: N 25°43.404' ,& °36.718'	A A A A A A A A A A A A A A A A A A A
	Position on DFC: The DFC will run along	
	the existing alignment on which the	
	measurement is done.	
	Landuse: Rural.	
	Other sources of noise: Others (Specify	and the second s
	Mosque near Railway Station	
	The Number of Points: 3 points.	
	Distance of points: at 12.5, 25 and 50 m.	
	from the railway track.	
		Catholic and a second a second a

Table 5-70 Description of the Measurement Site

Source-Field Survey-2007

Table 5-71 shows results of the detailed railway noise and vibration survey at Near Marwar RS.

DR	Туре	Logation of DR	Catagory	Number of	Passage Running		Railway Noise Level (dB)						Railway Vibration		
site	of	site (State-District)	of Trains	traincars	time	speed		LAeq			LAE			(dB)	
No.	Track	site (State District)	or ritans	u unicuis	(mm:ss)	(Km/hr)	12.5m	25m	50m	12.5m	25m	50m	12.5m	25m	50m
			PDA	23	1:50	17.31	74.5	68.4	59.6	95.4	89.3	78	70	61.6	51.5
	Dlain	Noor Morwor DS	FD1A	42	1:12	30.4	68.3	63.5	61.6	86.7	81.3	79.3	75.5	67.3	56.8
5	Route	(R -Pali)	PDA	12	0:25	39.7	86.5	91.3	81.3	95.3	109	90.2	73.6	65.9	55.3
	Route	(it i uii)	PDA	20	1:21	20.4	81.2	75.3	71.2	88.5	83.6	76.9	69.1	61	51.2
			PDA	40	1:10	19.31	83.3	76.9	71.3	101.4	95.4	89.2	70.9	63.5	53.2

Table 5-71 Survey Results of Railway Noise and Vibration

Source-Field Survey-2007

2) Noise and Vibration Status:

The detailed railway noise and vibration survey shows that during train operation along the railway track the noise and vibration levels always exceed the desirable regime and/or statutory regulations. However, a trend of attenuation of the noise and vibration levels with distance from the track was clearly observable. Also, the noise and vibration conditions and its variations were found dependent on the type and speed of the train, during passage of which the study was conducted. A few significant findings regarding those trends are as follows:

The attenuation of noise with distance from the railway track did not show any particular difference in its pattern for passenger and freight train. Hence, no significant impact of train type and speed on the noise level was recorded, especially up to a distance of 25 meters. However, at a distance of 50 meters the noise attenuation seemed better for the freight trains compared to the passenger trains having higher speed as shown in Figure 5-9 and Figure 5-10.



Figure 5-9 Attenuation Pattern of Railway Noise



Figure 5-10 Relation of Noise Dispersion with Train Speed

The attenuation of vibration with distance from the railway track showed a clear trend and effects of different train types were also significant. It has been found that significant rate of vibration attenuation occurs at places closer to the track. However, the vibration level seemed to be higher for passenger trains having higher speed than freight trains as shown in Figure 5-11 and Figure 5-12.



Figure 5-11 Attenuation Pattern of Railway Vibration

The nearest recording point did not show any significant difference for passenger or freight trains having completely different ranges of speeds. However, lower level of vibration attenuation with increasing distance from the railway track was recorded in case of trains having higher speed.



Figure 5-12 Relation of Vibration Dispersion with Train Speed

Overall findings of the study at Pali District suggests that at a near vicinity although both the passenger and freight trains create similar level of noise and vibration problems, the impact proceeds longer distances for passenger trains. The noise and vibration level attenuates significantly better with the distance, compared to the passenger trains.

3) Existing Situation of Noise and Vibration at Sensitive Receptors alongside the Railway Line

The primary site visits chosen 2 sampling points in the Pali District, among which at 1 point was selected both for ambient and railway noise and vibration measurements. Both the two

points are situated in the Mughal Sarai area. The results of the survey are presented in following sections.

a) Ambient Noise and Vibration Study at SRs

The two concerned points for ambient noise and vibration measurement were chosen as: Temple front side of Marwar RS and School front side of Marwar RS. As the proposed DFC will be established along the detour alignment and both the points are situated on the existing railway track, the points are considered to be of 'E' category, which are situated on the existing track but not on the DFC. The details of sampling sites along with the photographs are given in Table 5-72.

Table 5-72 Detailed Information and Photographs of the Sampling Sites

SR No.	Description of the site	Photographs
SR 13	Location: Temple front side of Marwar RS Position: N 25°43.404' & E 72°36.718' Distance from the track: 75 m Position on DFC: The point is situated on existing track, but the DFC will go through deture. Landuse: Rural. Other sources of noise: Road Traffic	
SROP3	Location: School front side of Marwar RS Position: N 25°43.404', E 73°36.718' Distance from the track: 125 m Position on DFC: The point is situated on existing track, but the DFC will go through deture. Landuse: Rural. Other sources of noise: Road Traffic.	

b) Railway Noise and Vibration Study at SRs

Among the 2 ASR locations in 1 location, the Temple, Front side of Marwar RS, the RSR study was conducted. At each of the study points questionnaire survey have also been conducted.

4) Noise

Noise is an important factor for any railway track to be established. The present noise level of the district has been found to be marginal in respect to the statutory regulations set by the central pollution control board under the provision of Noise pollution (Regulation and Control) Rules, 2000, Notified by the Government of India as described in Table 5-73.

 Table 5-73 Ambient Noise Quality Standards of the Provisions under Noise Pollution (Regulation and Control) Rules, 2000

Arras soda	Catagory of Area / Zana	Limits in dB L _{Aeq} *			
Area code	Category of Area / Zolle	Day Time	Night Time		
(A)	Industrial area	75	70		
(B)	Commercial area	65	55		
(C)	Residential area	55	45		
(D)	Silence Zone	50	40		

Note: * dB L_{Aeq} denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.

The ambient noise levels at all the recording stations in the district have been found marginally exceeding the limit of residential and commercial zones. However, the noise level at the front of Railway hospital was comparatively higher than that of the school area. This may be attributed to the regular hospital activities and because of the hospitals position by the side of a road having moderate traffic.

The railway noise level, i.e. at the time of passing of any train did not vary with that of the ambient noise. It is unlikely to happen in a point located only 60 m away of the existing rail track. But, it seems that boundary walls and railway constructions around the sampling point have some damning effects on the noise level and its propagation. It is therefore imperative that civil structures, if constructed properly may appear as a mitigation option for noise pollution at the sensitive receptors.

5) Vibration

The ambient and railway vibrations were found within desirable level for both the sampling stations at Pali. Even, the vibration increased only 10% during railway operation (Table 5-74 and Table 5-75). This also is indicative of the damning impact of civil structures around.

Type of	Location	State -	Name	Type of Railway	Duration of	Distance	Ambient Noise Level (dB)	Ambient Vi	Remarks		
SR	of SR site	(2)	Railway	Line (E, P, D)(3)	(hr)	(m) (4) LAeq L _{MA}		L _{MAX}	L_{10}	Kennarks	
Temple	Temple, Front side of Marwar RS	R - Pali	Western Railway	Р	4 hrs	75 m	77	70	51	trains running at high speed	
School	School , Front side of Marwar RS	R - Pali	Western Railway	Р	4 hrs	140 m	76	68	50	trains running at high speed	

 Table 5-74 Results of Ambient Noise and Vibration Measurement at SR Sites

Table 5-75 Result of Railway Noise and Vibration Measurement at SR sites

Type of SR	Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E, P,	Duration of measurement (hr)	Distance (m) (4)	Railway Noise Level (dB)	Railway Vibration Level (dB)	Remarks
				D)(3)	~ /		LAeq	Lmax	
Temple	Temple, Front side of Marwar RS	R - Pali	Western Railway	Р	2 hrs	75 m	85	67	road nearby location with moderate traffic

E - Existing railway line but out of DFC alignment, P - Paralleling railway line to existing one, D - Alongside planned Detour

Horizontal distance of measuring point from center of the nearest track (m)

(5) Result of Questionnaire Survey

As it is already discussed, the questionnaire survey was conducted among the local people at all the sensitive receptors, where noise and vibration measurement was done.

1) Sikar

Accordingly, in the Sikar District total 40 people have been interviewed for their perceptions on the existing railway and vibration conditions. The responses were then tabulated and analyzed.

Among the respondents most of the people was found to be Workers (24%), followed by Farmers (5%), Retired (10%), Student (24%), House wives (10%) Businessman (18%), Temple Priest (3%), Farmer (5%), and Doctor (3%). (Figure 6-13).



Figure 5-13 Occupation of Respondents

Mixed type of response regarding annoyance level of people over railway noise and vibration were available. While 25% of them held noise to be the worst problem, nearly similar proportion of people (25%) do not feel any problem from the railway noise, while both the problem of noise and vibration was perceived as problems of railway operation by only 50% people (Figure 5-14).



Figure 5-14 Perception on Issues of Annoyance from Railway

The pattern of responses is clearly indicative of the fact that the most concerned issue is noise. At the same time, 25% of the respondents have no problem. These findings suggest noise of railway is perceived as a predominant problem in the Sikar railway station area under Sikar District.

2) Jaipur

Accordingly, in the Jaipur District total 20 people have been interviewed for their perceptions on the existing railway and vibration conditions. The responses were then tabulated and analyzed.

Among the respondents most of the people was found to be Worker (30%), followed by workers (20%), Businessman (20%), Teacher (20%) and housewives (10%) (Figure 5-15).



Figure 5-15 Occupation of Respondents

Mixed type of response regarding annoyance level of people over railway noise and vibration were available. While 11% of them held noise to be the worst problem, nearly similar proportion of people (33%) do not feel any problem from the railway noise and vibration. 0% people held the vibration responsible for their annoyance, while both the problem of noise and vibration was perceived as problems of railway operation by only 56% people (Figure 5-16).



Figure 5-16 Perception on Issues of Annoyance from Railway

The pattern of responses is clearly indicative of the fact that the most concerned issue is noise. At the same time, 56% of the respondents have no problem.

3) Ajmer

Accordingly, in the Ajmer District total 40 people have been interviewed for their perceptions on the existing railway and vibration conditions. The responses were then tabulated and analyzed.

Among the respondents most of the people was found to be Workers (34%), followed by Nurse (3%), Retired (15%), Student (24%), House wives (13%) Businessman (8%), Teacher (3%) (Figure 5-17).



Figure 5-17 Occupation of Respondents

Mixed type of response regarding annoyance level of people over railway noise and vibration were available. While 5% of them held noise to be the worst problem, nearly similar proportion of people (44%) do not feel any problem from the railway noise, while both the problem of noise and vibration was perceived as problems of railway operation by only 38% people (Figure 5-18).



Figure 5-18 Perception on Issues of Annoyance from Railway

The pattern of responses is clearly indicative of the fact that the most concerned issue is noise. At the same time, 44% of the respondents have no problem. These findings suggest noise of railway is perceived as a predominant problem in the Ajmer railway station area under Ajmer District.

4) Pali

In Pali District 20 persons were interviewed for their perceptions on the existing railway and vibration: Teacher (5%), Retired (20%), Service holder (5%), Farmer (5%) and housewives (10%) (Figure 5-19).



Figure 5-19 Occupation of Respondents

Mixed type of response regarding annoyance level of people over railway noise and vibration were available. While 20% of them held noise to be the worst problem, nearly similar proportion of people (30%) do not feel any problem from the railway noise and vibration. 5% people held the vibration responsible for their annoyance, while both the problem of noise and vibration was perceived as problems of railway operation by only 45% people (Figure 5-20).



Figure 5-20 Perception on Issues of Annoyance from Railway

The pattern of responses is clearly indicative of the fact that the most concerned issue is noise. At the same time, 30% of the respondents have no problem.

5.7 PREDICTION AND EVALUATION OF IMPACTS ON NOISE AND VIBRATION ALONGSIDE RAILWAY LINES

5.7.1 Procedure of Prediction and Evaluation

Prediction and evaluation of railway noise and vibration due to the passing freight trains have been carried out for each SR site according to the procedure of prediction and evaluation as shown in Figure 5-21.



Figure 5-21 Procedures for Prediction and Evaluation of Noise and Vibration Levels

5.7.2 Examination of Prediction Method

(1) Railway Noise

As mentioned above, in Japan regarding railway noise generated by conventional trains (local trains, express trains and limited express trains), main causes include (1) traction movements, (2) structures and (3) machines equipped to the train. Among them, the traction movement contributes to the generation of noise greatly.

In Japan, several types of prediction equations were proposed for various types of railway track structures, such as the elevation, embankment and cutting. Some equations were examined including the equation proposed by Railway Technical Research Institute of Japan in 1996. As a result, the equation with applicable parameters was selected by considering differences in tracks, trains, structures between India and Japan. Therefore, prediction was carried out applying the actual data of railway noise level (L_{AE}), running speed (V) of trains, and the distance from centre of the nearest railway track (D).

Based on the obtained the data of railway noise levels along the railways at 15 sites over 5 states, the empirical equation was extracted by using a simple regression and correlation analysis of variables of $(Log_{10} (D), Log_{10} (V) and Log_{10} (D).$

If V is assumed to be constant, D is only one variable, and the empirical equation is shown below.

$L_{AE1} = A_1 + B_1 \text{ Log10 (D)}$	(1-1)
$L_{Aeq1} = L_{AE1} + 10 \text{ Log10 (N/T)}$	(1-2)

(2) Prediction Method of Railway Vibration

In Japan, the methodology of railway vibration prediction is not fully established, compared to that of railway noise. Based on the data on the running speed of trains, track types, structures and the distance from the centre of the nearest railway track, a few empirical equations were proposed by Tokyo Metropolitan Government and Osaka Prefecture Government.

Initially the equations developed by these 2 organizations were examined. However, it is also undesirable to apply directly the equations developed in Japan to predict railway vibration levels of freight trains in India. One of the reasons would be that the propagation pattern of vibration changes depending upon conditions of railway tracks, foundations, structures, the surface of ground (soil types, concrete or asphalt), etc., and these conditions are considered different from these in Japan.

Therefore, prediction was carried out applying in the similar manner by applying the actual data of the railway vibration level (L_{MAX}), the running speed (V) of train, and the distance from centre of the nearest railway track (D).

Based on the actual data obtained through railway vibration measurement at 15 sites along the existing the railway, the equation was prepared for the prediction of vibration levels:

If V is assumed to be constant, D is only one variable, and the empirical equation is shown below.

 $L_{MAX3} = A_3 + B_3 \text{ Log10 (D)}$ ------(3)

(3) Prediction and Evaluation of Railway Noise and Vibration due to Dedicated Freight Trains

1) Condition of Prediction

Following conditions are assumed:

- Type of traction: electrified traction (electric locomotive)
- Running operation: 140 trains/direction/day with the same time interval (approximately one train for every five minutes)
- Maximum running velocity: 100 km/h
- Targeted railway structures:
- Majority of the existing railway line structures is the embankment structures with approximately 2 to 5 m high from the ground level at the site. Therefore, railway tracks are expected to be located at the same as ground level.
- Railway noise and vibration generation level due to planned dedicated freight train: remains the same as the existing freight train, although DFC plan would have various factors contributing to reduction in railway noise and vibration.
- 2) Predicted Noise and Vibration Levels in Sikar District

The predicted noise and vibration levels at 4 measurement sites in Sikar District are shown in Table 5-76 and Table 5-77.

S.No.	Type of SR	Location of SR site	State-District	Predicted Noise Level (dB)	Standard Noise Level (dB)	Present Ambient Noise Level (dB)	Present Railway Noise Level (dB)
		Hindu tomala		LAeq	LAeq	LAeq	LAeq
1.	Hindu	adjacent to RS,	R - Sikar	79	80	41	70
		Nim ka Thane RS					
2.	Temple	Temple near railway crossing, Shri Madhopur	R - Sikar	69	62	37	62
3.	School	School near railway crossing, Ringas RS	R - Sikar	40	57	35	57
4.	Hospital near railway crossing	Hospital near railway crossing, Ringas RS	R - Sikar	46	58	39	61

Table 5-76	Predicted Railway	v Noise Levels i	n Sikar District
	i iculticu Kaliwa		

 Table 5-77 Predicted Ambient Vibration Levels in Sikar District

S.No.	Type of SR	Location of SR site	State-District	Predicted Noise Level (dB)	Standard Noise Level (dB)	Present Ambient Noise Level (dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	Hindu	Hindu temple adjacent to RS, Nim ka Thane RS	R - Sikar	77	50	79	76
2.	Temple	Temple near railway crossing, Shri Madhopur	R - Sikar	74	50	71	77
3.	School	School near railway crossing, Ringas RS	R - Sikar	65	50	71	78
4.	Hospital near railway crossing	Hospital near railway crossing, Ringas RS	R - Sikar	67	50	78	78

3) Predicted Noise and Vibration Levels in Jaipur District

The predicted noise and vibration levels at 2 measurement sites in Jaipur District are shown in the Table 5-78 and Table 5-79.

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S.No.	Type of SR	Location of SR site	State-District	Predicted Noise Level(dB)	Standard Noise Level(dB)	Present Ambient Noise Level(dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	College	College, near Phulera Jn.	R - Jaipur	49	57	35	-

S.No.	Type of SR	Location of SR site	State District	Predicted Noise Level(dB)	Standard Noise Level(dB)	Present Ambient Noise Level(dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	College	College, near Phulera Jn.	R - Jaipur	68	50	66	_

Table 5- 79	Predicted	Vibration	l evels in	Jainur	District
	rieuleu	VIDIATION	Levels III	Jaipui	District

4) Predicted Noise and Vibration Levels in Ajmer District

The predicted noise and vibration levels at 3 measurement sites in Ajmer District are shown in Table 5-80 and Table 5-81.

Table 5-80 Predicted Railway Noise Lev	vels in Ajmer District
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S.No.	Type of SR	Location of SR site	State District	Predicted Noise Level(dB0	Standard Noise Level(2)	Present Ambient Noise Level(dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	Temple	Temple, Front side of Marwar RS	R – Pali	68	50	77	85
2.	School	School , Front side of Marwar RS	R – Pali	65	50	76	-

 Table 5-81 Predicted Vibration Levels in Ajmer District

S.No.	Type of SR	Location of SR site	State- District	Predicted Noise Level(dB0	Standard Noise Level(2)	Present Ambient Noise Level(dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	Hospital along RS, Ajmer RS	R - Ajmer	Western Railway	41	60	31	60
2.	School along RS, Ajmer RS	R - Ajmer	Western Railway	43	62	39	62
3.	Diversion, near Madar RS	R - Ajmer	Western Railway	46	41	38	-

5) Predicted Noise and Vibration Levels in Pali District

The predicted noise and vibration levels at 3 measurement sites in Pali District are shown in Table 5-82.

S.No.	Type of SR	Location of SR site	State District	Predicted Noise Level(dB)	Standard Noise Level(2)	Present Ambient Noise Level(dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	Temple	Temple, Front side of Marwar RS	R - Pali	50	70	51	67
2.	School	School , Front side of Marwar RS	R - Pali	41	68	50	-

 Table 5-82
 Predicted Noise Levels in Pali District

S.No.	Type of SR	Location of SR site	State District	Predicted Noise Level(dB)	Standard Noise Level(2)	Present Ambient Noise Level(dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	Temple	Temple, Front side of Marwar RS	R - Pali	50	70	51	67
2.	School	School , Front side of Marwar RS	R - Pali	41	68	50	-

Table 5-83 Predicted Vibration Levels in Pali District

5.7.3 Overall Findings and Recommendations

(1) Consideration of the Noise and Vibration Measurement at Residences besides SRs

In this study, SRs were selected as noise and vibration measurement sites as the representative or typical sites by considering various factors of the study such as the purpose, the survey period, availability of the measurement methodology, noise and vibration standards and environmental consultants in India. It is suggested that the noise and vibration survey should be conducted at residences along the railway lines where actual affected people live in the Detailed Design stage.

(2) Implementation of Railway Noise and Vibration Mitigation Measures

As this study result shows, at SRs in the urban and city area, the existing ambient noise and vibration tend to be high due to the traffic, people nearby, their own religious activities, etc. Moreover, the interview survey results show that not only railway noise but also road traffic are environmental concerns of the residents. Therefore, the railway noise and vibration mitigation measures should be adopted gradually in accordance with the rise in environmental awareness especially for noise and vibration.

Baseline Data Collection of Railway Noise and Vibration and Establishment of Prediction and Evaluation Methods

1) Establishment of the Methods of Railway Noise Monitoring

For further detailed noise and vibration monitoring, it is necessary to obtain the baseline data as well as the established methodologies of railway noise and vibration measurement. Since there is very limited data on noise and vibration in India, it is considered that extensive railway noise and vibration survey was conducted in ESCS and ESIMMS for the first time in India. Although there are railway noise and vibration survey data and methodologies available in Japan, they are not applicable to India since there are various different conditions such as the railway and train design and operation.

2) Establishment of the Methods of Railway Vibration Monitoring

In Japan, the ambient and railway vibration measurement covers only direct impacts to human beings and vertical movement of vibration. However, in India, the horizontal impacts are considered because the major concern of vibration is impacts on buildings. Therefore, vibration measurement in buildings should be also considered for the further study in the Detailed Design stage.

CHAPTER 6 STAKEHOLDER/PUBLIC CONSULTATION MEETING

6.1 PUBLIC CONSULTATION

The public consultation is an important tool of information, dissemination and awareness creation during the planning stage of the project. It provides valuable inputs regarding successful implementation of the project besides ensuring public participation and involvement in the process.

In order to assess feasibility of development of dedicated multimodal high-axle load freight corridor with computerized control for Delhi-Mumbai, stakeholder/public consultation meetings were organized in all three phases of the study.

- Phase I- First Stage (February 2007)
- Phase II Second Stage (June-July 2007)
- Phase III Third Stage (August-September 2007)

1st and 2nd phase public consultation meetings were conducted in the district to disseminate information and make affected people aware about the project and seek their suggestions about proposed DFC respectively. Stakeholders were invited from all the villages, Gram Panchayats and blocks and towns, which were likely to be affected in the parallel section and the detour route due to land acquisition in the proposed DFC project. The stakeholders expressed their views and provided valuable suggestions in respect to rehabilitation and resettlement issues and other social-environmental concerns. It was followed by village feedback meeting organized by field staff in order to know the understanding and opinions of the villagers about the proposed DFC Project. The village meetings were conducted in each affected village of the district. Contents of draft NPR -2006 were discussed with Gram Panchayat and affected persons and their suggestion were taken on R&R issues. In the village meetings, field staff assisted Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. Record of the village meetings is attached in Annex-6.1.

In the 3rd phase of Public consultation meeting, primary stakeholders including Panchayat members, members of village rehabilitation committee, directly affected persons and other stakeholders were present. The Gram Panchayat representatives and VRC members proposed mitigation measures for social and environment impacts and presented their views and suggestion in respect to resettlement and rehabilitation measures. Gram Panchayat and VRC members submitted expressed their concerns in writing.

6.2 SELECTION OF STAKEHOLDERS

Various categories of stakeholders ranging from Project Affected Persons to government officials to other opinion leaders such as NGO activist and media persons were selected in order to explore the feasibility of development of "dedicated high axle load multimodal freight corridor" and to discuss social and environmental impacts, including the issue of resettlement and rehabilitation. The various categories of stakeholders were selected to attend the public consultation meeting, which are as follows:

- PAPs: Project Affected Persons
- Govt. Officials: local administration, revenue department, land acquisition officer, forest officers, railway officials, DFCCIL officials, Central and State Pollution Control Boards, etc.
- Elected representatives: Representation from Gram Panchayat, Pradhan, local Municipal bodies, M.P and M.L.A.
- Local NGOs: Actively working on environmental & social issues in the district

- Transporters: Local transport operators, freight operators, stevedores
- Media: Local press reporters, State level and National Daily reporters, electronic media (local and National level news channel)
- Industries: Local industry owners
- Academicians: Academicians in the field of Social and Environment Sciences, Head of reputed educational institutions
- Citizens: Residents, merchants/businessmen, advocates, farmers, senior citizens, etc.

6.3 METHOD OF SELECTION STAKEHOLDERS

The following steps were taken into account for conducting public consultation meetings:

Ministry of Railways has issued formal letter to Secretary, revenue department, Government of Rajasthan dated May 11, 2007. The letter clearly indicated that public consultation and stakeholder meetings are to be undertaken as part of studies on environmental and social issues. An Inter Ministerial Working group called Environmental Working Group (EWG) has been set up to coordinate this aspect of the study. In response, Secretary, Revenue Department has directed in the official correspondence to District Magistrates of 2 districts of Rajasthan to extend the cooperation to Mantec Consultants Pvt. Ltd. to carry out ESIMMS of Development of Dedicated Freight Corridor

District Magistrate, Additional District Magistrate, Tahsildar, and Block Development officer and district forest officers were formally invited to participate in the Public Consultation Meetings.

The representatives of Panchayat Raj institutions and local Municipal bodies were personally invited.

Invitation letters were issued to the representatives of local media, opinion leaders and members of academics with the request to participate and contribute in the deliberations. The efforts were made to meet likely affected PAPs personally along with the letter of invitation.

Due care was taken to address the issues of the poor, vulnerable groups, landless and other disadvantaged sections of the society likely to be affected by the project. The main objective of the stakeholders/public consultation meeting was to

- Disseminate the information about DFC project to the general public.
- Create awareness about the project among the PAPs.
- Dispel the appearance of PAPs regarding the positive/adverse impact of the project.
- Present Draft NPR-2006, discuss its norms and provisions before the stakeholders
- Seek the suggestion of Gram Panchayat, PAPs and other stakeholders on the various involved including those related to compensation, resettlement and rehabilitation social and environmental impacts.
- Present and discuss opinion of each village committee compiled by Gram Panchayat and content of RRP

6.4 STAKEHOLDER/PUBLIC CONSULTATION MEETING

Details of 2nd and 3rd stage of the public consultation meetings is given in Annex 6.1.

6.4.1 Selection of Meeting Facilitators

Suitable agencies having local presence were identified to carry out stakeholders/public consultation meetings. Preference was given to non-government organization, who had local presence, popularity and experience in social work. The acquaintance with different cross sections of society and the ability to mobilize the stakeholders of the meeting were the major selection criteria. The ability to facilitate the following activities was taken into consideration:

- Venue for the meetings
- Arrangements to be made
- Assisting in local publicity
- Invitations to the stakeholders and motivating them for participation
- Maintaining and compilation of the record and feedback organizing media coverage and
- Other local arrangements like transport, hospitality, security and smooth conduct of the meeting proceedings

In the process, Institute for Spatial Planning and Environmental Research (ISPER) was appointed to facilitate the stakeholders/public consultation meeting in Alwar and Nagaur.

In Sikar and Sirohi Sweet Institute was appointed to facilitate the stakeholders/public consultation meeting.

In Jaipur, Institute for Samaj Vikas Sewa Sanstha was appointed to facilitate the stakeholders/public consultation meeting.

In Ajmer and Pali, Society for Environment and Development was appointed to facilitate the stakeholders/public consultation meeting.

6.4.2 Method of Information Dissemination

The meeting facilitator team had visited nearly all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. Field Team distributed leaflets highlighting DFC project information and invite those people who will be affected directly by this project.

1) Method of Notifying the Meeting to the Participants

Following methods were used for notifying the meeting to the Participants

- a) Date and venue of the stakeholders/Public Consultation Meeting was notified in local newspapers and the stakeholders were invited to attend to the meeting.
- b) A handout containing the information about the project was distributed in likely to be affected villages.
- c) Face to face meetings were organized to disseminate the information.
- d) Efforts were made to publish the summary of stakeholders/public consultation meeting in local newspaper and television with the help of media.
- e) The stakeholders were also reminded to attend the meeting through personal phone calls wherever possible.
- 2) Presentation of the meeting

6.4.3 Venue of Stakeholder/Public Consultation Meeting

The venue where stakeholders/public consultation meeting is mentioned in Annex 6.1.

6.4.4 Summary of Stakeholder/Public Consultation Meeting

Agriculture is the main occupation of the people. Therefore implementation of the project would mainly affect livelihood of the people. The economic condition of the people is not very sound. The majority of the participant's annual income is income less than Rs.2,500. The respondents have moderate family size, i.e. 6 members per family.

The participant's places are connected with broad gauge and they are likely to be affected by the project. In the meeting it was find out that majority of respondents were well aware about the environmental condition of the area. Most of them opined the proposed project should not disturb present socio-economic conditions and environmental conditions.

Through active participations of the stakeholders, key issues relating to social and environmental impacts, compensation, resettlement and rehabilitation were identified and discussed during the public consultation meetings. Following suggestions were common which were given by the participants in all the districts.

- The compensation for land acquisition on the basis of market price of land
- Compensation in qualitative and quantitative terms i.e. agriculture land of appropriate productive capacity in lieu of similar land acquired including appropriate irrigation facilities, similar dispensation for residential and commercial structures.
- Provision of housing units for resettlement including facilities for education, health, electricity and drinking water
- Provision of employment in project construction works to Project Affected Persons (PAPs)
- Provision of jobs in Indian Railways besides compensation to families whose land, house, shops, etc. are to be taken.
- Provision of skill training to create employability among the displaced/non-employable wards of land oustees /displaced persons/families
- Issues relating to environment protection and pollution control

Besides above suggestions some suggestions were district specific as mentioned below:

Sikar

- The existing track should be shifted as there is about 30m land spare with the railways in the western side along with the existing track the BG (under construction) can also be laid in the western side which in turn would leave ample space for the DFC corridor to be laid. Anyways the eastern side of the track is heavily congested and if not avoided the impact would be severe
- In JALPANI an Inland Container Depot (ICD) is demanded.

Jaipur

- In Naraina, the proposed alignment is curved which should be changed to straight to avoid affected families due to the curved track.

Nagaur

A ROB should be made at the crossing at Minda Phatak.

Pali

- A ROB should be proposed near Sojat Road railway Station.

Sirohi

- In Pindwara near Ajjari Phatak, there is a locality whose service road is falling in the ROW of the project. What are the authorities planning to do, as the entire locality would suffer without a connecting road?
- A Detour should be made from Mawal to Kewarli to avoid Abu Road built-up area

CHAPTER 7 ENVIRONMENTAL MANAGEMENT PLAN

7.1 INTRODUCTION

Environmental Management Plan is an implementation plan to mitigate and offset the potential adverse environmental impacts of the project and enhance the positive impacts. Based on the environmental baseline conditions, planned project activities and impacts assessed earlier, this section enumerates the set of measures to be adopted to minimize the adverse impacts. Process of implementing mitigation and compensatory measures, execution, agencies responsible for their implementation and indicative costs is discussed in this chapter.

The project has overall positive impacts by providing a competitive, cost-effective, congestion free reliable mode of dedicated freight service. It will certainly reduce the congestion on the roads and facilitate fast transfer of goods. Railway being an eco-friendly mode will also enhance or at least will not degrade the environmental quality.

The development of DFC entails civil work including excavation, filling, construction of-RUB/ROB, bridge and cross drainage structures, utility shifting etc which are likely to cause adverse impacts on natural and social environment. The impacts cannot be fully avoided; however, appropriate mitigation measures are suggested to minimize and compensate the potential adverse impacts and enhance positive impacts. Most of the impacts are temporary in nature and are limited to construction phase only which can be minimized and managed by proper planning and execution. The environmental management plans includes activities for pre-construction phase, construction phase and operation phase.

7.2 ENVIRONMENTAL MANAGEMENT PROCESS

Environmental management is based on the potential impacts assessed for the project. Assessment of potential impacts is based on the review of secondary data substantiated by site visit – environmental monitoring, public consultation, household survey and discussion with concerned Govt. Dept. The implementation of Environmental Management Plan (EMP) requires the following:

- An organizational structure
- Assign responsibilities
- Define timing of implementation
- Define monitoring responsibilities

7.3 EMP DURING CONSTRUCTION AND OPERATION

The project activities will be executed in phased manner, Pre-construction Phase, Construction Phase and Operation phase. The major activities to be undertaken are described below.

7.3.1 Construction Phase

The environmental issues during construction stage generally involve equity, safety and public health issue. The Contractor is required to comply with the laws with respect to environment protection, pollution prevention, forest conservation, resettlement and safety and any other applicable law. Environmental pollution during the construction phase will be less but control of pollution during this phase is of considerable importance. The EMP is an executable part of Project, and the activities are to be guided, controlled, monitored and managed as per the provision provided. Following activities require attention during construction phase.

(1) Land Acquisition/Diversion Plan

Acquisition of land is indispensable for construction of DFC. The proposed alignment traverses through Forest, Settlement and Agricultural Areas. The details of forest area in each district are mentioned below.

Alwar- No forest area is affected through this project.

Sikar - No forest area is affected through this project.

Jaipur - There is no forest land and extensive agricultural land are likely to be acquired for the project.

Nagaur - No forest area is affected through this project.

Ajmer - Approximately 6.5 ha of forest land and extensive agricultural land are likely to be acquired for the project.

Pali- Approximately 8.1 ha of forest land and extensive agricultural land are likely to be acquired for the project.

Sirohi - Approximately 12.9 ha of forest land and extensive agricultural land are likely to be acquired for the project.

- At the outset as a part of the Land Acquisition Plan, the Right of Way (ROW) along the entire DFC alignment has to be established and confirmed from the State Forest, Agriculture and Land Revenue Departments.
- Diversion of Forest land will be carried in compliance to Forest Conservation Act, 1980.
- The acquisition of land and private property shall be carried out in accordance to the Resettlement Action Plan (RAP).
- The list of the PAP along with compensation will be finalized and published in the local newspaper or any other publications. One month's notice will be served for appealing against the compensation (in kind or cash) to the local Land Revenue Department. If no objection is raised by the PAPs then the compensation amount as per the Land Acquisition Act 1894 (as modified in 1st September 1985 and 2003) may be paid within a period of 2 years from the date of the publication of the declaration.

It has to be ensured that all R&R activities including the payment of the compensation may be reasonably completed before construction activities starts, on any section of the DFC. No construction work will start before total compensation is paid to the PAPs.

(2) Utility Shifting Plan

There are some utility services along the proposed DFC alignment such as electric lines, telephone lines, cable line, pipelines etc which may be shifted in consultation with the concerned department before commencement of construction activity. There are road crossing with the DFC. Construction of bridges will be required to maintain their utility. These structures will be shifted in consultation with the concerned Departments.

(3) Construction/Labour Camp Management

- During construction phase Construction/Labour Camp will be located along the project area. Large numbers of labour population is likely to cause influx in the project area. A proper Construction Camp Development Plan has to be formulated to control degradation of the surrounding landscape due to the location of the proposed construction camp. The contractor must provide, erect and maintain necessary living condition and ancillary facilities that must be included in contract document provided to the Contractor.

- Sufficient supply of potable water may be provided at camps and working sites. If the drinking water is obtained from the intermittent public water supply then storage tanks must be provided. All water supply storage may be at least 15m away from the toilets or drains.
- Adequate washing and bathing facility must be provided in clean and drained condition.
- Adequate sanitary facilities may be provided within every camp. The place must be cleaned daily and kept in strict sanitary condition. Separate latrine must be provided for women. Adequate supply of water must be provided.
- Collection of domestic waste and its suitable disposal may be carried out on timely basis.
- The contractor must ensure that there is proper drainage system to avoid creation of stagnant water bodies.
- Periodic health check ups may be conducted. These activities may be provided by the construction contractor in consultation with State Public Health Department.
- At every Camp first aid facility may be provided Suitable transport must be provided to take injured or ill person to the nearest hospital.
- Adequate supply of fuel in the form of kerosene or LPG may be provided to construction labours to avoid felling of trees for cooking and other household activities. No open fires may be allowed in camps.
- The sites should be secured by fencing and proper lighting
- The construction contractor may ensure that all construction equipments and vehicle machinery is stored at a separate place/yard. Fuel storage and refilling areas may be located 500 m away from the water bodies and from other cross drainage structures.
- All the construction workers should be provided with proper training to handle potential occupational hazards and on safety and health, which include the following:
 - Environmental Awareness program
 - Medical surveillance
 - Engineering controls, work practices and protective equipment
 - Handling of raw and processed material
 - Emergency response
- Construction/labour camps may be located away from forest areas, settlements, cultural heritage & historical sites and water bodies & dry river beds.
- It should be ensured by the construction contractor that area of the construction camp be cleared of the debris and other wastes deposited on completion of construction. The land should be restored back to its original form and condition as it was prior to the establishment of the construction camps.

(4) Borrow Area Management Plan

An appropriate Borrow Area Management Plan is formulated to control degradation of the surrounding landscape due to the excavation work. The national standard which applies to the manual borrowing of earth is the IRC-10: 1961.

- Borrowing of earth shall be carried out up to depth of 150 cm from existing ground level and shall not be done continuously. Slopes of edges shall be maintained not steeper than 1:4.
- Top soil (15 cm) from all areas shall be preserved in stockpiles and utilized for redevelopment of borrow/quarry areas.
- Borrow pit shall be developed as far as possible from the river side, where the inner edge of

any borrow pit should be not less than 15 m away from the toe bank. As far as the borrow pits on the rear or landside are considered, it is to be avoided. Where it is unavoidable a berm, at least 25 m wide should be left between borrow pits and toe bank. The toe of the bank on the rear side should have a cover of 0.75 m to 1.25 m over the saturation line drawn at a slope of 1:6 from the high flood level on the river side.

- Borrowing of earth shall not be carried out on productive land in the event of such an occasion; contractor has to obtain permission of the engineer who is supervising the activity.
- Sources of borrow areas will be identified by the Construction Contractors
- No borrow areas will be opened without the prior permission from the local administrative bodies like Village Panchayats, State Department of Irrigation, Agriculture and State Pollution Control Boards etc.
- Reclamation of borrow area will be mandatory and must be included in the agreement made with the Construction Contractor
- Borrow pits may be located at least 1 km away from the villages and settlements.
- All borrow pits may be reclaimed.
 - The quarry and borrow area will be reclaimed back. The pits formed should be backfilled by construction waste and site should be stabilized.
 - Spoils may be dumped with an overlay of stocked piled top soil with respect to MoEF/SPCB guidelines.
 - Borrow and quarry pits may also be developed as ponds and used for aquaculture as per local requirement and can be also developed as park or picnic spots.
 - Landscaping of borrow and quarry area will be done and grasses, shrubs & tree species may be planted around the reclaimed area. Ornamental plants may be planted on the access route.
 - Reclamation of borrow area will be included in the agreement of the Construction Contractor

(5) **Public Health and Safety**

The contractor is required to comply with all the precautions as required for the safety of the workmen. The contractor must comply with all regulation regarding scaffolding, ladders, working platform, excavation, etc.

- The contractor must supply safety goggles, helmets, earplugs and masks etc. to the workers and staff.
- Adequate precaution must be taken to prevent dander from electrical equipments. Necessary light and fencing must be provided to protect the public.
- All machines & equipments used in the construction must conform to relevant Indian Standard (IS) Codes, must be free from patent defects, in good working condition, regularly inspected and properly maintained as per IS provisions.
- All workers employed on mixing of asphaltic material, cement, lime mortars, concrete etc. may be provided with protective footwear and protective goggles. Workers involved in welding work may be provided with welder's protective eye shields.
- No men below age of 18 years or women should be employed on the work of painting with products containing lead in any form. Face mask may be supplied to for use to the workers when paint is applied in the form of spray or a surface having lead paint dry rubbed and scrapped.
- All reasonable measures must be taken to prevent public from fire, flood etc.
- All necessary steps must be taken to prompt first aid treatment of all injuries likely to sustain during the course of work.

- The contractor must conform to all anti malarial instructions, including filling up of borrow pits which may dugged under the project.
- Work that affect the use of side roads and existing accesses must not be taken without providing adequate provision.
- On completion of the works all the temporary structures may be cleared away, all rubbish disposed, excreta and disposal pits or trenches filled in and effectively sealed off and the whole of the site left clean and tidy.

7.3.2 Operation Phase

During Operation phase maintenance of water quality and distribution of water along DFC alignment and command area is most important task besides other activities

7.4 ENVIRONMENTAL MANAGEMENT PLAN & RESPONSIBILITIES

Table 7-1 presents summary of Environmental Management Plan (EMP) with the objective of minimization of adverse environmental impacts as discussed in part III. The table covers all possible environmental issues involved in the project and necessary mitigation measures. Taking appropriate mitigation measures for the construction phase is the responsibility of the construction contractor and the Environmental Engineer of the Construction supervisor would supervise the implementation of EMP.

The mitigation measures during the operation phase will be implemented by Environmental Management Unit (EMU) of Railway Dept., which includes an Environmental In charge who will supervise the implementation of EMP. Thus the overall responsibility for the implementation of mitigation measures will be with the Construction Contractor during the construction phase and Railway Dept during operation phase. The details of Environmental Management Program and Environmental Management Unit (EMU) are discussed in the subsequent paragraphs.

S. No	Environmental Issue	Actions to be Taken	Implementation	Supervision		
Pre- Construction Phase						
1.	Removal of Trees	Approximately 472 trees in Alwar, 3,533 trees in Sikar, 1,333 trees in Jaipur, 250 trees in Nagaur, 2,538 trees in Ajmer, 3318 trees in Pali and 4,290 trees in Sirohi are likely to be felled in the existing and acquired area for the proposed corridor. The forest land along the railway line is likely to be acquired for the project will be compensated by providing value of land as per Net Present Value (NPV) in Chapter 5. Double area of land may be provided for Forest Dept for carrying Compensatory afforestation. Compensation may be provided for plantation of trees Double area of land may be provided for Forest Dept for carrying Compensatory	Forest Dept. / EMU	EMU		
		Compensation may be provided for plantation of trees.				
2.	Land acquisition/ Diversion	Ownership of land within the ROW and at Junction station should be confirmed Number of Project Affected Persons (PAPs) to be identified Resettlement Action Plan to be prepared for the PAPS and provide compensation in compliance with National Resettlement and Rehabilitation (R&R) policy Information dissemination and community consultation	EMU /NGOs as collaborating agency	Revenue Dept / DFCCI		
3.	Relocation of Cultural and Religious Properties	Religious structures to be shifted only after public consensus. Relocation should be complete before construction work is taken up.	Construction Contractor	DFCCI		

Table 7-1 Environmental Management Plan

S. No	Environmental Issue	Actions to be Taken	Implementation	Supervision
Cons	struction Phase		·	
1.	Soil	Suitable protection measures consisting of bio-engineering techniques such as plantation of grasses and shrubs & check dams, may be provided to control erosion.	Construction Contractor /EMU	EMU/CS
		Borrow areas may be finalized in concern with ecological sensitivity of the area. Agriculture land may not be used as borrow areas. Priority may be given to		
		degraded area for excavation of borrow material. Rehabilitation of borrow area may be taken under the project.		
		Construction work may be avoided during rainy season to evade erosion and spreading of loose material.		
		Top soil removed from agricultural land may be stored separately in bunded areas and utilized during plantation or refilling of excavated area.	~ .	
2.	Water Bodies	Provision of temporary drainage arrangement due to construction activities must be made by Contractor and suitable and strict clause must be incorporated in Concern Cordition of Contract do support for its offortium implementation	Construction Contractor /EMU	EMU/CS
		Silt fencing may be provided near water bodies		
		consultation with Irrigation Department		
3.	Flora	Felling of trees must be undertaken only after obtaining clearance from the Forest Dept -forest areas Railway Dept and local bodies outside forest areas	Forest Dept./	EMU/CS
		Trees falling outside the ROW should not be felled.	Contractor / EMU	
		bearing trees may be compensated including 5 years fruit yield. Labour Camps and office site may be located outside & away from Forest area		
		Green belt development may be undertaken in the wasteland near railway line to enhance aesthetic and ecological value. Social forestry may be practiced for		
		success of the plantation. Local people can be involved in plantation and maintenance of plantation as part of the project in consultation with Forest Department.		
4.	Fauna	Crossing passages must be made for wildlife near forest areas such as under pass followed with some plantation so that it resembles with the habitat of wildlife	Forest Dept./ Construction	EMU/CS
		and facilitate crossing of wildlife in forest area. Ponds may be developed inside forest areas as the birds prefer water bodies.	Contractor / EMU	
		Borrow areas can be also developed as ponds with grasses and shrubs planted around it.		
		Silt fencing may be used near water bodies to avoid runoff into the water bodies Construction activity may be avoided during night hours in forest area.		
		Poaching must be strictly banned in the Forest area. It may be ensured by the Contractor that no hunting or fishing is practiced at the site by any of the worker		
		and that all site personnel are aware of the location, value and sensitivity of the wildlife resources		
-	Diadianaita	Awareness program on Environment and wildlife Conservation may be provided to the work force. Forest Act and Wildlife Act may be strictly adhered to.	Ernert Dent /	EMILIOS
5.	Biodiversity	The Dreiset see support wildlife conservation program to contribute towards	Construction	EMU/CS
		biodiversity and sustainable development	Contractor / ENIO	
1.	Air	Adequate dust suppression measures such as regular water sprinkling on	Construction	SPCB / SDOE
		construction sites, haul & unpaved roads particularly near habitation must be undertaken to control fugitive dust	Contractor / EMU	/ EMU/CS
		Plantation activity may be undertaken at the construction sites Workers may be provided with mask to prevent breathing problems		
		Trucks carrying soil, sand and stone may be duly covered to avoid spilling. Low emission construction equipment, vehicles and generator sets may be used		
		Plants, machinery and equipment should be handled so as to minimize generation of dust.		
		All crusher used in construction should confirm to relative dust emission devises Air quality monitoring may be conducted at construction sites.		
2.	Water	Silt fencing may be provided near water bodies to avoid spillage of construction material.	Construction Contractor / EMU	SPCB / SDOE / EMU
		Discharge of waste from construction/labour camp into water bodies may be strictly prohibited.		
		Construction methodologies with minimum or no impact on water quality may be adopted, disposal of construction wastes at designated sites and adequate		
		drainage system may be provided. Project design may take care of irrigational canal and proper culverts may be		
		provided so that irrigation setup is not disturbed		
		Construction activity may be prohibited during rainy season near water bodies. Water quality monitoring may be conducted during construction phase.		

S. No	Environmental Issue	Actions to be Taken	Implementation	Supervision
3.	Soil	Asphalt emulsifier must be handled with caution and any leakage detected must be immediately rectified. Construction work should not be done during rainy season to avoid erosion and spreading of loose material Top soil removed during excavation work should be stored separately in bunded area and should be utilized during plantation or refilling of excavated area.	Construction Contractor / EMU	EMU/CS
4.	Solid Waste	Construction work must be carried in such a way that minimum or no solid waste is generated at construction site. Extra earth material produced may be utilized for refilling of borrow areas. Rainy season may be avoided to minimize spreading of loose materials. Solid waste management may be framed for camp areas. Dustbins may be provided in the Camps. Proper sanitation facilities must be provided in Camp by the Contractor.	Construction Contractor	SPCB / SDOE / EMU/CS
5.	Noise & Vibration	Modern technologies producing low noise may be used during construction. Construction equipment's and vehicles must be in good working condition, properly lubricated and maintained to keep noise within permissible limit. Temporary noise barriers installed at settlements and forest area, if required. Plantation may be carried at the work site. Head phones, ear plugs to be provided to the workers at construction site. Noise level monitoring must conducted during construction phase. All vehicles, equipment and machinery used in construction should be fitted by exhaust silencers. Equipments should be maintained regularly and soundproof gadgets should be used. Temporary sound barriers should be installed near sensitive locations near settlements and Forest area, if required Provision of ear-plugs to heavy machinery operators Plantation along the DFC should be maintained	Construction Contractor / EMU.	SPCB / SDOE / EMU/CS
6.	Land Subsidence	Plantation must be carried to control erosion.	Construction Contractor	EMU/CS
7.	Bottom Sediment	Silt fencing may be provided to avoid runoff into the river. Construction activity should be taken in dry season to avoid spreading of construction material and minimize impact on water quality.	Construction Contractor	EMU/CS
Oper	ation Phase			
1.	Maintenance Plantation	Provision for maintenance of plantation must made for at least three years. Plantation may be taken to replace dead sapling. Survey of survival of plants may be taken annually. Lopping of branches may be undertaken to remove obstruction, if any.	EMU	DFCCI
2.	Air Quality	Plantation should be conduct and maintained along DFC. Green belt development with proper species should be undertaken on priority basis. AAQ monitoring, at all Junction station sites and along DFC under the guidance of SPCB.	EMU	SPCB / SDOE (State Department of Environment)
3.	Water Quality	Waste Collection facility should be provided at all Junction station Proper drainage system should be provided at all Junction stations Water quality monitoring at the Junction station stations under the directives of SPCB.	EMU	SPCB / SDOE (State Department of Environment)
4.	Noise & Vibration	Noise and Vibration monitoring may be conducted in operation phase at the Sensitive Receptors (SRs) identified.	EMU	SPCB / SDOE (State Department of Environment)

7.5 ENVIRONMENTAL BUDGET

The cost of compliance for environmental issues must be included in the Bill of Quantity for the implementation of EMP, although most of the aspects will be covered under engineering head such as are:

Utility shifting

- Embankment
- Noise barrier
- Shine boards along construction sites
- Underpass for animals
- Culverts for irrigational canals

However there are issues, which are independently covered under Environmental Budget such as plantation along DFC, monitoring, enhancement measures, sanitation facility at labour camp, and solid waste disposal at site. Budget for Resettlement and Rehabilitation shall be prepared separately. The tentative environmental budget is given Table 7-2.

S.No	Particulars	Description	Rate	Total (Rs.)
1.	Water Quality Monitoring	Once in each three seasons in Pali and Sirohi district $(1x3x2)$	20,000 / station	120,000
2.	Air Quality Monitoring	Once in each three seasons at junction sites and construction locations near SR (recurring cost) in each district (1x3x7)	20,000 / station	420,000
3.	Noise & Vibration Level Monitoring (Construction Phase)	Once in each three seasons at Junction Sites /SR locations (recurring cost) in each district (1x3x7)	55,000	1,155,000
4	Noise & Vibration monitoring (Post construction phase)	Near SR once in each three season in each district $(1x3x7)$	55,000	1,155,000
5	Plantation (including maintenance for 3 years)	Plantation along DFC and Service Road (parallel section) in each district (11,550)	120 / plant	1,386,000
6	Water, Sanitation facility labour camp		5 lakh/ camp/district	3,500,000
7	Solid Waste Management		Lump sum	1,400,000
8	Borrow/ Quarry area Reclamation		Lump sum	7,000,000
9	Dust suppression		Lump sum	1,400,000
10	Training		Lump sum	700,000
11	Manpower (Construction Supervision)	Environment Expert -1 (recurring cost)	1,00,000 / month	8,400,000
		Social Expert-1 (recurring cost)	1,00,000/ month	8,400,000
		Grand Total		35,036,000

Table 7-2 Proposed Budget

The tentative cost estimated for implementation of Environmental Management Plan is Rs.35,036,000. Some cost fall under recurring head mentioned in the above table.

7.6 **RECOMMENDATIONS**

Significant environmental issues associated with this project proposed to be taken in detail under EIA level study are mentioned as under:

- Study of drainage and flooding pattern in and around the project site and development of drainage management plan
- Borrow area management plan including identification of probable sites and its chemical analysis for toxic contaminants.
- The ESIMMS was conducted with the secondary data of 1 year as well as a short-term field surveys. Thus, the base line data through 1 year should be collected at the further stage of the project.

CHAPTER 8 RESETTLEMENT AND REHABILITATION PLAN (RRP)

Resettlement and Rehabilitation Policy including "RRP Frame Work" is under consideration with Government of India and will be disclosed as a separate process.

CHAPTER 9 ENVIRONMENTAL MONITORING FRAMEWORK

9.1 INSTITUTIONAL FRAMEWORK

All the personnel engaged in the project right from the planning, through construction and operation stage will be directly or indirectly responsible for environmental conditions in and around the project site. However a group of specialists will coordinate all the activity related to the environment during the different stages of the project. This core group will be called as Environmental Management Unit (EMU).

DFCCIL (Dedicated Freight Corridor Corporation of India) is responsible for Project development. An Environmental Management Unit (EMU) is proposed under the DFCCIL at Centre. Environmental Expert will be appointed at the centre. Under EMU State level Environment Specialist will be responsible for implementation and monitoring of EMP in State. District level Environmental officer will ensure implementation of EMP in a district or in a package of the State DFC.



Figure 9-1 Proposed Structure of Environmental Management Unit

 Table 9-1
 Responsibility of Environmental Management Unit

9.1.1 Construction Phase

The District level Environmental Specialist will look after the implementation of EMP in their respective Districts/Packages and send compliance report to the State environmental specialist. Persons deployed must be familiar with the National Environmental Legislation

- 1) Construction Supervisor
- During Construction phase Construction Supervisor (CS) may be engaged to supervise Contractor's activity.
- Environment officer may be appointed by Construction Supervisor for each package to see environmental compliance.
- 2) Construction Contractor
- Contractor has to provide one full time person with background in Environment field.
- Environment specialist engaged by contractor must work in co-ordination with Environment officer of Construction Supervisor.

Environmental officers of Construction Supervisor & Construction Contractor will report to Environmental Specialist, EMU.

9.1.2 Operation Phase

The Environmental personnel deployed in construction phase in EMU may continue in operation phase to implement and supervise activities involved in operation phase.

9.2 ENVIRONMENTAL MONITORING -CONSTRUCTION PHASE

Environmental monitoring is essential to monitor the changes in environmental aspects due to the project activities. Monitoring should be conducted during construction and operation phase. During construction phase monitoring includes:

- i. Monitoring of environmental aspects such as water, air, noise & vibration and plantation program. Construction Supervision Consultant would suggest final locations and time for monitoring of suggested parameters within allocated budget in consultation with EMU.
- ii. Monitoring of implementation of mitigation measures suggested in EMP
 - The Construction Contractor should implement the mitigation measures suggested and Construction Supervisor in co-ordination with EMU should verify the same and provide recommendation, if required.
 - An Environmental Management Action Plan (EMAP) for compliance must be prepared by the Construction Supervisor.
 - The Environmental Construction Supervisor should conduct on-site verification and should provide documentary proof to EMU on mitigation measures taken by Construction Contractor.
 - Construction Supervisor must Provide Monthly Progress report to EMU.

Environmental Monitoring formats required for EMAP is attached as Annex-9.1. These formats may be further amended and improved as per requirement.

9.3 ENVIRONMENTAL MONITORING - OPERATION PHASE

During operation phase, EMU may undertake the monitoring program for environmental aspect.

- Noise and Vibration
- Seasonal monitoring for Air Quality
- Survival rates of plantation should be taken up to 3 years in operation phase, replantation should be carried to replace dead sapling.

9.4 ENVIRONMENTAL MONITORING FRAME WORK

Environmental Framework is given in the Table 9-2.

S.No	Environmental Component	Parameter	Standards	Location	Frequency	Impleme ntation	Supervision
1	Air Quality	SPM, RPM, CO, NOx, SOx	CPCB Standards	Stretch of DFC in progress near settlements and junctions & stations	3 times in a year (Once in every season except monsoon)	CC	CS / EMU
2	Water Quality	pH, DO, BOD, TDS, Total Coliform , Oil & Grease, Phenols Pb, Zn Hg Cl Fe, Na	CPCB Standards	Near water bodies	During construction stage	CC	CS/ EMU,
3	Sediment Quality	pH, Conductivity, Texture, Total OM, Total N, Na SAR, K, and Oil content		Near water bodies	During construction stage	СС	CS / EMU, Railway Dept.
4	Noise	Noise level on dB(A) scale	CPCB Standards	Junction & Stations and Settlements along DFC.	3 times in a year (except monsoon season)	CC	CS / EMU
	Operation Phase						
1.	Air Quality	CO, NOx, SOx, RPM	CPCB Standards	At Compensatory afforestation site and along DFC.	3 times in a year (except monsoon)	EMU,	EMU / SPCB
2	Noise & Vibration Level	Noise level on dB(A) scale	CPCB Standard	Junction & stations and SR along DFC.	3 times in a year (Once in every season)	EMU	EMU / SPCB
3	Plantation	Survival rate	survival rate may be calculated annually	At Compensatory afforestation site & along DFC	Annually for 3 years	State Forest Dept./ EMU	EMU

 Table 9-2 Environmental Monitoring Framework

9.5 ENVIRONMENTAL AWARENESS AND TRAINING

For implementation of EMP awareness on environmental issues is indispensable. It is essential that senior officials should grasp completely the features of environmental management;

immediate short term training will be required for Railway Dept. staff on environmental awareness.

For management of environment it is required to develop ability to communicate and work with community and understanding the socio-political dynamics prevalent in the region. Following the setting up of the Environmental Management Unit, the need for additional and specialized training should be examined and appropriate training should be undertaken.

During construction phase training/awareness program should be organized by the EMU for Project Implementation Unit (PIU) Staff and the Contractor twice a year. During operational phase one workshop/awareness program should be organized at district level each year for the first3years. The training modules suggested are given in Table 9-3.

S. No	Target Group	Target Group Description	
1.	RAILWAY DEPT. Managers and	Environmental Awareness	Lectures
	All stall of Environmental Management Unit	environmental Regulations, Provisions	
	Wanagement Onit	notifications, process and methodology	
		for environment conservation	
2.	Environment Specialist (site in charge) PIU Staff, and Contractor's Staff	Implementation of Environmental Management Plan Planning, Design and execution of mitigation and enhancement measures, monitoring and evaluation of environmental	Workshops and Lectures
		conditions during construction and operation.	
3.	Environmental Specialist (site in charge), PIU staff Contractor's Staff	Environmentally Sound Construction Practices Clean Construction Technology, Waste minimization and management in construction processes, storage and maintenance of equipments/ materials, Control of soil erosion, transplantation and compensatory plantation including maintenance and Construction Camp Management.	Seminars Lectures

 Table 9-3 Proposed Training Modules

9.6 MONITORING AND EVALUATION OF R&R PLAN

Monitoring and evaluation are critical activities toward the finalization of the process of resettlement and rehabilitation. Monitoring involves periodic checking to ascertain whether the resettlement and rehabilitation activities are in progress in helping PAFs taking roots into the new resettlement areas. Evaluation is essentially a summing up of the progress of resettlement and rehabilitation at the end of the Project assessing the actual achievement in comparison to those aimed at during the implementation period.

DFCCIL will be responsible for internal monitoring through their Project Implementation Unit, Chief Resettlement Office, and NGOs. It should prepare quarterly reports on the progress of the implementation of resettlement and rehabilitation plan.

Independent monitoring agency or a local consulting firm or a local NGO will carry out an external monitoring of the implementation of resettlement and rehabilitation plan. It will report on a half yearly basis to DFCCIL and funding agency. DFCCIL should select and hire these consulting firm/ NGO.

9.6.1 Internal Monitoring

The resettlement and rehabilitation plan includes indicators and bench marks for achievement of the objectives, which includes as follows:

(1) **Process indicators**

Process of the resettlement and rehabilitation which includes project inputs, expenditures, staff deployments, etc will be monitored by DFCCIL and its project office. DFCCIL should collect the information from the project site and assimilate in the form of quarterly progress report to assess the progress and results of the implementation of resettlement and rehabilitation plan. In case there was a delay or any obstacles on the implementation works, adjust the work programme. The following is major items of monitoring for process indicators;

- Information campaign and consultation with PAFs;
- Status of land acquisition and payments on land compensation;
- Resettlement of PAFs

(2) **Output indicators**

Output indicators are as follows:

- The results in terms of numbers of affected persons compensated and resettle; and
- Incomes restored; and
- Additional assistance provides

(3) Impact indicators

Impact indicators are the factors related to the long-term effect of the project not only on PAFs but also on those people in the project affected area as a whole. Field level monitoring will be carried out as follows:

- Review of census information for all PAFs;
- Consultation and informal interviews with PAFs on the up-to-date feeling of them on their life in the resettlement areas;
- In-depth case studies if there were any particular case worth paying special attention;
- Informal sample survey of PAFs;
- Key informant interviews and
- Holding a number of community meetings at the resettlement site as well as the site directly affected by the Project.

9.6.2 External Monitoring

External monitoring body will be hired for the monitoring works. It should identify and select impact indicators, impact assessment through formal and informal surveys with the PAFs, consultation with local government officials and community leaders, assess efficiency of the process of rehabilitation procedures in terms of effectiveness, sustainability of the lives of PAFs, draw attentions for the lessons learned during the period since resettlement and rehabilitation activities commenced and formulate the future rehabilitation policy and planning method.

Major items of monitoring would be as follows:
- Review and verification of the internal monitoring reports prepared by Project Implementation Unit and the field offices;
- Review of the socio-economic baseline census information of the PAFs;
- Socio-economic conditions of the PAFs in the post-resettlement period;
- Opinions of the PAFs on the entitlements, compensations, general assistance, alternative development programmes to livelihood restoration programmes and their timetable;
- Actual changes of the conditions of housing and income levels of the post-resettlement period;
- Livelihood rehabilitation of non-title settlers; and
- Grievance procedures.

After the project implementation, NGOs assisting chief resettlement officer will conduct information and community consultation programme (ICCP) in the project area in respect of resettlement and rehabilitation plan. It is a part of social environment monitoring plan of the resettlement and rehabilitation of PAFs. The following is the tasks of NGOs:

- 1) Assist chief resettlement officer in implementation of resettlement and rehabilitation plan including mitigation measures for avoiding adverse effects imposed on PAFs by the Project;
- 2) Prepare information materials in local language explaining resettlement and rehabilitation plan such as project brochures and pamphlets to be used for disclosure of information regarding the project objectives, entitlement, compensation principles and procedures, and implementation schedules;
- 3) Advise and assist chief resettlement office in the provisions of implementation of resettlement and rehabilitation plan concerning livelihood and income restoration programmes;
- 4) Work in close cooperation with relevant state and central government departments and district administration involved in the valuation of assets acquired and payment of compensation;
- 5) Educate the PAFs on their right to entitlements and obligations;
- 6) Ensure that the PAFs are paid their full entitlements due to them;
- 7) Facilitate and organize training programmes and provide support and gather information to PAFs for income restoration programme;
- 8) Assist the PAFs in redressing of their grievances through the grievance redress mechanism set up for the Project;
- 9) Disseminate information for all the PAFs about the functional aspects of the various district level committees set up for the Project and assist the PAFs in benefiting from such institutional mechanism;
- 10) Assist the Project Implementation Unit of DFCCIL in ensuring social responsibilities of the Project, such as compliance with the labour laws, safety regulations, prohibition of child labour, HIV/AIDS and gender issues; and
- 11) Participate in monitoring system and prepare progress reports.

ANNEX-2.1

APPLICATION FORM FOR SEEKING PRIOR APPROVAL FOR FOREST

$\boldsymbol{FORM}-\textbf{`A'}$

Form for seeking prior approval under section 2 of the proposals by the State Governments and other authorities

PART-I

(to be filled up by user agency)

1. Project details:

(i) Short narrative of the proposal and project/scheme for which the forestland is required.

(ii) Map showing the required forestland, boundary of adjoining forest on a 1:50,000-scale map.

(iii) Cost of the project:

(iv) Justification for locating the project in forest area.

(v) Cost-benefit analysis (to be enclosed).

(vi) Employment likely to be generated.

2. Purpose-wise break-up of the total land required:

3. Details of displacement of people due to the project, if any:

- i. Number of families.
- ii. Number of Scheduled Castes/Scheduled Tribe families
- iii. Rehabilitation plan. (to be enclosed)

4. Whether clearance under Environment (Protection) Act, 1986 required? (Yes/No).

5. Undertaking to bear the cost of raising and maintenance of compensatory afforestation and/or penal compensatory afforestation as well as cost for protection and regeneration of Safety Zone, etc. as per the scheme prepared by the State Government (undertaking to be enclosed).

6. Details of Certificates/documents enclosed as required under the instructions.

Signature (Name in Block letters) Designation Address (of User Agency)

Date:

Place:-____

State serial No. of proposal_____

(To be filled up by the Nodal Officer with date of receipt)

PART-II

(To be filled by the concerned Deputy Conservator of Forests)

State serial No. of proposal_____

- 7. Location of the project/Scheme:
 - i. State/Union Territory
 - ii. District.
 - iii. Forest Division
 - iv. Area of forest land proposed for diversion (in ha.)
 - v. Legal status of forest
 - vi. Density of vegetation.
 - vii. Species-wise (scientific names) and diameter class-wise enumeration of trees (to be enclosed. In case of irrigation / hydro projects enumeration at FRL, FRL-2 meter & FRL-4 meter also to be enclosed.)
 - viii. Brief note on vulnerability of the forest area to erosion.
 - ix. Approximate distance of proposed site for diversion from boundary of forest.
 - x. Whether forms part of National Park, wildlife sanctuary, biosphere reserve, tiger reserve, elephant corridor, etc. (If so, the details of the area and comments of the Chief Wildlife Warden to be annexed).
 - xi. Whether any rare/endangered/unique species of flora and fauna found in the area- if so details thereof.
 - xii. Whether any protected archaeological/heritage site/defence establishment or any other important monument is located in the area. If so, the details thereof with NOC from competent authority, if required.

8. Whether the requirement of forest land as proposed by the user agency in col. 2 of Part-I is unavoidable and barest minimum for the project. If no, recommended area item-wise with details of alternatives examined.

9. Whether any work in violation of the Act has been carried out (Yes/No). If yes, details of the same including period of work done, action taken on erring officials. Whether work in violation is still in progress.

10. Details of compensatory afforestation scheme:

- i. Details of non forest area/degraded forest area identified for compensatory afforestation, its distance from adjoining forest, number of patches, size of each patch.
- ii. Map showing non-forest/degraded forest area identified for compensatory afforestation and adjoining forest boundaries.
- Detailed compensatory afforestation scheme including species to be planted, implementing agency, time schedule, cost structure, etc.
- iv. Total financial outlay for compensatory afforestation scheme.

- v. Certificates from competent authority regarding suitability of area identified for compensatory afforestation and from management point of view. (To be signed by the concerned Deputy Conservator of Forests).
- 11. Site inspection report of the DCF (to be enclosed) especially highlighting facts asked in col. 7 (xi, xii), 8 and 9 above.
- 12. Division/District profile:
 - i. Geographical area of the district.
 - ii. Forest area of the district.
 - iii. Total forest area diverted since 1980 with number of cases.
 - iv. Total compensatory afforestation stipulated in the district/division since 1980 on (a) forest land including penal compensatory afforestation,
 (b) non-forest land.
 - v. Progress of compensatory afforestation as on (date) _____ on
 - (a) forest land
 - (b) non-forest land.

13. Specific recommendations of the DCF for acceptance or otherwise of the proposal with reasons.

Signature

Name

Official Seal

Date:	
Place:	

PART-III

(To be filled by the concerned Conservator of Forests)

14. Whether site, where the forest land involved is located has been inspected by concerned Conservator of Forests (Yes/No). If yes, the date of inspection & observations made in form of inspection note to be enclosed.

15. Whether the concerned Conservator of Forests agree with the information given in Part-B and the recommendations of Deputy Conservator of Forests.

16. Specific recommendation of concerned Conservator of Forests for acceptance or otherwise of the proposal with detailed reasons.

Signature Name Official Seal

Date:	
Place:	

PART-IV

(To be filled in by the Nodal Officer or Principal Chief Conservator of Forests or Head of Forest department)

17. Detailed opinion and specific recommendation of the State Forest Department for acceptance of otherwise of the proposal with remarks.

(While giving opinion, the adverse comments made by concerned Conservator of Forests or Deputy Conservator of Forests should be categorically reviewed and critically commented upon).

Signature Name & Designation (Official Seal)

Date:-	 		_

Place:-____

PART- V

(To be filled in by the Secretary in charge of Forest Department or by any other authorised officer of the State Government not below the rank of an Under Secretary)

18. <u>Recommendation of the State Government:</u>

(Adverse comments made by any officer or authority in Part-B or Part-C or Part-D above should be specifically commented upon)

Signature Name & Designation (Official Seal)

Date:-____

Place:-____

ANNEX-3.1 LIST OF RAILWAY STATIONS IN THE EXISTING ALIGNMENT

S.No	Station Name	Major Land Use Pattern
1	Maval	Agricultural Land
2	Abu Road	Residential Land, Sensitive Place
3	Morthala	Agricultural land
4	Kivaril	Hilly area, Agricultural land
5	Bhimana	Rocky Area and Agricultural
6	Swarupganj	Agricultural and Forest area
7	Banas	Sandy and stony soil
8	Keshavganj	Sand and stony soil
9	Nana	Agricultural land
10	Kothar	Agricultural land
11	Mori Bera	Agricultural land
12	Jawai Bandh	Sandy and Stony Soil, Agricultural land
13	Biroliya	Stony Soil, Agricultural land
14	Falna	Agricultural land, Residential Land, Sensitive Place
15	Khimel	Residential Land, Sensitive Place
16	Rani	Residential Land, Sensitive Place
17	Bhagwanpura	Residential Land, Agricultural land
18	Jawali	Agricultural land, sandy arid land
19	Somesar	Agricultural land, agricultural land
20	Bhinwaliya	Agricultural land, Arid land
21	Banta Ragunathgarh	Agricultural land, Arid land
22	Awua	Agricultural land, Sandy land
23	Marwar Jn	Residential Land, Sensitive Place
24	Dhareshwar	Sandy and Arid Land
25	Bhesana	Agricultural land, Arid land
26	Sojat Road	Residential Land, Agricultural land
27	Bagrinagar	Stony Soil, Agricultural land
28	Bagri Sajjanpur	Stony Soil, Agricultural land
29	Chandawal	Stony Soil, Agricultural land
30	Guriya	Stony Soil, Agricultural land
31	Bar	Hilly area, Arid Land
32	Sendra	Residential area, Hilly area, Arid Land
33	Amarpura	Residential area, Hilly area, Agricultural land
34	Beawar	Residential area, Hilly area, Agricultural land
35	Bangurgram	Agricultural land, sandy arid land
36	Piplaj	Agricultural land, sandy arid land
37	Kharwa	Agricultural land, sandy arid land
38	Lamana	Agricultural land, sandy arid land
39	Mangaliyawas	Agricultural land, sandy arid land
40	Makrera	Agricultural land, sandy arid land
41	Saradhna	Agricultural land, sandy arid land
42	Daurai	Residential Land, Agricultural land
43	Madar	Residential Land, Agricultural land
44	Landpura	Agricultural land, sandy arid land
45	Gegal Akhri	Agricultural land, sandy arid land
46	Mandawariya	Agricultural land, sandy arid land
47	Tiloniya	Agricultural land, sandy arid land
48	Gehlota	Agricultural land, sandy arid land
49	Salı	Agricultural land, sandy arid land
50	Sakhun	Sandy and Stony Soil, Agricultural Land

S.No	Station Name	Major Land Use Pattern		
51	Dantara	Sandy and Stony Soil, Agricultural Land		
52	Naraina	Sandy and Stony Soil, Agricultural Land		
53	Bhanwas	Sandy and Stony Soil, Agricultural Land		
54	Peeolee-Ka-Bas	Sandy and Stony Soil, Agricultural Land		
55	Khamdel	Sandy and Stony Soil, Agricultural Land		
56	Sanodiya	Sandy and Stony Soil, Agricultural Land		
57	Bheslana	Sandy and Stony Soil, Agricultural Land		
58	Mindha	Sandy and Stony Soil, Agricultural Land		
59	Renwal	Residential Land, Agricultural land		
60	Khalipura	Agricultural land, sandy arid land		
61	Kanauta	Agricultural land, sandy arid land		
62	Basslana	Agricultural land, sandy arid land		
63	Jhiloo	Agricultural land, sandy arid land		
64	Banskho	Agricultural land, sandy arid land		
65	Jalwara	Agricultural land, sandy arid land		
66	Bhandana	Agricultural land, sandy arid land		
67 Pachar Malikpur Agricultural land, sandy arid land		Agricultural land, sandy arid land		
68 Badhal Sandy and Ston		Sandy and Stony Soil, Agricultural Land		
69	69 Kishan Manpura Residential Land, Agricultural land			
70	Ringas Jn	Residential Land, Agricultural land		
71	Shri Madhopur	Residential Land, Agricultural land		
72	Kachera	Agricultural land, sandy arid land		
73	Kanwal	Agricultural land, sandy arid land		
74	Bagega	Agricultural land, sandy arid land		
75	Nim-Ka-Thana	Residential Land, Agricultural land		
76	Maonda	Sandy and Stony Soil, Agricultural Land		
77	Dabal	Rocky land, Agricultural land		
78	Nizampura	Residential Land, Agricultural land		
79	Amarpur Jorasi	Residential Land, Agricultural land		
80	Mirzapur Bachnod	Agricultural land, Forest Area		
81	Tajpur	Residential Land, Agricultural land		
82	Ateli Residential Land, Agricultural land			
83	Kund	Residential Land, Agricultural land		
84	Khori	Residential Land, Agricultural land		



TYPICAL SECTION OF DETOUR ROUTE

Typical Section of Detour Route

1

FORMAT FOR FLORA ASSESSMENT

Format for Flora Assessment

Site Approachable/ Not Approachable:

Date:

Forest Compartment:

Site Details:

Village:

Physical Features: 1.1

- Geography : (a)
- Geology & Soil: (b)
- Climate (c) :
- Water source : (d)
- Forest Reserved/ Unreserved: (e)

Plant Communities Species (Major Associations) 1.2

1.3 Plant Communities Dominant Species

Roads:

Sheet No:

S.	Name of Sp	Name of Species		Ecology		
No.	Scientific	Local	Habit ²	Habitat	Nature ³	Distribution ⁴

Format for Ecological Features of Vegetation¹

 ¹ Short green, Woodland
 ² Tree, Shrub, Herb, Climber, Grass
 ³ Evergreen, Deciduous
 ⁴ Common, Occasional, Rare, Abundant

Format for Fauna Assessment / Public Consultation

Date	2:	Sheet No:			
1.1	Forest Compartment: Natural /Reserved/ Protected				
1.2	Site Details:				
1.3	Village:	Roads:			
1.4	Physical Features : Major/ Minor Habitats				
1.5	Animal Communities :				
	Direct: Sighting / Observation				
	Indirect: Claw mark, Dropping, Calls, Hiding sites, Horns, Feather records	s any other			
1.6	Discussions with local peoples/ institutions regarding occurrence o the area	f wild animals in			
1.7	Any record of Endangered, Rare, Endemic or Threatened Wildlife				
1.8	Any records of wildlife hunting, trade, poaching in the area				
1.9	Hunting of animal by people for medicine, food, trophy, or trade				
1.10	Animals of Local Interest / Sacred Species/ Method of Protection f people	ollowed by local			

Table for Fauna Survey

S. No.	Name of Species		Reptiles	Mammals	Birds
	Scientific	Local			

NATURAL ENVIRONMENT

(1) Jaipur

Biological Environment

There are Reserved, Protected and Unclassed forests in Jaipur Forest Division. It covers the entire area of civil district of Jaipur, four tehsils namely Bamanvas, Nadoti, Tedabhim and Mahuwa of Sawaimadhopur district and some parts of Alwar and Sikar districts.

The tract lies in the Eastern part of Rajasthan between 75 $^{\circ}45$ ' E to 77 $^{\circ}05$ E longitude and 77 $^{\circ}15$ ' N to 28 $^{\circ}30$ ' N latitudes. The approximates stretches of the area from North to South and East to West are 160 kms and 200 kms respectively.

The Jaipur Forest Division is bounded in the North by common border with haryana, in North – East by Alwar district, in the East by Sawai-madhopur district, in the south by Tonl and sawaimadhopur in the west by Ajmer and in the North – West by Nagpur and Sikar districts.

The total land area of the Division is 16,440 sq. kms. Out of which 1,424 sq. kms area is under the possession of Forest Department. Thus, area under the forest is namely 8.66% of the total land area. It is furthermore alarming that only about 20% being blank, depleted, barren hills, and degraded forester.

The Head quarters of the Divisions are located at Jaipur, the pinkcity of India and capital of Rajasthan. It falls under the administrative central of the conservator of Forests, Soil conservation, Jaipur. Other superior officials namely, Additional chief conservator of Forest, are head quartered at van-Bhavan, Jaipur. The office of the Divisional Forest officer is situated at Museum Road, Jaipur.

The Head quarters being State Capital, is easily approachable by Road, Rail and Air. The tract is intersected by three National Highways namely N.H.8, N.H.11 & N.H.12 (recently declared connecting Jaipur-Jabalpur) together with extensive network of State highways and their feeder roads. It is an important Junction and Divisional Head quarters of the Western Railways. With a view to develop its vast tourism potential, two famous trains namely Punk-city Express and Palace on wheels start from here.

Apart from these two trains, there are a number of other trains running through this tract. The aeredrame is located at Sanganer about 13 km. From Jaipur city, A regular air service is available for Delhi, Agra, Udaipur, Bombay, Jodhpur, Kota, Ahmedabad. A proposal for making it an International Airport is under active consideration of the Govt. of India.

THE FORESTS

Most of the forest under the major group of "TROPICAL FORESTS" as per champion and Seth's revised classification of forest types of India. The special soil peculiarities and biotic factors rather than the climatic ones chiefly control the stability of Plant community in this tract. Therefore, its composition, distribution and quality is detrmined by these factors. As per champion and Seth's the following groups, subgroups, types and subtypes are recognised in this area:-

GROUP - 5 TROPICAL DRY DECIDOUS FORESTS:

Sub-group 5B- Northern Tropical Dry Decidous Forests.

Type 5B/O2 – Northern Dry mixed decidous Forest.

Edaphic climax formations are:-

5B/E1 – Anogeissus pendula forest

5B/E2 – Boswellia forests

5B/E3 - Babul forest

5B/E5 – Butea forest

Degradation stages of Tropical Dry Deciduous Forests:

- DS1 Dry Decidous Scrub
- E1/DS1 Anogeissus pendula Scrub
- DS3 Euphorbia Scrub
- DS4 Dry Grass land

(1) General serial types of dry decidous forests

- 1S1 Dry tropical riverain forest
- 2S2 Secondary dry decidous forest

Group – 6 – Tropical Thorn Forests

Sub – group – 6B- Northern Tropical Thorn Forets

Type 6B/C1 – Desert thorn forest

Type 6B/C2 – Ravine thorn forets

(2) Degradation stage of Tropical Thorn Forests

DS1 Zizyphus scrub

DS2 Tropical Euphorbia scrub

This type of forests is generally visible in the blocks of Digota, Jamwamata, badiline, Amer, Talwa, khajar, Barmanwati, kalakho, Gol, Kalikhar, Ramgarh of this division. But it has been observed that species like anogeissus pendula, Boswellia serrata, Acacia senegal and Butea monosperma belonging to this type land to form more or less pure consociations under the influence of characterized edaphic conditons prevailing in Aravalli hills. However, this type is confined to valley beds where oil and moisture conditions are realtively better. On per well drained plateaus and stops Bosweillia serrata trends to replace this type where as at other drier slopes anogeissus pendula replaces it in order to form a pure consociation.

This type of forests is generally visible in the blocks of Digota, Jamwamata, badiline, Amer, Talwa, khajar, Barmanwati, kalakho, Gol, Kalikhar, Ramgarh of this division. But it has been observed that species like anogeissus pendula, Boswellia serrata, Acacia senegal and Butea monosperma belonging to this type land to form more or less pure consociations under the influence of characterized edaphic conditions prevailing in Aravalli hills. However, this type is confined to valley beds where oil and moisture conditions are relatively better. On per well drained plateaus and stops Bosweillia serrata trends to replace this type where as at other drier slopes anogeissus pendula replaces it in order to form a pure consociation.

The overhood of these forests consists of Anogeissus pendula, Anogeissus latifolia, Abogeissus sericea, Boswellia serrata, Steroulia urens, moringa oleibera, mitragyna parvifolia ious racimosa, albizzia salvifolium, Grataerea religiosa, Butea monosperma, Holoptelia integrifolia, acacia catechu, Diospyros melanxylon etc. The underwood consists of Wroghtia tinctoria, Wrightia tomentosa, Dichrostachys cineria, Flacourtia indica, Diospyros montana, Cassia fistula, Mallotu phillipinensis, Zizyphus mauritiana, Ehretia laevis, acacia leucophloea, Holarrhena antidysentrica, Bauhinia racemosa, Euphorbia nivulia, Ficus tomentosa etc. The undergrowth includes Adhatoda vasica, Grewia tenax, Grewia flavescens, Grewia damine, Rhus mysurensis, Zizyphus numularia, abrus precatorius etc. The ground cover consists of cassia tora indigofera, Ageratum conyzoides, Hibiscus labatus, Salvia aegyptiaea, Urginea indica, Mimosa pudica, Boerhavia diffus, Argimone mexicana, Dasmodoium species, pedalium murex, Polyonum species etc. The common grasses occuring in the tract are Apluda mutica, Aristida species, Arthraxon species, Brachiaria species, Cnchrus species, Cynodon

dactylon, Cymbopogon martinii, Dactyloctenium species, Dichantum annulatum, digitaria species, Eragrostis species, Heteropogon contortus, Imperata sylindrica, Panicum species, Sporobolus species, etc. Dendrocalamus strictus is however confined to moist deep soil sites in Moran Dungar, Gol and Digota blocks. It is characteristic of these forests that they emain foliageless from March to June during whoch time the flowers and fruits are born.

Biological Status

The miscellaneous forets described under last paragraph are climatic climax. Ut most of the species constituting this type tend to form pure consociations under edaphis conditions peculiar to Aravalli hills resulting in different edaphio – climax formations.

Anogeissus pendula forests (Type SB/E1)

This type is characteristically recognised by the almost pure consociation of anogeissus pendula wherein it gregariously occurs forming more than 80% of the crop. Most of the forests of Jaipur division are representative of this type. The main associates of Anogeissus pendula are Boswelia serrata, Lannes coromandelica, Sterculioa urens, Wrightia tinctoria, Wrightia tomentosa, Flacourtia indica, Butea monosperma, Holoptelia integrifolia, cassia fistula, Diospyros melanxylon, Alangium salvifolium, Aacia caechu, Acacia leucophloea, acacia senegal, Ehretia laevis, Albizzia lebbek, Zizyphus mauritiana, Moriagna cononensis, Crataeva religiosa, anogeissus latifolia, Anogeissus sericia, Mitragyma parvifolia, Ficus racemosa etc. it may be mentioned here that alangium salvifolium is confined to Lalsot Range:Anogeissus sericia and Moringa species to Digota block and mallotus phillipinensis, Mitragyna parvifolia, Ficus racemosa etc. to moist loaclities. The undergrowth is chiefly comprised of Capparis decidua, Grewia tenax, grewia flavesense, Dichrostatachys cinerea, Zizyphus nummularia, Ashatoda vasica, Helicoteres isora, Barlaria suspidata, Dupteracan thus patulus, Rhus mysurensis, Sarcostema acidium, Securfinega leucopyrus, Abrus precatorius etc. The grasses like Apluda mutica, Aristida species, Cynodon dactylon, Cymbopogon martinii, Dicanthium annulatium, Digitaria species, Eragrostis species, Panicum species, and Sporobulus species. Etc. is commonly found in this type of ofrests. Climbers such as Ichnocarpus frutescens, Marsdenia, Volubilis, Oxystelma seemone, Momordia dioice, Asparagus racemosus, Glariosa superba, Mucuna pruria etc. are also found growing in these forests. Dendroptoes falcata is the main parasite growing upon Boswellia serrata.

These forests are infact confined to the sites further from the habitations. They have undergone excessive estrogessions in the vicinity of habitation, resulting in to the formation of different type. The height of Anogeissus pendula varies from 3 m to 15 m. the diameter at breast height varies from 5 cm to 10 cm. But in the felled copus where multiple stem crop is found in majority, the diameter varies from 3 sm to 8 sm with 3 to 6 stemsper stool as shown in the photograph taken by author in Digota block and appended herewith. The heights of main associate species like Boswellia serrata, Lannea coromandelica varies from 10 to 15 m and 5 to 12 m with diameters (b.h) 15.0 to 30 cms and 8 to 30 cms. Respectively. Most of the crop is young top middle aged. Mature stands are rarel found.

The desndity of the crop varies from 0.3 to 0.7 Sensity stocked standa are, however, confined to areas of Digota, Bamanvati & badi Line blocks. The status of regeneration varies from deficient to good. Most of the regeneration is of coppice origin. Seedling regeneration which varies from deficient to fair is however, confined to the interior pockets where biotic influence is minimum.

Ecological Status

Many of the tree species of the mixed decidous forests are capable of forming more or less pure consociations. This tendency is emphasized in the dry forests by the harsher environmental conditions, climatic, eadphic and biotic, to whom the forest is usually subjecte, so that greater demands are made on the specific adaptability of constituent elemnets leading to pure groups and local dominance. Anogeissus pendula, is thus an edaphis climax because although it occurs on various grological formations and different types of soil under complete protection for over 100 years. It has maintained itself and is also regenerating naturally. It is noteworthy that Acacia catechu, whith yan intimate mixture with Anogeissus pendula in Digota block is gradually disappearing probably owing to biotic intervention. Resutls of departmental lumbering in Digota block have revealed that Anogeissus pendula has more inherent strength than Acacia catechu to wrightstand biotic pressure under similar climatic edaphic conditions. But repeated exposure of Anogeissus pendula t excessive grazings browsing and lapping also led to detuermination at many place. A peculiar characteristic of naogeissus pendula has been observed that it occurs in association with Dendrocalamus strictus in moist localities with relatively more deep soils especially in Digota, Moran danger and Gol blocks. It has also been observed that on drier slopes, Acacia senegal forms a gregarious association with Anogeissus pendula under considerable pressure of grazing. It is perticularly in the Liwali block where accai senegal has succeeded to form pure patch on hill top which can be separately categorised as a type of edapho-biotic climaxes peculiar to very dry fascies similar type is also exhibited in Amer block where gregarious occurrence of Acacia senegal is restricted to lower flat portions between the hills where it completely replaces Anogeissus pendula.

This association of Anogeissus pendula – Acacia senegal is confined only to the hilly tract with gravelly reddish loam. On wind blown sand deposits, acacia senegal of tenly forms pure stands in association with other thorny speaks throughout the division.

These forest stake pride of supporting faunal species which have been dwindled from other forest types of this division. Panthera pardus, Cervus unicolor, Axis Boselap hus tragocalamus, Hyaena hyaena, Canis lupus, Caracal, Sus scrofa etc. alongwith may avifaunal species ae found especially in Ramgarh and Virat nagar ranges. A part of Panthera tigris accompanied by their two cubs has recently been reported to have come to the Ramgarh area. It has most probably migrated from the adjoining area of the project Tiger Sariska.

Thus, the existence of these floral and faunal species reveals the ecological viability of this type of forest, which under further prolonged protection may lead to very rich biosphere reserve.

Anogeissus pendula scrub (5/E₁-DS₁)

Having undergone excessive pressure of reckless illicit felling, lopping grazing and browsing during last three decades, the Anogeissus pendula today stands for biddi long good bye to nearly 70% if its territory. In its last effort to surviue, Anogessus pendula has reduced its elf to spreading and creeping form sometimes farming prostrate cushions looking like topiary work. In the areas where process of degradation has started in the recent past, Anogeissus pendula occurs in low density with bushy and scruby seedling and coppice regeneration. The inferior s-pecies like Rhus mysorensis, Grewia spp., Euphorbi spp.alongwith grasses like Heteropogon contortus. Apluda.mutica Aristide spp. Spcrobolus Spp.,etc start inuading Buch area. This form is confined to the areaas which are within the read of human habitations.

Ecological status

This form is a result of continuous of process of ecological retrogression of the edaphc climax 5/E1 under cute biotic pressures. As indicated in the preceding paragraph, Anogeissus pendulis initially illicitly felled for small timber lopped for fodder and fuel –wood. There after , its seedling and coppice regenerations are browsed and trampled by goats and cattle. At this stage when process of degradation is on, thorny species start inv adding the territory. Of these the ones worth mentioning are Dichrostachys cinerea. Acacia leucophloea, Ziayphus nummularia. Acacia senegal etc. Alongwith other inferior species like Rhus mysorensis, Grewia spp. Securinega spp. Euphorbia nivulia, Barlaria spp. Holoptelia intergrifolia, etc. Gradually, Anogeissus pendula is reduced to shrubby growth 3 to 6m. High including some trees species reduced to similar conditions, usually multi stemmed from base with crooked formations, Euentually, under long continued maltreatment by bictioc factors the Aogeissus pendula is reduced to spp reading and cresping form of degemerate forest which is the last stage of its degradation before it is totally eliminated. There after, it gives way to other

degradation stage. The form 5/E1-Ds1 under protection gives rise to secondary sere lending to attain the lost ecological status of the crop.

The Boswellia forest (5/E2)

This type in general is an open forest in which swellia serrata forms an overwood to stunted trees and shrubs of dry deciduous forests. Sometimes almost pure consociations of well grown mature trees or pole crops occur sapling and deeding regeneration were found practically absent. The height varies form 10 m to 20.0 m with diameter from 30.0 cm. to 50.0 cm. Its was in Digota block that Boswellias serrata trees with better dimensions and formations were found where as in Badiline, Jamwamata, Bamanwati, Gol & Moran blocks they were short thick boled, crooked, branchy and dwaft with relatively more crown diamster. It is characteristically comfined to the higher steeper slopes and well drained top plateau of these blocks. Its main associates in Digota block are Anogeissus latifolia, Anogeissus siricia, Anogeissus pendula, Sterculia urens, Eannea coromandelica, Disopy ros melanoxylon. Acacia catechu whereas at other places the associataes are Anogeissus pendula, Sterculia urens, Lannea coromandelica, Albizzia odaratissima, Fiaus spp. etc. The undergrowth in digota block is of Zizyp hus spp. ,Rhus mysorensis, Grewia Spp. Dendro calamus strictus (in depressions of commptt. No .38,13,12,11) etc. The main gresses found occurring in the type are Apluda mutica, Heteropogon contortus. Chrysopogon fulous, Sehima norvosum etc. It is the characteristic feature of Boswellia serrate in this area that parasitic plant Dendro-phthoe falcate thrives on it. It remains leafless during the period from February to June.

Ecological Status

This type become very stable on special sites, extended by maltreatment as Boswellia serrate is usually left standing when other trees are felled and it is very much fire resistant. It has been observed that is generally not used either for fodder or fuel by the local people. As an evidence of it, many patches of Boswellia can be seen growing near human hasitations where no other spp. occurs. It does not coppice well as per champion and seth. As per mention made in the preceding paragraph, the seedlings and sapling are practically absent throughout.

Babul Forest (Type 5/E3)

The general appearance of the forest is entirely dominated by one species i.e. Acacia nilotica varindica which is markedly gregarious in habit and forms a denser cover than usual in thorn forests. Its main associates are Acacia nilotica var. cupressiformis. Tecomella undulate (on Goner Road), Prosopis cineraria Acacia leucop-hloea etc. The undergrowth is consisted of Balanites aegyptica, Maytenus emarginata, Calotropisprocera, Zizyphus spp. etc. This type occurs on sandy-to-sandy loam soils. No significant area of forests represents this type; it is mainly the agricultural l-and, which supports it. Farmers provide great protection to this species as it is used for manufacture of agricultural imp-lament furniture making, top feeding and fuel. Its bark is used for tanning.

Ecological status

It is author's observation that type is an edapho-biotic climax and occur on a very vast stretch of agricultural land with soil texture varying from sandy to sandy loam and loam. The demonstrative area is around Bassi.

Butea Forest (Type 5/E5)

On flat ground this type present a savannah appearance with scattered stunted and very malformed trees or thickets standing over short grass or bare ground. On lower hill slopes almost pure cons-ociations are found on screes and gravel derived from basic rocks and yielding clayey or loamy soils. It is oftenly found in small patches in valley types of forest through the entire division in Anogeissus pendula type. In Jamuea Mata & Lalsot blocks, it is, found as a conspicuous associatio in degraded dhok forest (Photograph taken by author in Jamwa mata block gives clear picture of this type) esp-ecially on the hill top. In Liwali block it was found in association with Acaia senegal (Photograph by author attached.).

Ecological status

This is a promouneed edaphic subtype though sometime it occur due to maltreatment in dry deciduous forests.

Phoenix savannah (Type 5/E_{8a})

Phoenix sylvestris occurs as pure gregarious riparian fringing vegetation on marrow alluvial deposits along streams and water logged canals scattered over the entire division. It is occasionally associated with Suteamonosperma, Salvadora spp. Ficus glomerata and sometimes Albizziz odoratissima Acacia nilotica etc.

Dry bamboo brakes (Type 5/ E₉)

Only one spaceies, Dendrocalamus strictus, occur and forms relatively low (rarely over 7.0 m) but often-dense brakes. Where grazed, etc. the bamboo grows in dense patches with the grass and deciduous often shrub between. A scattered overwood of the hardier species of the dry deciduous forest may indicate. The dominance of the bamboo to be only secondary. This type is exhibited in the nallahs of Digot and Gol Main forest blocks. It has been observed that this type is bamishing at a considerable rate owing to excessive biotic pressures and now confined to very small area.

Dry topical riverain forest (Type 5/1S₁)

An irregular overwood of greater height than the climax dry deciduous forest patches and strips with varying amounts of smaller trees and shrubby under –growth. It occurs in very small areas on light sandy soil in hilly sections of streams e.g. Amer Block L

Desert Thorn Forest (Type 6B/C₁)

This type occurs on the low hills, stabilised and reactivated sand dunes. The species forming it have strong tendency to form almost pure gregarious consociations. Acacia senegal and Prosopis cineraria are the best examples. Pure stands of Acacia senegal are found in the block of Liwali, Amer, Lalgarh, Badi line etc, where as almost pure stands of Prosois cineraria are found in the blocks of Jharana Bir, Muhana Bir, Goner Bir, Govindpura Bir, bagrana Bir & Bhainslana, Natural regeneration of Prosopis cineraria from root suckers is commonly mot with through out the area. The main associates of Prosopis cineraria are Acacia leucophloea, Azadirechta indica, Acacia nilotica etc. with Capparis deciduas, Maylenus emarginata, Balanites aegyptica, Calotropis procera undergrowth. The associates of Acacia senegal widely vary in character with the nature of the soil. On hilly tract with soil in situ, Dichrostachys cineria, utea monosperma, Helooptelia integrifolia and sometimes Anogeissus pendula are the associates whereas on fluvial and aeolian sand deposits etc. are the associates with Calotropis procera, Leptadenia pyrotechnica Zizyphus spp. as undergrowth. Cassia tora, Tephrosla purpuria, Xanthium strumarium and grasses like Dactyloctenium scindium, Apluda mutica, Cenchrus spp. Aristida spp. Eragrostis spp. Heteropogon contortus etc. form the ground cover Ravine thorn forest (type 6B/C2):

Ecological status

As per champion and Seth the occurrence of pure consociations of Acacia senegal and Prosopis cineraria has been recognised as climatic climaxes. But to me they seem to be edaphic climaxes because Prosopis cineraria is confined only to the old Aeolian and fluvial send deposits and clayey loam soils whereas Acacia senegal occurs on dry hills, sand dunes & ravinous tract.

Ravine thorn forest (Type 6B/C2)

This type occurs on the gullied unconsolidate fluvial and acolian sand deposits along foot hills and nallahs throughout the Morel and Banganga River basins in this division. The growing stock mainly consists of Acacia senegal, Acacia leucophloea, Prosopis cineraria, Maytenus emarginata, balanites aegyptica. Dalbergia Sissoo, holoptelia integrifolia, bauhinea ravcemosa, Acacia nilotica, calygonum polynoides, with Acacia jacquemontil, Laptadenia pyrotechnica, aerva tomentosa, Saccharum benghalensa, Zizyphus spp. Xanthium strumerium, capparis decidua etc. as undergrowth . the main grasses are cenchrus spp. Dactylocteniumj scindium, Aristida spp., Eragrostis spp., Apluda mutica., Hetreopogon contortus, Dicanthium annulatum, Sporobous morginaus, Sahima nervosum etc. with cassia tora, Tephrosioa prupuria, adhatoda vasica, Crotolaria burhea, Echniops spp. Etc.as ground cover. The crop is of very low density and dominant tree species suually do not attain height more than 5-6 metres.

(3) Eiological status

As per champion and seth, this type has been classified as climatic climax. But due to excessive biotic interference and severe erosion this is under continuous retrogression. As a result of this most of the ravines sreas of this division support scarce tree grow and given way to Saccharum benghalense

Zizyphus scrub (type 6B/DS1)

This type occurs on gravelly soils usually flat ground along foothills which is heavily organozed and browsed. The occurrence of tree is scanty and very few of thorny species viz. Acacia leucophloea, Acacia nilotica etc. are found. it can be identified in small patched throughout the division.

(4) Ecological status

This type is primarily a result of reckless destruction of thorny trees. The climatic climax type of thorn forests if thus reduced to degradation stage under heavy biotic pressure. It appears to have formed biotic climax because because it is browsed, grazed and cut for fodder (locally called cala) every year and still profusely sprout regularly. It is interred mingled with Euphorbia scrub on degraded hills.

Tropical Euphorbia Scrub (Type 6B/DS2)

This type occurs on the hills (usually hasitations), which have been under excessive biotic pressure for a long. It has occurred as a result of continous degradation of anogeissus pendula foretss. Euphorbia neritifolia occurs gregariously in association with Rhus mysorensis, Dichrostachys Cineria, Zizyphus spp. And grasses. In Gol block it also occurs on steep to prescipitations rocky slopes forming almost pure crop with height upto 5 m (Photograph taken by author is appended).

(5) Ecological Status

Basically, it owes its present form to excessive grazing and felling of tree growth but edaphic factors are also possibly involved. It occupies stony sites in general.

(6) Acacia Senegal forests (Type 6B/E2)

As mentioned under Desert thorn forests (Type 6B/C1) the pure consociations of Acacia senegal can best be classified under this type. This type is typically an open gregarious everwood of pure Acacia senegal with Acacia leucophloea, Acacia nilotica, Dichrostachys cinerea, Holoptelea integrifolia, Prosopis cineraria (on sandy soils) etc. as assoicates. It occurs on unconsolidated (but stationary) fluvial and aeolian sand deposits end on aravalli hills containing quaartizite. Detailed description is given under Type 6 B/C1.

Ecological Status

This type is recognized as an edaphic climax as per champion and seth. It has been further observed by the author that in Liwali block the pure patch of Acacia Senegal on flattop is essentially an example of bio-edaphic type.

Salvadora scrub (Type 6/E4)

This type is characteristic of semiarid or arid saline/alkaline soils occuring mainly in the drainage of Sambhar Lake. Salvadora oleoides, Salvadora persics, tamarix aphylla etc. are the main species growing in such areas

Desert dune scrub (Type 6E/E4/DS1/IS1)

A very open and irregular formation of status trees and bushes covering only a small proportion of the soil. The trees are thorny and all vegetation is xerophytic. This type occurs on the sand dunes in Jaipur, Amer, Lalsot, Virat nagar & ramgarh ranges. It can be easily viewed from Jaipur- Delhi N.H. on shadow sand dunes formed on the eastern side of amer 3 blocks from Kupes onward. The main species of this type are Prosopis cineraria, Acacia leucophloea, acacia nilotica, Acacia jacquemont, Zizyphus spp., calotropis procera, Crotolaria urhia, Serve comentosa, saccharum benghalensa, Leptednia

Ecological Status:

Brief account of ecological succession on sand dunes is given as follows: (As per champion and seth) Pioneers: On dunes, Calotropis procera, Leptadenia pyrotechnica, Crostolaria burhia, Indigofera argentea, aerva pseudotomentosa, Citrulus coloctynthis, Earsetia jacquemontiana, Lasiurus hirsutus, Pancium turgidum, eleusine spp.

On spread out sand: (In order of appearance)

- 1) Aerva tomentosa, a pseudo tomentosa.
- 2) Leptadenia pyrotechnica, Capparisa decidua, Penicum turrgidum.
- 3) Crotalaria burhia
- 4) Orotalaria Le ptadenia –aerva pseudo tomentosa Panicum association.
- 5) Crotalaria (with convovulvaceaea etc.)

Vegeation of stabilised dunes:

- 1) Foot and lower slopes: aerva crotalaria, then Aerva
- 2) Upper Slopes: Panicum turgidum, Cenchrus ciliaris. Indigofera argentea etc.
- 3) Top: Calligonum polygonoides.

Common grasses: Eragros tis tremula, E. ciliaries cenchrus epp.

But is addition to this, it has been observed by the accthor that Acacia jacquemontii, A. senegal, prosopis cineraria and Saccharum benghalense etc. inhabit the stabilised sand dunes in this division.

Blanks and other debleted areas:

These are highly degraded stages of the different types of forests of this division. They are tree less in genera. Genral, but if at all support any tree growth, its density is always below O 2. The flat hill tops and gentle slopes which suppoe\rt grasses in abundance resemble to the champion and seth's type Dry grass lands (5DS4). in such area, the dominant grass cover is Sehima- Dicanthium type with Schima nervosum, Chrysoposgon – fulvus, Themeda triandra, Ermopogon fovelatus, Heteropogon contortus, Cymbopogon Spp. Dicanthium – annulatum, Bothriochloa pertusa, Cynodon dactylon etc. which occur in the immediate neighbourhood of human habitations. Through such it type occurs all over the division, but Moran, Dungar, liwali and Gol blocks are the typical examples of it where process of degradation is rapidly on by presence of graziers Guadas (Photograph taken by author in Gol block exhibits real position).

Besides grassy blanks, there are unproductive blanks, which are devoid of soil cover exg. Heavily guarried area, exposed bare rocks and boundary areas. Owing to long continued hacking of trees and grazing such areas do not support any vegetation.

In order to fascilitate management the forests of this division may be broadly classified into various types tabulated as follows:

S.No.	Туре	Area (ha)	Percentage of total area
1	Anogeissus pendula	23,241.2	16.3
2	Degraded A. Pendula	16,774.5	11.8
3	Acacia Senegal	1,888.8	1.3
4	Boswellia serrate	2,520.0	1.8
5	Misc. spp.	6,358.6	4.5
6	Blank	89,780.9	63.1
7	Others (Not considered under any type)	1,822.4	1.3
	Total	142,386.4	100.0

Sambhar Lake

This is situated 65 km west of Jaipur at an altitude of 379 m. Above M.S.L. lying between 74 14' E longitudes and 26° 53' N to 27 1' N latitudes. It is an area of inland drainage protected by Aravalli hills against aeolian desert sand deposit. It is also a great source of salt manufacture in Rajasthan.

The plain which is composed of older alluvium, younger alluvium and aeolians is fertile in general. About 60% of the entire area is ploughed every year out of which 70% of the cultivated area is used for growing rainfed crops. The rest 40% uncultivated area is under forests and miscellaneous uses like pastures, abadi etc. There are active and semiestablised sand dunes especially in the Northwestern part of the Division. The hills of high land considerably restrict the movement of the sand.

But at places where hills are low and devoid of vegetal cover with wide gaps between them, the sand is carried over by the high velocity westerly winds and deposited towards East and Southeastern side rendering the fertile land unproductive. Sand hills on the Eastern side of the Amer Forest block which are conspicuously visible from N.H.8 are shadow sand dunes formed as a result of interaction between the high velocity westerly dust storms and Amer block hills as obstruction. Such sand deposits have been seen further Eastward along the Lalsot Forest block of the division and at many other places too. Though the scientists of GAZRI are of the opinion that the Thar Desert is not marching but the occurrence of sand hills like Bhura Tiba just in front of Sisodia Garden, jaipur are clear evidences of sand drifting from desert. There are numerous instances of this kind in the division. The most predominant component of the sand is quartz in well-rounded grains, but feldspar and hornblende grains also occur, with a fair proportion of calcerous miniferal shells, and help to suggest the site of origin of the sand with which they are intimately related. The sand of the area, however, is indistinguishable from the sand of the sesgore. At places where humus layer is absent the sand deposits are greatly prone to erosion both by wind and water. The prevailing winds diversify the shape of surfaces heaping up sand sin a well-marked series of ridges, dunes and hillocks. The rainwater plays havoc with these sand deposits. The historical disaster of July 1981 attained its mosy destructive dimensions owing to the boundless soil erosion, in Jaipur. It was the loose sand deposited along the southwestern corner of Amer block, from where originates the Morel basin, and western part of Jhalana block which aggravated the disaster. It was carried away by rainwater and blocked the regular drainage system leading to exceptional flood hazard. It gave rise to further soil erosion and formation of entirely fresh river courses nallah beds to a great extent. The sand so carried away encroached thousands of hectares of cultivable land in Morel basin. The origin of this disaster is chiefly attributed to the deforestation of the hills and stabilized. Sand dunes around Jaipur city.

The hills of high land as well as those of low land are concentrated in the Northern and Eastern part of the division. They belon to the Aravalli and Delhi system of rocks consisting mainly of Quartzite, Schists, Dolomite, Gneiss, Megamite, Phyllite, Ganite, Pegmatite, Marble and Amphibolite etc. most of the hills have degraded ecological status supporting scanty tree growth. It is only th ehills which are away from the human habitations that support dense forest growth comprising Anogeissus pendula, Acacia catechu, Boswellia serrata, Acacia senegal, Butea monospma etc. Digota, Ramgarh, Badeline, Gol, Amer, Talwa-Bihajar, Kali-kho, Kanikhor etc. are the forest blocks, which are thickly covered with vegetation. The rest are degraded or grassy blanks. The arid plains in the vicinity of hills and falling under forests are excessively ravinous in character and support scanty xerophytes vegetation. The various Grass Birs some how can contain tree growth of Prosopis cineraria, Acacia nilotica etc.

The area of division is well drained with an extensive system of seasonal rivers, tributaries and nallahs. Two river basins namely the Ban Ganga and the Morel river basins cover the major part of the division, draining towards East and SSE. The Banganga riginates from a sandy plain near Medh in Viratnagar range where an annual fair is held during summer. The site is considered very holy because it is believed that Arjuna arched an arrow so forcibly that the ground water started oozing out, hence it carries the name Banganga. The famous water reservoir called Ramgarh Dam which cater the demand of drinking water of Jaipur city and irrigate hundreds of hectares of agricultural land is constructed over this uses extends towards owing to flood and excessive soil erosion. Its bed is entirely sandy throughout. At places it changes its course. Adjacent to this towards south lies the Morel basin. In fact Morel originates from Forest Block of Dhula Ravji and travels towards south inflexing with banister Dhund which originates from Dhund valley of Amer block us its tributary. An important bridge of N.H.-11 constructed over this river near Kanota was badly damaged during the recent flood of 1981. th efamous nallah of Amanishah that played great havoc with pink city of Jaipur and claimed numerous human lives and unbound property losses, originates from western aspect of Amer block. It joins with Dhund River after passing through Sanganer. All these traverse thrugh low land part of the division and cause great damage owing to soil erosion. Morel Dam, which is an important irrigation reservoir, is constructed over Morel River near Lalsot. It was also badly damaged during the flood. The third river draining towards south is Bani. It originates from plains near near Bagroo. The Mashi forms the southern boundary of the division which alongwith Bandi River falls into the Banas river near Tonk. The Medha rver drains towards west. The Sabi River in North of the division originates from neighbourhood of Viratnagar and drains towards north. In addition to these, there are a number of small and big nallahs, which make the drainage system of the Division further healthier.

The quarterly or underground water geral is good to moderately Saline-alkaline. The wells situated in the sandy areas possess good quality of water while the wells tapping clayey alluvium have saline alkaline water. By analyzing the data for determining the quality of under ground water it was found that Na is the predominant caption ranging from 0.87 to 108.70 meq./litre followed by magnesium varying in concentration from 0.4 to 30.4 meq/litre which is higher than calcium in all waters. Carbonates and bicarbonates are usually present in all waters. Sulphates and chlorides are dominant anions. The Boron concentration ranges from 0.03 to 2.5 ppm. The depth of the water table varies from 10 to 20 meters with 1 to 3 m. fluctuations between monsoon and summer periods. The recuperative capacity of wells in general is poor as precipitation is the only source of recharging them. 94% of the irrigation is done by wells. The data showing chemical composition of well waters in Jaipur district (Source State soil survey Organisation, rajasthan- Jaipur) is given in append to this chapter shows the "DEPTH TO WATER LEVEL IN BANGANGA RIVER BASIN" and "AQUIFER DISTRIBUTION AND WATER TABLE, BANGANGA RIVER BASIN".

1) The banks of the rivers and various nallahs are deeply gullied way to the formation of vast ravines. Excessive soil erosion along banks uproots the treegrowth. It also posses a

serious threat to the adjoining cultivated land wherein conservation measures are not carried out as per requirement of watershed management.

2) The altitude of the tract varies from 253 m (Chandera mahua) to 886 m above M.S.L.(Samod Hill). The altitude of Jaipur is 451 m above M.S.L.

Floral Study

Approximate 83 (Includining detour) km patch of DFC line is passing from Jaipur District and along the railway track *Acacia* species, *Zizypus* spp. *A.indica*, *Eucalyptus*, *Salvedora spp*. and *Prosopis* species are found. No forest area is directly affected by the DFC line in the district. Approximate 1838 trees would be affected by this project. The data on flora was collected from District Forest Working Plan.

S.NO	Local Name	Botanicnl Name	Family	Туре
		Adhatoda vasion, Nees.(Justicia		
1	Abosoa	adhatoda, Linn.)	AGANTHACEAE	Shrub
2		Barleria cuspidata, Heyne.	"	"
3	Bajradanti	Barleria prionitis, Linn.	"	"
		Blepharis madera spaten-sis Linn.		
		(=Acanthus madera-		
4		spatensis,Linn)		"
_		Blepharis repens, Vahl (
5		=Acanthus reens, Vahl.)		Herb.
		Dipteracanthus patulus, Jacq. (=	"	01 1
6		Ruellia pateela, Jacq.)		Shrub.
7		Dipteracanthus Prostratus, poir.	"	"
/		(Ruema prostate, poir)	"	TT1.
8		Elytraria acaulis, Linn.		Herb.
9		Indoneesiella echioides, Linn.	··	
10		Justicia heterocarpa, T. Inders.	•	
11		Justicia trinervia, Vahl.		
12	Unt Knatala.	Lepidagathis Cristata, willd.		
13	-Do-	Lepidagathis trinervis, wall.		
14		Peristrophe bicaly culata, Retz.		~~
15		Ruellia tuberosa, Linn.		Shrub
16		Rostellularia diffusa, Nees.		Herb.
17		R. Procuribens,Linn.	"	"
18		R. Quinqueangularis, Nees.	"	"
19	Ramba-ns.	Agave wightii, J.R.Drumm.	Agavaceae	Shrub
20	Baloo-ka- Saag.	Gisekia pharnaceoides. Linn.	Aizoaceae	Herb.
21		Glinus lotoides, Linn.	"	"
22		Mollugo nudicaulis, Lank.	"	"
23	Chirioka haniya.	Mollugo cerviana, Linn.	"	"
24		Zaleya govindia, Nicj-Ham.	"	"
25		Sagittaria guayanensis, H.B.K.	ALISMATACEAE	"
26		Aerva lanata,Linn	AMARANTHACEAE	"
27	Bui.	Aerva tometnosa, Burm.	"	Shrub
28	Apamaarg.	Achyranthes aspera, Linn.	"	"
		Alternanthera paronychoides,St.		
29	Andhijhara	Hill.	<u>د</u>	"
30		Altermamtera sessilis,Linn.	"	Herb.
31		Amaranthus caudatus, Linn.	"	**
32		Amaranthus gracilis, Desf.	"	**
33		Amaranthus polygonoides Linn.	"	"

List of Folra in Jaipur District (Forest working Plan-1983 to 93)

S.NO	Local Name	Botanicnl Name	Family	Туре
34		Amaranthus sninosus.Linn	"	"
35		Amaranthus tricolor,Linn.	AMARANTHACEAE	Herb.
36		Digera muricata, Linn.	"	"
37		Pupalia la- ppacea, Linn.	"	"
38		Lannea voromandeliaca, Houtt	ANACARDIACEAE	Tree.
39		Mangifera indica, Linn.	"	"
40		Rhus mysurensis,Heyne.	"	Shrub
41		Annona sauriosa, Linn	ANNONACEAE	Tree.
42		Miliussa velutinna, Hook.	"	"
43		Miliusa torientosa, Roxb.	"	"
44		Polyalthia longifolia,Benth.	"	"
45		Alstonia scholaris, R.Br.	APOCNACEAE	"
46		Carisssa spinarum, A.Dc.	"	Shrub
47		Catharanthus pusillus, Murr.	"	Herb.
48		Holarrhena antidysenterica, Wall.	"	Tree.
49		Ichnocarpus frutescdens, Linn.	"	Climber.
50		Rauwolfia serpentina, Linn.	"	Shrub
		Tabernaemontana divaricata,		
51		Linn.		"
52		Vallaris solanacea, Roth.		"
53		Wrightia tinctoria.		Tree.
54		Wrightia tomentosa, Roen.		"
55		Aristolochia bracteolata	ARISTOLOCHIACEAE.	Herb.
56		Calotropis procera,Ait.	ASCLEPIADACEAE	Shrub
57		Calotropis gigantea, Linn.		"
58		Ceropegia bulbosa, Roxb.		Twiner.
59		Cryptostegia grandiflra, Roxb.		Shrub
60		Leptadenia pyrotechnica, Forsk.		
61		Marsdenic volubilis, Linn.		
62		Oxystelma Secamone, Linn.	ASCLEPIADACEAE	
63		Pergularia daemia, Forsr.		
64		Sarcostemma acidum, Roxb.		
65	Bhaang.	Cannabis sativa, Linn.	CANNABACEAE	Herb.
66	Kareel.	Cappris decidua, Forsk.	CAPPARACEAD	Tree.
67	Kanther,Jal	Capparis scpiaria,Linn.		Shrub
68	Bagroo.	Cleome gynandra,Linn.		Herb.
69		Cleome viscosa, Linn		
70	Varna.	Cratacva religie sa, Forest		Tree.
71	Papita.	Carica papaya, Linn.	CARICACEAE	
72	Caswrina.	Casuarina cquisetifolia, Forest.	CASUARINACEAE	
73	Kakeda.	Maytenus emarginata, Willd.	CELASTRACEAE	
74		Certophyllum demersum, Linn.	CERATOPHYLLACEAE	Herb.
75	Bathua.	Chenopodium album, Linn.	CHENOPODIACEAE	
76	Palak	Beta vulgaris, Linn.		
77	Dhok (Safed)	Ano geissus Latifolia, Wall.	COMBRETACEAE	Tree.
78	Dhok	Ano geissus Latifolia, Wall.	~	
79	Indok.	Anogoissus siricea.		
80		Anogeissus acuminata.		
81	Bo Kba.	Commelina benghalenis, Linn.	COMMELINACEAE	Herb.
82	Chir.	Pinus roxourghil.	CONIFERAE	Tree.
83	Araucaria.	Araucaria cookci, R.Br.		
84		Cupressus torulosa, Don.		
85		Cuscuta hyalina, Roth.	CONVOLVULACEAE	Parab-ite.

S.NO	Local Name	Botanicnl Name	Family	Туре
86		Cuscuta chinensis,Lamk.	"	"
87	Amarbel.	Cuscuta reflexa, Roxb.	"	"
88		Convolvulus mivrophyllous, Sieb.	"	Herb.
				Amphibious
89	Jalkumbhi	Impomoea aquatica, Forak	"	Plant
		Impomoea fistulosa,		
90	Jes haram	Mart.(I.Carnea)	"	Shurb.
		Impomiea pescapre,		
91		Linn.(I.biloba)	"	Twinner.
92		Alangium salvifolium, Linn.	CORNACEAE	Tree.
93		Brassiea nigra, Linn.	CRUCIFERAE	Herb.
94		Raphanus sativus, Linn	CRUCIFERAE	Herb.
95		Citrullus cology, Linn.	CUCURBITACEAE	Crecper.
96		Corallocarpus epigacus, Rottl.		Herb.
98		Momordica balsamina, Kinn.	CUCURBITACEAE	Climber.
99	Karela	Momordica charantic,Linn	"	"
100	Kakora	Monordica dioiea, Roxb.	"	"
101	Cyperus	Cyperus arenarius, Retz.	CYPERACEAE	Crecper.
102	Dillenia	Dillenia indica,Linn.	DILLENIACEAE	Tree.
103	Ratalu	Diescorea bulbifera, Linn.	DISCOREACEAE	Herb.
104	Tendu	Diescorea melanoxylon,Roxb.	EBENACEAE	Tree.
105	Bistendu	Diospyros montana,Roxb.	"	"
106	Thor	Euphorbia neriifolia, Linn.	EMPHORBIACEAE	Shrub
107		Euphorbia orbiculata, Mig.	"	Herb.
		Euphorbia nivulia. Ham.		
108	Thor	(Caducifolia)	"	Tree.
109		Eupharbia tirucalli, Linn.	"	"
110	Aonla.	Emblica officinalis, Gaerth.	"	"
111	Ratanjyot.	Jatropha curcas, Linn.	"	Shrub
112	Rori/ Sinduri	Mallotus philippensis, Lamk.	"	Tree.
113	Jiyrputa	Putranjiva roxburghil, wall	"	"
114	Bhui/ Anwala	Phyllanthus asperulatus, Hutch.	"	Herb.
115	Salopan	Securinega leucopyrus, Willd.		Shrub
116	Arand.	Ricinus communic, Linn.	"	Shrub
117	Kakon.	Flacourtia indica, Bwom.	FLACOURTIACEAE	Tree.
118	Kamrakh	Averrhoea carambola	GERANIACEAE	Tree.
119	Gooma	Leucas cephalotes.Roth	LAMIACEAE	Herb.
120	Ban Tulsi	Leucas aspera	"	"
121		Ocimum caun. Sims.	"	"
122		Ocimum Sanctum	"	"
123		Salvia aegyptiaca. Linn	"	66
124	Gw- arpatha	Aloo barbadensis, Mill	LILIACEAE	"
125	Shatavar.	Asparagus raemosus, Willd	"	Climber.
126	Silutu vul.	Gloriosa superba Linn	"	"
120	Koli Kanda	Urginea indica Roxb	"	Herb
127	Banda	Dendrophthoe faleata Linn	LORAANTHACEAE	Parasite
120		Lawsonia incrmis Linn	LYTHRACEAE	Shrub
130		Abutilon bidentatum Hochst	MALVACEAE	Uder sh
130		Abotilon ramosum Guil	"	Shruh
131		Bombay ceiba	"	Tree
132	Shahtoot	Morus alba Linn	MORACEAE	ROOT
133	Kathnari	Figus tomentosa Royh	"	"
125	Daras_ Dinal	Figue retues Linn	"	<u></u>
135	r aras- r ipai Katabal	Artocarnus integra Thunh	"	"
150	ixatanan	r nicea pus micgra, muno		l

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137	Dargoora	Moringa concanensis	MORINGACEAE	"
		Moringa oeifera, Lamk (=		
138	Sainjna	M.Pterygosp orma, Gaerth,)	"	"
139	Jamun	Syzygium cuminii, Jinn.	MYRTACEAE	"
140	Jamun	Syzygium salicifolium, Grah	"	"
141	Sabeda	Eucalyptus terelicornis (Hybrid)	"	"
142	Bottle- Bursh	Callistemon viminalis, Cheel	"	"
143	Amrud	Psidium guave, Linn.	"	"
144		Najao graminoa, Del	MAZADACEAE	Aquatict Plan
145	Sathan	Boerhavia diffusa, Linn.	NYCTAGINACEAE	Herb.
146	Boganvel	Bougain villea spectabilis, willd.	"	Shrub
147	Boganvel	Bougain – villea glabra, choisy	"	"
148	Holi-Ka-Mama	Cistanche tubulosa, Wt.	OROBANCHACEAE	ROOT
149		Orobanche ceruna, Loebl.	"	Parasite.
150	Khajuri	Phoenix acaulis, Roxb,	PALMME	"
151	Khajuri	Phoenix acaulis, Roxb.	"	Plan
152	Satyanashi	Argemone mexicana, Linn.	PAPAVERACEAE	Herb.
153	Ratti	Abrus precatorius, Linn.	PAPILIONACEAE	Shrub
154	Jawassa	Alhagi pseudalhagi, M. Bieb.	"	Herb.
155	Chheela	Butea mbnos-perma, Lamk.	"	Tree.
156	Kharshna	Crotolaria burhia, Buch.	"	Shrub
157		Crotolaria medicaginea Lamk.	"	Herb.
158	Shis ha	Dalbergia sissoo, Roxb.	"	Tree.
159	Kala Shisham	Dalbergia latifolia, Roxb.	"	"
160	Sarivan	Desmodium gangeticum, Linn.	"	"
161		Desm odium repandum, Vahl.	"	"
162		Desmodium triflorum , Linn.	"	"
		Erythrina variegata, Linn.var		
163	Gadha palas	orentalis	"	"
164	Panjira	Erythrina suberosa, Roxb.	"	"
165				
166		Hibiscus lobatus,Murr.	MALVACEAE	Herb.
167		Pavonia odorata, Willd	"	"
168	Kharanti	Sida cardifolia, Linn.	"	Shrub
169		Sida ovata, forsk.	"	"
170		Sida veronicifolia,Lamk.	"	Under
171	Neem	Azadirachta indica, A.Juss.	MELIACEAE	Shrub
172	Bakain	Melia azadirach, Linn	"	Tree.
173	Patha	Cissampelos pareira, Linn.	MENISPERMACEAE	Tree.
174	Jat-Jamani	Cocculus hirs utus, Linn.	"	Twiner.
175		Cocculus pendulus, Forest.	"	"
176	Nim- Ciloy	Tinospora cordifolia, Wild.	"	"
177	Gadha- Babool	Acacia farnesiana, Linn.	MIMOSACEAE	Shrub
178	Bonli	Acacia Jacquemortii,Benth	"	Shrub
179	Khair	Acacia catchu illd	"	Shrub
180	Ronj	Acacia leucophoea Roxb	"	Tree.
181	Phulal	Acacia modesta	"	**
182	Babool	Acacia nilotica, Linn.	"	"
		Acacia nilotica, Linn. Var		
183	Soolia- Babool	Cupressiformis.	••	"
184	Kumtha	Acacia senegal, willd.		"
185	Bonli	Acacia tortalis		"
186	Bengallia-Babool	Acacia auriculifornis	· · · · · · · · · · · · · · · · · · ·	"
187	Siris	Albizzia lebbek, Linn.		"

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188	Kala-Siris	Albizzia odoratissima, Linn	"	"
189	Safed Siris	Albizzia procera, Roxb	"	"
190	Goya Khair	Dichrostachys cinerea,Linn	"	"
191	Chhuimui	Mimosa pudica Linn.	"	Herb
192	Khejri	Prosopis cineraria, Linn.	"	Tree
193	Vilayati-babool	Prosopis juliflora	"	"
194	Bar	Ficus benghalensis,Linn.	"	"
		Ficus racemosa, Linn (= F.		
195	Gular	Glomerata,Roxb.)	"	"
196	Pipal	Ficus religiosa, Linn.	"	"
		Heterophragma quadrilocularis		
198	Pullung	Roxb.	BIGNONIACEAE	Tree
199	Akas-Nim	Millingtonia hortensis, Linn.		
200	D 1 '	Γ ecomella undulata, Sm.(=	"	<u></u>
200	Rohira	Teeoma undulata, G. Don.)		
201		stans)	"	Shrub
201	Licorba	Cordin dichotoma Forst	"	Tree
202	Lisoina	Cordin gharaf Forsk (– Cordia		Inc
203	Goondee	rothaii R)	"	"
200	Goomaco	Ehretia lacvis.		
204	Chamror	Roxb, Var.pubescens, charkc.	"	Tree
		Enretia lacvis, Roxb.		
205	Chamror	var.floribunda, Brandis.	"	"
206		Heliotropium strigosum, Willd	"	Herb
207	Laggera	Sericostoma pauciflorum, stocks.	"	Shrub
208		Farsetia hamiltonii, Royle	BRASSICACEAE	Herb
209		Lebidium sativum, Linn	"	"
210	Salar	Boswellia serrata Roxb.	BURSERACEAE	Tree
		Conmmiphera wightii,Armott. (=		
211	Guggal	commiphora mukus Engl.)	"	"
		Opuntia elatior, Mill. (= Opuntia		
212	Naag-phani	dillenii,Haw.)	CACTACEAE	BUSH
213	Amaltas	Cassia fistula,Linn.	CAESALPINIACEAE	Tree
214		Cassia glauca.		Shrub
215		Cassia occidentalis,Linn.		Herb
216		Cassia purrla Lamk.		Tree
217		Cassia siamos, Lamk.		Herb
218	6	Cassia obtusifolia,Linn	•	
219	Panwar	Cassia tora, Linn.	•	Tree
220	Sandesra	Delonix elata, Linn.		Tree
221	Gulmohar	Delonix regia, Boj.		Tree
222	Jhinjha	Bauhinia racemosa,Lamk		
223	Kachnar	Bauhinia variegata,Linn.	•• //	
224	Parkinsonia	Parkins onia aculeata, Linn.	•• 	
225	ımlı	Tamarindus indica, Linn		
227		l eiosma pallida	ASULEPIDACEAE	Under Shrub
220		A conthosportun bionidum	ASIEKACEAE	Harb
228		A contum contracidos Ling	"	"
229		Amberboo remose Dowb	دد	"
230		Antonisia sconoria, waldat	"	"
231		Bidens biternete Lour	"	"
232		Plainvillas acmalla Linn	<u>در</u>	"
233		Diamvinea acmena,Lilli.		

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234		Blumea lacera,Burn.	"	"
235		Blumea laciniata, Roxb.	"	"
236		Blumea mollis, D.Donn.	"	"
237		Caesulia axillaris, Roxb.	"	"
238		Centipenda orhionlaris,Lour	"	"
239		Cotula haemisphaerica Roxb.	"	"
240	Unt Kanteli	Echinops echinatus.	"	"
241	Bhangra	Eclipta prostrata,Linn.	"	"
242		Emilia sonchifolia, Linn.	"	"
243		Erigeron bonariensis,Linn	"	"
244		Gnaphalium pulvinatum,Del	"	"
245		Gnaphalium indicum,Linn.	"	"
246		Launaea sarmentosa, Willd	"	"
247		Pulicaria angustifolia,Dc.	"	Herb
248		Puliearia crispa.	"	Shrub
249	Gorakh Mubdec.	Sphacnanthus inducus,Linn	"	Herb
250		Tridax procumbens,Linn.	"	Herb
251		Verbesina encelioides,Gav.	"	
252		Verbesina cinerea,Linn	"	
253	Adha-sheeshi	Xanthium strumarium,Linn		
254	Jakranda	Jacarand amimosaefolia D.Don.	Bignoniaceae	Tree
256		Indigofera astragalina,De.	PAPILIONACEAE	Herb
257		Indigofera caerulea, Roxb.	"	"
258	Bekaria	Indigofera cordifolia,Heyne	"	"
259	"	Indigofera glabra,Linn	"	"
260	"	Indigofera linifolia,Linn	"	"
261	"	Indigofera linneaei,Ali.	"	"
262	"	Indigofera linifolia,Linn	"	Shrub
263	Kaivanch	Mucuna prurita, Hook.	"	Climber.
264	Mungvana	Phaseolus trilobus,Ali	"	Herb
265	Karanj	Pongamia pinnata,Linn	"	Tree
266	"	Sesbania sesban Linn	"	Shrub
267	"	Sesbania bispinosa,Jacq.	"	Shrub
268	"	Sesbania grandiflora,Pers	"	Tree
269	"	Tephrosia apollinea,Del	"	Herb
270	"	Tephrosia candida,Da	"	Shrub
271	"	Tephrosia coccinea,Wall	"	Shrub
272	Damesa	Tephrosia hamiltonii,Drumm	"	Under Shrub
273	"	Tephrosia subtriflora,Hochst		Herb
274	"	Tephrosia villosa,Linn		Herb
275	"	Zornia gibbosa, Span.		"
276	Bara Gokhru	Pedalium murex,Linn	PEDALIACEAE	"
277	Til	Ses amum inducum, Linn		"
278	"	Plantago pumila, Wild	PLANTAGINACEAE	Weed
279	"	Alloterops is cimicina,Linn	POACEAE	Grass
280	"	Andropogon pumilus, Roxb		"
281	Lample	Apluda mutica.Linn		"
282	"	Aris tida adscensionis,Linn.		"
283	"	Aristida funiculata,Trin		"
284	"	Aristida mutabilis.Trin		"
285	"	Arthraxon lancifolius, Trin		"
286	"	Arthraxon quartiniahus, A.Rich		"
287	"	Arundo donax, Linn	"	"

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288	"	Arundinella Pumila, Hochst.		"
289		Brachiaria reptans,LInn	POACEAE	Grass
290		Brachiaria ramosa,Linn	"	"
291		Conchrus Biflorus,Boxb.	<u>د</u> د	"
292	Dhaman	Cenchrus ciliaris,Linn	<u>د</u> د	"
293	Bhawat	Cenchrus setigerus, Vahl	<u>د</u> د	"
294	Doob	Cynodon dactylon, Linn	"	"
295	Motiagrass	Cymbopogon martinii, Roxb.	"	"
296	Makra	Dactyloctemium aebgyptium,Linn	"	"
297		Dactyloctemium aristatium,Linn	"	"
298		Dactyloctemium sindicum Boiss.	"	"
299	Daabh	Desmostachya bipinnata,LInn	"	"
300		Dichanthium annulatum, Forsk.	"	"
301		Digitaria adseendens, H.B.K.	"	"
302		Digitaria longiflora,Retz.	"	"
303		Digitaria pennata, Hochst.	"	"
304		Echinochloa colonum,Linn	"	"
305		Eragrostiella bifaria,Vahl	"	"
306		Eragrostis ciliaris,Linn	"	"
307		Eragrostis gangetica.Roxt.	"	"
308		Eragrostis poacoides. P.Beaure.	"	"
309		Eragrostis rigra, Nees.	"	"
310		Eragrostis diarrhena, Sehult	"	"
311		Eragrostis tenella,Linn	"	"
312		Eragrostis tenuifolia, Hochst	"	"
313		Eragrostis tremula,Hochst	"	"
314	Buharu	Eremopogon foveolatees.Del.	"	"
315		Eriochloa, nubica, Steud	"	"
316		Eriochloa, procera. Retz.		"
317		Hemarthria compressa, Linn		"
318	Sonwala	Heteropogon contortus,Linn		"
319		Inmperata cylindrica,Linn		~~
320		Ischaemum rugosum, Salisb.		
321		Iscilema prestra.Linn	POACHEAE	Grass
322		Koeleria cristata,Linn		
323		Lolium tomulentum, Linn		
224		Melanocenchris Jacquomontii,		"
324		Jaub. (Gracilea folcana, Hook)		"
325		Deniour monimum Linn	۰۰ در	
320		Panicum maximum, Linn	۰۰ در	
327		Panicum notatum, Retz.	۰۰ در	
328		Paspalidium nunotatum Rum	دد	"
220		Paspandium punctatum, Burn.	دد	"
221		Pasplum dilatatum, Burn.	66	"
222	Nonhot	Paspium nonenacken, Hochst.	66	"
222	INALKAL	r magninies Kalka, Kelz.	دد	"
224		Poo anun Linn	دد	"
334		r va allull.Lilli Dolynogon monspeciensis Linn	دد	"
333	Mooni	Sacharum spontencum Linn	دد	"
330	Kaans	Saccharum spontaneum Linn	دد	"
220	Naalis	Sataria geniculata Lamb	~~	"
220		Setaria genetiata.Lank	دد	"
339	l	petaria giauca, Linn		

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340		Setaria tomentosa, Roxb	"	"
341	Barru	Sorghum halepense, Linn	••	"
		Sporobelus coromandelianus,		
342		Retz.	••	"
343		Sporobelus diander, Retx.	"	"
344		Sporobelusmarginatus, Hechst.	"	"
345		Terapogon tenellus, Roxb.	"	"
346		Tragus biflorus, Roxb.	"	"
347		Tripogon jacquemontii, Stapf.	"	"
348		Polygonum barbatum,Linn	POLYGONACEAE	Herb
349		Polygonum glabrum, Willd	"	"
350		Rumex dentatus, Limm		"
351	Phog	Calligonum poly- gonodes,Linn	POLYGONACEAE	
352	Kulfa	Portulaca oleracea,Linn	PORTULACEAE	
353	"	Clematis triloba, Hoyhe.	RANUNGULACEAE	
354	Jhar	Ziziphus nummularia, Burm.	RHAMNACEAE	
355	Beri	Ziziphus mauritiaha. Lamk.	"	Tree
356	"	Ziziphus zylopyra, Retz.	"	66
357	"	Potontila supina. Linn	ROSACEAE	Herb
358	Haldu	Adina cordifolia Roxb	RUBIACEAE	Tree
359	"	Kohautia aspera, Hevne,	"	Herb
360	Kalam	Mitragyna pravifolia Roxh	"	Tree
361	Pitta- Panda	Oldenlandia corymbosa Linn	"	Herb
362	"	Oldenlandia eumbellata Linn	"	"
302		Marinda tinctoria Roxh Var to		
363	Aal	mentosa		Tree
364	Bel	Aegle marmeles Linn	RUTACEAE	"
365	Kaith	Feronio limonia Linn	"	"
366	"	Salix tetrasperma Roxb	SALICACEAE	"
367	Peelu	Salvodera oleoides. Done	SALVADORACEAE	"
368	"	Salvodora persica Linn	"	"
369	Chandan	Santalum album Linn	SANTALACEAE	"
370	"	Dodonoea viscosa Linn	SAPINDACEAE	Shrub
570		Cardiospermum halicacabum		Silluo
371	"	Linn.	••	Herb
372	Areetha	Sapindus omarginatus, Vahl.	"	Tree
373	Khirni	Manilkara hoxandra. Roxb.	SAPOTACEAE	"
374	Brahmi	Bacopa monnieri.Linn	SCROPHULARIACEAE	Herb
375	••	Verbascum chinense Linn	"	"
376	Ardu	Ailanthus eccellsa Roxh	SIMAROUBACEAE	Tree
377	Hingota	Ralanites aegyntica Linn	"	"
378	"	Datura innoxia Mill	SOLANCACEAE	Under Shrub
379	Dhatura	Datura metal Linn	"	ender Shirde
380	"	Datura stramonimm Linn	"	
381	"	Lycium barbarum Linn		
382	Barukatru	Solanum indicum Linn	SOLANACEAE	Undr Shrub
383	Makey	Solanum nigrum I inn	"	Herb
38/	Kateri	Solanum surattansa Linn	"	
385	Asgandh	Withanid somnifora Linn		Under Shrub
305	Marorphali	Helicteres isora Linn	STERCIIIIACEAE	Tree
300	Karaya	Staroulia urans Port	"	1100
307	ixaraya	Tamarix appulla Linn	TAMARICACEAE	
300		Tamarix troupii Hole	"	
309		Gravia damina Gaarta		Shrub
550	1	Grewiu aunine, Guerin.	TILIACEAE	Silluo

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391	Gangeran	Grewia tenax, Forsk.	"	
392	Syali	Grewia flavescena, Juss.	"	Tree
393		Typha angustata , Bory	TYPHACEAE	Shrub
394	Churel	Heloptelea intergrifolia, Roxb	ULMACEAE	Tree
		Clerodendrum multifolorum		
395	Aarini	Bwum	VERBENACEAE	
396	Gambhari	Gmelina arborea, Roxb	"	
397		Lantana indica, Roxb.	"	
398	Harisingar	Nyctanthes arbar-tristis,Linn	VERBEN ACEAE	Tree
399		Duranta repens,Linn	"	Shrub
400	Matssyagandha	Phyla nodiflora, Linn	"	Creeper
401	Ningand	Vitox negundo.	"	Shrub
402		Viela cinerea, Boiss.	VIOLACEAE	Herb
403	Gokhru	Tribulus terrestris,Linn	ZYGOBHYL ACEAE	Herb

Fauna Study

In Jaipur District mostly domestic animal like Cow, Sheep, buffalo, goat and camel are reported along the study area of track. In wild animal viz. Fox, Hayna, *Veranus griessus asudin. Bungarus coerulens, Canis aureus (Linn.) Presbytis entellus (Dufrasne)* and *Lapus nigricollis dayanus (Geoffroy)*. Neelgai (Blue bull), antelopes and wild hares also exist in the area. The data on flora was collected from District Forest Working Plan.

List of Fauna in Jaipur District (Forest working Plan-1983 to 93)

ANIN	IALS			
	ENGLISH			
S.NO	NAME	Zoologigal Name		
		ANTELOPE		
1	Plaak Puak	CERVICARPA		
1	DIACK DUCK		-	
2	Bilgai	Boselanhus tragocameius		
2	Connod Longur	Dosetupnus trugocumetus		
3	Capped Langui	Fresbylls pliealus		
4	Caracor	Cazalla gazalla hornotti	•	
5	Chital Spottad	Guzena guzena bennem	-	
6	Deer	Aris aris		
7	Common Fox	Valnus hongalonsis	-	
/ Q	Common Longur	Prasbytis antallus	-	
0	Desert Cet	Falis libua	-	
9	Deseri Cai.			
10	antelone	Teraceras quadricrnis		
10	Eive stripped			
11	squirrel	Funambulees pennanti		
12	Golden Cot	Felis temminchi		
13	Hyaena	Hyaena hyaena (Linn)		
14	Hedge hog	Hemiechinus auritus (Gmelin)		
14	ricage nog.	Lenus nigricollis ruficaudatus		
15	Hare Indian	(Geoffroy)		
		Lepus nigricollis dayanus		
16	Hare- Desert	(Blanford)		
17	Indian Wolf	Canislupes pallipes (Linn)		
18	Indian cupine	Hystrise indica (Kerr.)		
19	Jackal	Canis aureus (Linn)		
20	Jungle Cat	Felis Chaus (Gildenstaedt)		
21	Leopard, Panther	Panthera pardus (Linn)		
22	Leopard Cat	Felis benglaensis.		
23	Markhor	Capta faleoneri		
24	Mongoose	Herpester edwardsil (Dufransne)		
25	Otter	Lutra perspicillata.(Dufransne)		
	Pangolin, Indian			
26	sealy anteaters.	Manis crassicaudata		
27	Ratel or Honey			
27	Badger	Mellivora capensis		
28	Gai Babala	ARDEIDAE	Bubulcussibis (Linn)	ARDEIDAE
29	Kanchan bagla	Little Green. Bittern	Butoides striatus Linn	"
30	Munda.	White Ibis.	Threskiornis melenocephlla	THRESKIOR NITHIDAE
31	Kala baza.	Black Ibis.	Pseudibis papillosa	
32	Chamcha.	Spoon bill	Plattalea leucorodia Linn	
33	Koryala kilkila	Piod king- fisher.	Caryle rudim (Linn)	ALCEDINIDAE
34	Chhota Kilkila	Commen King fisher.	Alcedo atthis (Linn)	"
35	Kilkila	Whi to breasted Kingfisher	Haloyon smyrnen-sis (linn)	
36	Patringa	Commen Green Bee-eater.	Merops orientalis	MEROPIDAE
37	Bara Patringh.	Bluetailed Bee-eater	Merops philippirus	MEROPIDAE
38	Nilkanth	Rolleror Blue Jay.	Coracias benghalensis	CORACIIDAE
39	Hudhud.	Hoopoe.	Upupa epops (Linn)	UPUIDAE
40	Bhat fitar.	Common Sand-grouse.	Pterocles exustus	PTEROOLIDIDAE
41	Pahari Bhat. Titar	Painted Sand	Pterocles indicus	

ANIN	ANIMALS				
	ENGLISH				
S.NO	NAME	Zoologigal Name			
		ANTELOPE			
1	Dla als Decals	CERVICARPA			
1	Black Buck		-		
2	Bilgai	Roselaphus tragocameius			
3	Canned Langur	Preshvtis nileatus	-		
4	Caracol	Felis caracol	1		
5	Chinkara	Gazella gazella bennetti	1		
	Chital,Spotted	- 0 -	-		
6	Deer,	Axis axis			
7	Common Fox.	Valpus bengalensis			
8	Common Langur	Presbytis entellus			
9	Desert Cat.	Felis libyca			
42	Harial	Common Green. Pigeon.	Treron phoenicoptera	COLUMBIDAE	
43	Kabutar	Blue Rock Pigeon	Columba livia		
44	Biki	Red turtle Dove	Streptopelia traquebarica	"	
45	Dhor fakhta	Spotted Dove	Streptopelia Chinensis		
46		Ring Dove	Strenptopelia decaocta		
47		Little Brown Dove	Streptopelia senegalensis	" 	
48		Brain fever Bind.	Cuculus varius	Cuculidae	
49	TZ 1				
50		Coueal	Contropus sinensis		
52	Gidh	King vulture	Largoscalvus Cung hanglagnei	ACCIPITRIDAE	
52	Safad Gidh	White Seevenger vulture	Syps bengiuensi		
53		Laggar falcon	Falcobiarmicus Juggar	FALCONIDAE	
55	Mor	Common Pea fowl	Pavocristatus (Linn)	PHASIANIDAE	
56	Iangli murghi	Red Jungle fowl	Gallus gallus (Linn)		
57	Jangli Murghi	Grey Ingle fowle	Gellus sonneratii		
58	Kata teetar	Black partridge	Francolinus		
59	Teetar	Grev partridge	Francolinus ponduceruanus		
60	Bater	Common Quail	Soturnix coturnix		
61	Bater	Rain Quail	Coturnix coromandelica		
62	Lowwe	Bush quail	Perdicula asiatica		
63	Jal murghi	White breadted waterhem	Amaurornis phoenicurus		
64	Jal murghi	Indian Moorhen	Gallinula chloropus		
65	Saras	Sarus crane	Grus antigone Linn	GRUIDAE	
66	Bhurut	Samall Indian skylark	Alauda gulaula	ALAUDIDAE	
67	Chendul	Crested Lark	Galerida cristata		
68	Janli aggiya ababil	Redwinged Bush Lark	Mirafra erythropters		
69	Ababil	Common Swallow	Hirundo rustica	HIRUNDINIDAE	
70	Masjid Sbalil	Redrumped swallow	Haloyon smyrnen-sis (linn)		
71	Red fox	Viulpes vulpes (Linn)			
72	Sambhar	Cervus unicolor (Kerr.)			
73	liger Wild Decer	Panthera tigers(Linn)			
14	wild Boar	Sus scrofa cristatus (Wagner)	TI :		
13	Leisnra.	wirotailled swallow	anius Execution		
70	Chhota latora	Eastbacked shrika	Lanius Excuditor	LANIDEA "	
78	Kagala lotora	Rufous backed shrike	Lanius vinaius.	<pre></pre>	
79	Iangli Kasya	Cuckoo shrike	Coracina melandoter	"	
80	Peelak.	Golden Oriole	priolus	ORIOLIDAE	

ANIN	ANIMALS				
	ENGLISH				
S.NO	NAME	Zoologigal Name			
		ANTELOPE	1		
		CERVICARPA			
1	Black Buck				
	Blue Bull or				
2	Bilgai	Boselaphus tragocameius	4		
3	Capped Langur	Presbytis pileatus	4		
4	Caracol	Felis caracol	-		
5	Chinkara	Gazella gazella bennetti	-		
	Chital,Spotted				
6	Deer,	Axis axis	-		
7	Common Fox.	Valpus bengalensis	-		
8	Common Langur	Presbytis entellus	4		
9	Desert Cat.	Felis libyca			
81	Peelak	Black headed oriole	priolus zanthornus	···	
82	Bujanga	King orow	Dicrurus adsomilis	DICURIDAE	
83	Pahari Bujanga	White bellied. Drongo	Dicrurus cacrulesoens.		
84	Bhimraj	Racket tailed	Dicrurus para-dissus.		
85	Tilyer.	Rosy pastor	Sturnus roseus	STURNIDAE	
86	Pawai	Grey headed Myna.	Sturnus malabaricus		
87	Bamani Myna	Bnahminy Myna	Sturnus pagodarum.		
88	Dosi Myna	Common Myna.	Aoridotheres tristis	••	
89	Ganga Myna	Bank Myna	Aotridotheres. Ginginianus.		
90	Jungli Myna	Jungle Myna.	Aoridotheres. Fuscus.		
91	Kowwa.	House crow.	Corvus splendens	CORVIDAE	
92	Jungli Kowwa.	Jungle orow	Corvus macror hynchos	hynchos.	
93	Mahalat.	Tree Pie.	Dendrocitta. Vagadunda.	"	
94	Bulbul	Redvented Bulbul	Pyenonotus cafer.	PYENONOTIDAE	
95		White cheeked Bulbul.	Pyenonotus. Leucogenys.	"	
96			Pycnenetus melanicterus	"	
97			Turdoides malcolmi.	RONALIINAE	
98	Sat Bhai	Jungle Babble	Turdoides striatus	RONAL-IINAE	
99	Chilchil	Common Babbler	Turdoides caudatus	"	
100		Blue Flycatcher	Muscicapa tickelliae	MUSCIC-APIDAE	
101	Shah Eulbul	Paradise flycatcher	Ferpsiphone paradise	"	
102	Nachan	While spotted fantail flycatcher	Rhipidura albogularis	"	
103	Ghas Ki Phutki	Streaked fantail warbler	Cisticola Juncidis	SYLVIINAE	
104	Kalchrri	Indian Robin	Saxicoloides fulicata	TURDINAE	
105	Daiya	Magpie-Robin	Copsychus saularis	"	
106		Yellow cheeked Tit	Parus zanthogenys	PARINAE	
107	Charchari	Indian Pipit	Anthus novaesee landuae	MOTACILI-IDAE	
108	Pillakh	Yellow wagtil	Motacilla flava	"	
109	Pilkya	Grey wagtail Earge pied wagtail	Motacilla caspica	"	
			Motacilla caspica		
110	Khanjan	Earge pied Wagtail	moderaspatensis	MOTACI-LLIDAE	
111	Dhoban	White Wagtail	Motacilla alba	"	
112	Shakarkhora	Purble sunbird	Nectarinia	NECTAR-INIIDAE	
113	Jungle chiri	Yellow throated sparrow	Ppetonia zzanthocollis	PASSER-INAE	
114	Gauriyya	House sparrow	Passer demesticus	"	
115	Shor Baya	Black breasted weaver bied	Ploceus benghalenses	PLOCE-INAE	
116	Baya	Common weakeer Bird	Ploceus philippinus	"	
117	Hari Munia	Green munia	Estrilda formosa	"	
118	Sar munia	White throated mumia	Lonchura malabaria		

ANIM	IALS			
	ENGLISH			
S.NO	NAME	Zoologigal Name		
		ANTELOPE		
1		CERVICARPA		
1	Black Buck		_	
2	Diue Duii Of Bilgai	Roselanhus tragocameius		
2	Canned Langur	Prosbytis piloatus	-	
3	Capped Langui	Falis caracol	-	
5	Chinkara	Gazella gazella hennetti	-	
5	Chital Spotted	Suzena gazena bennem	-	
6	Deer,	Axis axis		
7	Common Fox.	Valpus bengalensis	_	
8	Common Langur	Presbytis entellus		
9	Desert Cat.	Felis libyca		
119	Gandam	Blanck headed. Bunting.	Emberiza melanocephala.	EMBERI-ZIDAE
120	Pathar chirta	Crested Bunting	Melophus Lathami.	"
				PHALAC-ROCOR-
121	Pan Kowwa.	L.cormorant	Phalacrocorax. Niger.	ACIDAE
122	Pan Dubbi	Snake-bird	Anhinga rufa.	
123	Katphora.	Pied wood-pecker.	Dendrocopos mahnattensis.	PICIDAE
124	Katphora.	Goldenbacked Wood pecker.	Dinopium beghalense	
125	Rai to ta	Larg Indian Parakeat	Paittacula Eupatria	PASITTA-CIDAE
126	To ta	Roseringed Parakeet.	Ppsittacula Knameria	
127	Tuia to ta	Blossomheaded Parakeet.	Psittacula cyanocephala	
128	Kuraya	Screeh owl	Tyto alba	STRIG-IDAE
129	Ghughu.	Indian Great. Horned owl	Bubo bubo	
130	Choghad.	Spotted owlet.	Athene brama	"
S.NO	HINDI NAME	ENGLISH NAME	ZOOLOGICAL NAME	FAMILY
1	Chakwe-Chakwa	Brahminy Duck	Tadorna ferruginea	ANATIDAE
2	Nakta	Comb Duck	Saridiornis melanetos	
3	Garm-Pai	Grey Duck	Anas poecilorhyncha	
4	Hans	Barheaded Goose	Anser Indicus (Latham)	
5	Batasi	House Swift	Apus affinis (J.E.Gray)	HPODIDEO
6	Tal Chatta	Palm swift	Cypsimrus parvus	
7	Bara Batasi	Alpine swift	Cypsiurus parvus	
8	Dab-Chiri	Indian Nightjar	Caprimulgus asiaticus	CAPRIMULGIDAE
9	D .111	Bronzeeinged Jacana	Metopidius indicus	JACANIDAE
10	Pilho	Pheasant-tailed Jacana	Hydrophasianus chirurgus	
11	ь <i>с</i>		Cacmatopus ostralegus	MAEMATOPODIDAE
12	Merwa	Little Ringed Flower	Charadrius Dubius	CHARADRII
13	Gulinda	Curlew	Numanius arautta (Linn)	
14		Plantali snipe	Capella gallin(Linn)	ROSTRATULIDAE
15	Sargaein	Black winged stilt	Himantopus himantopus	RECURVIRUSTRIDAE
16	Kusya chaha	Avocet	Recurvirostra avosetta	
1/	Barsiri Natari	Stone curiew	purninus oedinamus (Linn)	
18	Nukri	Indian courser	Cursorius coromandelicus	GLAREOLIDAE
19	I enari	Kiver Tern		
20	INdF1 Kolmoi		Nu otio o nav mosti (I i -)	AKDEIDÄE
21	Andha Deala		Andoola onabii	
22	Anuna Dagia	Little Brown Dovo	Ardeola granii	
23 AMDU	Karcina bagia			
AWIT II.	IVLANS AND KEP	TILL		
ANIMALS				
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	ENGLISH			
S.NO	NAME	Zoologigal Name		
		ANTELOPE		
1	Black Buck	CERVICARPA		
	Blue Bull or			
2	Bilgai	Boselaphus tragocameius		
3	Capped Langur	Presbytis pileatus		
4	Caracol	Felis caracol		
5	Chinkara	Gazella gazella bennetti		
	Chital,Spotted			
6	Deer,	Axis axis		
7	Common Fox.	Valpus bengalensis		
8	Common Langur	Presbytis entellus		
9	Desert Cat.	Felis libyca		
		CROCODILUS		
24	Crocodiles	PALUSTRIS		
25	Monitr lizarrd	Varanus griseus Dasudin		
26	Python	Cenus python		
27	Tortoise	Naja tripudians		
28	Cobra	Naja Naja		
29	Krait	Bungarus Coerulens		
30	Viper	Vipera russelli		
31	Pitviper	Anioistrodon Himalayanus		

Directly Affected Wild Life & Forest Reserves

Nharghar wild life sanctuary- WLS is approximate 30 Km. away from DFC detouer section in eastern side. No wild life sanctuary is affected by this project.

Sambhar Lake- Sambhar lake is appoximate 6 Km. away from Detuor section. Location:

Sambhar is a small town, located at a distance of 60kms in the west of Jaipur, on Jaipur-Ajmer Highway. Sambhar is famous for the largest saline lake in India. Due to this fact, Sambhar is also known as Salt Lake City. Coordinates of site center (degrees): 27°00'N 075°00'E, Coordinates of site center (decimal lat long): 27,00 75.00.

Some 60 km west of Jaipur in Rajasthan, is India's largest salt lake. The waters of Sambhar have been used for centuries to make salt. There is, however, another distinctive feature of this extensive saline wetland. During winter, it receives tens of thousands of winged visitors, some migrating from as far north as Siberia. For such waterfowl as the flamingo, Sambhar Lake is one of the few habitats that ensure sustenance every year. It is in recognition of the urgency to protect the winter home of these 'distinguished guests' that Sambhar Lake was designated as a Ramsar site in 1990.

Justification for Designation as Ramsar Site

Together with neighbouring saline wetlands, Phulera and Deedwana, the lake is probably the most important wintering area for flamingoes (both Phoniconaias minor and Phoenicopterus roseus) in India outside the Rann of Kachchh. It is the largest representative in India of a specialized kind of habitat - salt lakes - which are unique not only in their physical and chemical attributes but also support a highly specialized group of organisms including the alga, Dunaliella salina and the bacterium Serratia sambhariana. Sambhar lake brine is somewhat unique in that it has a very low potassium concentration. Sambhar means salt and the lake has been providing salt for over a thousand years. Various rulers of Jaipur and Jodhpur including Sindhias, Rajputs, Marathas and Mughals have owned the lake in their ruling periods. In 1870, it was leased to the British.

After independence, the lake was taken over by the government. In the present day, it is managed by Sambhar Salts Limited, a joint venture of Hindustan Salts and the Government of Rajasthan. Sambhar Lake elongates to the length of 22.5 kms. The lake is fed by several seasonal freshwater streams, two of the major ones being the rivers Mendha and Rupangarh. The vast lake has been divided into two sections by a 5-km long stone dam. On the eastern side of the dam, there are reservoirs for salt extraction where salt has been farmed for a thousand years.

To the eastern part of the dam, you will find a rail trolley system that was originally developed by the British to get across the dam and to access various outlying points in the salt works. On the sand-smothered lanes on the shore of the Lake, you will see reddish-pink office buildings of Sambhar Salts Ltd. You can also visit the salt laboratory and the salt museum on the terrain.

Sambhar Lake is a place where horizons stretch to perpetuity, where water and sky merge in a shimmer of gossamer blue. The waters here are glacially still, edged with a glittering frost of salt. Sambhar has been classified as a Ramsar site (recognized wetland of international importance) since the wetland is a residence for thousands of flamingos and other birds that migrate from northern Asia in winters.



Train Route Map



• Sambhar Lake Railway Station is Approximate 11 to 14 Km. away from DFC Track.

For bird-lovers, this is the best place to explore. Infect, the lure of Flamingos brings tourists to visit this salty lake. Myriad tall and dainty birds with their ballerina tutus come here to enjoy the delicious spirulina algae that thrive when the water reaches a medium degree of salinity. You can spot other birds too like pelicans, Storks, sandpipers, redshanks, black-winged stilts, coots, and shovelers float relaxing on the water.

Importance: The site is important for wintering waterbirds, including *Pelecanus onocrotalus*, *P. philippensis* (1,000 *Pelecanus* spp.), *Phoenicopterus ruber roseus*, *P. minor* (500,000 *Phoenicopterus* spp.), *Anser indicus* (max. 170), *Anas clypeata* and *Recurvirostra avosetta*. The terrestrial fauna confined to the catchment area includes threatened species like the saw-scaled viper *Echis carinatus*.

Wetland Types: 5, Ts, R, Q, N (dominant types shown in bold)

A large saline lake surrounded by sand flats and dry thorn scrub, fed by two seasonal rivers (the Bandi and Mendha), and several seasonal streams.

Biological/Ecological notes: In 1987, following four years of drought, the lake was completely dry by December. Shoreline vegetation includes the halophytes *Suaeda fruticosa*, *Salsola baryosma* and *Cressa cretica*.

Hydrological/Physical notes: The lake often dries out in early summer (March-June) until the monsoon rains, when water depths vary between 0.5 m and 2 m.

Human Uses: An area of about 7,800 ha in the eastern part of the lake is used for salt production, and is one of the largest of such areas in India.

Conservation Measures: The site is State owned, but part is leased to the Salt Department of the Government of India. Hunting is prohibited, and there is a proposal to designate the area as a Bird Sanctuary. The wetland has been identified as one of the sites for conservation action under the Indian Wetland Conservation Programme, and a detailed management plan is in preparation (as of 1991).

Adverse Factors: Increasing siltation of the lake has resulted from desertification of the surrounding land, caused mainly through over-grazing by domestic livestock. Domestic sewage is discharged into the site from the town of Sambhar.

Sambhar Salts Limited (SSL) was incorporated on 30.9.1964 as a subsidiary Company of Hindustan Salts Limited by transferring the salt sources at Sambhar Subsequently, The Sambhar Lake salt Sources were transferred to a newly formed subsidiary company, Sambhar Salts Limited in terms of V. T. Krishnamachari Award. The Equity of Sambhar Salt Limited in owned 60% by the Government of India through Hindustan Salts Limited and 40% by Government of Rajasthan in terms of V. T. Krishnamachari Award. Sambhar Salt Limited has been made a subsidiary Company, which is having over 90 sq. miles of production area at Sambhar and Nawa. SSL has recently diversified the business on many counts and considerable infrastructure has been added to produce various varieties of high quality salt. Therefore depending on the orders, we can process and send any type and quantity of salt

SAMBHAR SALTS LIMITED has introduced Low Sodium Salt, which is **something quite different**. Entirely natural mineral lake salt, While 60% of the sodium is removed from the salt the high levels of the vital minerals. The specifications of Company's LOW SODIUM SALT are as under:

S.No	Characteristic	Contents
1.	Sodium	340mg
2.	Potassium	61mg
3.	Magnesium	1 mg
4.	Calcium	2mg

Advantages of Low Sodium Salt:

- No Difference in Taste.
- Low Sodium Salt is safe for human body.
- Low Sodium in diets may help in management of high blood pressure.
- Low Sodium may help in maintaining normal body weight.
- Low Sodium in diets may help in promoting physical activity.
- It is high in natural potassium and low in sodium.
- Enriched with minerals and Iodine.

Justification for Designation as Ramsar Site

Together with neighbouring saline wetlands, Phulera and Deedwana, the lake is probably the most important wintering area for flamingoes (both Phoniconaias minor and Phoenicopterus roseus) in India outside the Rann of Kachchh. It is the largest representative in India of a specialized kind of habitat - salt lakes - which are unique not only in their physical and chemical attributes but also support a highly specialized group of organisms including the alga, Dunaliella salina and the bacterium Serratia sambhariana. Sambhar lake brine is somewhat unique in that it has a very low potassium concentration.

Biodiversity Values

Flora

One of the most conspicuous organisms is the green alga, Dunaliella salina, common in salt water lakes.

Fauna

The lake supports a large population of avifauna especially flamingoes, Northern shoveller and blackheaded gull. Some 45 species of aquatic birds including ducks, geese and shorebirds have been recorded.

Forest Area

Between Renwal and Malikpura Station- Two Protected forest approximate 8 to 9 Km away from the DFC line in eastern diraction.



Between Malikpura and Bheslana Station- Open forest approximate 2 to 2.5 Km away from the DFC line in wastren diraction.



Between Phulera and Khandal Station- Open forest approximate 8 to 8.5 km away from the DFC line in eastern diraction.

(2) Ajmer

The Ajmer forests lie in five ranges namely, Ajmar, Kishangarh, Beawar, Sarwar and Raoll. These ranges are all with in Ajmar revenue district. Bhim Range of Udaipur district, which used to be in Ajmar Forest Division has been gently transferred to Udaipur Forest Division and has been excluded from this working plan.

The trac lies nearly in the central portion of Rajasthan between 25^{0} 38' and $26^{0}52$ ' North latitude and $73^{0}54$ ' and $75^{0}24$ 'East longitude. Nagaur and Jaipur district, in the South by Udaipur and Bhilwara districts, in the East by Jaipur, Tonk and Bhilwara districts and in the West by Nagaur and Pali distircts of Rajasthan, bound Ajmar Forest Division in the North.

The total land area of the Division is 8,479 km². Out of which 592 km². Area is under forest, which works out to about 7% of the total land area. The Headquarters of the Division is located at Ajmar. It falls under the administrative control of the Conservator of Forests, Ajmar. Other superior officials, namely Addl. Chief Conservator of Forest is headquarter at Van-Bhawan, Jaipur, The office of the Divisional Forest office is situated at Jaipur Road, Ajmar. The Headquarter is easily approachable by Highway No.8 together with network of State Highway and other district roads. It is an important junction with Division Headquarter of Western Railways. Being nearer to Jaipur and being the Seat of Khwaja Moinuddin Chistee, a holyplace for people of all religions, it has tourism potential and is being developed as such.

THE FORESTS

Most of the forest death with in this working plans falls under the major group II-DRY TROPICAL FORESTS as per champion and Seth's revised classification of forest types of India. As per champion and Seth's classification, the following groups, subgroups, types and subtypes are recognized in this area: -

Group-5- TROPICAL DRY DECIDUOUS FORESTS.

Sub- Group-5b-Northern Tropical dry deciduous forest Type 5B/C2- Northern dry mixed deciduous forests.

Degradation tags of Northern tropical dry

Deciduous forest:

DS1 Dry deciduous Scrub.

DS3 (Euphorbia scrub)

DS4 (Dry grassland)

General adaphic types of dry deciduous forest:

5B/E₁ Anogeissus pendula forest.

5B/DS₁ Anogeussus Pendula scrub.

5B/E₂ Boswellia forests.

5B/E₃ Babul forest.

 $5B/E_5$ Butea forest.

General seral types of dry deciduous forests:

 $1S_1$ Dry Tropical riverain forest.

2S₂Secondary dry deciduous forestry.

GROUP-6: TROPICAL THORN FORESTS:

Sub- Group 6B-Northern Tropical thorn forest:

Type 6B/C1 Desert thron forest.

6B/C2 Ravine thron forest.

6B/DS1 Zizyphus svrub.

6B/DS2 Tropical Euphornia scrub.

Dr. Mathur C.M. has classified these, forests into the following floristic series along with the degraded and derived ones:

a)-Series :

- 1) Anogeissus pendula.
- 2) Degraded Anogeissus pendula.
- 3) Anogeissus latifolia.
- 4) Boswellia serrata-Lannea coromandelica.
- 5) Acacia nilotica.
- 6) Grass lands.
- (b)- Facies:
- 1) Euphorbia nivulia.
- 2) Acacia leucophloea.

3) - Ziayphus mumularia.

4) - Dendrooalamus strictus.

The forests occur on a variety of soil and rock formations and thus they very greatly in composite and quality, Edaphic and biotic factors chiefly determine their composition, distribution and quality. About 80% of the area is either occupied by bare rocks or supports a spare growth of scrub-forests. The stocking is poor except in the forest of Arawali Range.

Northern dry mixed deciduous forests:

This type of forest is generally visible in the forest blocks of Bagmaal, Merian, Todgarh and parts of Satukhera, Charplan of this Division. But it has been observed that species like Anogeissus Pendula, Boswellia serrata, and Acacia senegal belonging to this type tend to form more or less pure consociations under the influence of characteristic edalphic conditions prevaling in Aravalli hills. However this type is mostly confined to valleys and Nalla banks where soil and moisture conditions are relatively better. On upper well-drained plateaus and slopes. Boswellia serrata tends to replace this type where-as at other drier slopes Anogeissus pendula forest occur in close proximity with practionally no transition.

The over wood of these forests consists of Anofeissus pendula, Boswellia serrata, Acacia catechu and occasional trees of Sterculia urens, Moringa Aoncarensis, Lannea coromandelica, Crateavia religiosa, Albizzia lebbek and Dispyros malanoxylon. While trees of Mitragyna parvifolia. Ficus racemosa, Albizzia are mostly observed in valleys and on the bank of nallhs. The underwood consists of Wrightea of tinctoria, Dichrostachys cineria, Flacourtia india Mxallotus philipinensis, Zizyphus mauritiana, Acacia leucophloea, Holarrhena antidysentre Bauhinia racemosa, Euphorbia nivulia, Ficus tomenttosa The undergrowth includes Grewia tenax, Grewia Securinga leucopyrus, Rhus mysorensis, Zizyphus nummularia, Abrus precatorius, etc. The ground cover consists of cassia tora, Indigofora species, Amara species, Conyzoides, Tephrosia purpurea, Mimosa spp.Barleria spp., Commelina benghalensis, Adhatoda spp, Argemone maxicana, Xanthium strumarium, Gcimum spp Salanum Zanthoearpum etc. The common grasses occurs in the tract are Apluda mutiea ,Aristida spp. Bra spp.Cenchrus spp. Cynodon dactylon, Dichanthium annulatum, Digitaria spp. Eragrpstis spp. Heteropo contortus, Panucum spp. Sporobolum spp. etc.

Ecological status

The miscellaneous forests described under paragraph are climatic climax. But most of the species constituting this type tend to form pure consol under edaphic conditions peculiar to Aravalli hill resulting in different edaphic climax formations.

Anogeissus pendula Forests (Type 5B/E₁)

This type is characteristically recognise by the almost pure consociations of Anogeissue pendula, whereing, it gregariously occurs forming more than 80% of the crop.Most of the forest of Ajmar Division are representative of this type. Anogeissus pendula is generally slow growing on favorable sits conditions as in Merian, Todgari and Baghmaal forest blocks of Raoli Range. In the most of the forest areas, chiefly near the towns, the Anogeissus Pendula has been continuously hacked and grazed as a result of which it is found as a struggling bush, and also root stock is visible on the higher slopes of hill hills as in Madar pahar, Mahua Bir, Naay Pahar, Taragarh forest blocks of Ajmar Range, Kotra Forest block of Sarwar Range. These forest blocks used to support good stands of Anogeissus pendula and associates before 1947 but they hays been maltreated in the part leaving them in a degraded condition and in extreme cases, the batches have been rendered completely blank.

These forests are infact confined to the sites away from the habitations. Near the villages and towns it has undergone excessive retrograssion and consists of young bushy coppic shoots as a result of constant hacking and grazing. In the interior part of Baghmal, Mecien and Todgarh forest blocks, where these is minimum of biotic interference by men and his animals, the conditions and quality of Anogeissus pendula forest is far better and also its regeneration is satisfactory. The crop is regularly constituted of proper age gradations in these forests blocks.

Anogeissus pendula is also found mixed with Acacia catechu, Acacia senegal, Acacia leucophloea, Boswellia serrata, Lannea coromandelica, Zizyphus mauritiana,Wrightia tinctoria, Flacourtia indica, Bitea monosperma, Gassia fistula, Dicspyros melanoxylon, Ehretia laevis, Albizzia lebbek,Moringa coneanensis, Crateava religiosa, Mitragyna parvifolia, Ficus racemosa, It may be mentioned hers that Mitragyna parvifolia, Ficus racemosa, and Butea monosperma and Cassia fistula are confined to small patches in moist localities and the banks of nallas and Diospyros melanoxylon is also rarely found in forest block .

Grassy blanks with Euphorbia nivulia occur over large areas where soil conditions are poor and also where biotic interference is maximum. A substantial area is covered by scrub forest Maytenus emarginata, Flacourtia indica, and Euphorbia spp. The grass bir areas of Kishangar Sarwar and Beawar ranges and plain areas along the foot hills generally support Prosopis cineraria , Salvadora clooides, Capparis decidus, Zizyphus spp., Acacia leucoplloea, Prosopis chilensis (P.Juliflora).

In order to facilitate their management, the forests may be broadly distributed as under :-

S.No -----Type-

- 1) Well-stocked Anogeissus pendula forests.
- 2) Degraded Anogeissus pendula forests/
- 3) Mixed Miscellaenous forests.
- 4) Grass Birs.
- 5) Biswekkua forests.
- 6) Babul forests.
- 7) Butea forests.
- 8) Phoenix savannah.
- 9) Riverain forest.
- 10) Desert thorn forests.
- 11) Ravine thorn forests.
- 12) Zizyphus scrus.
- 13) Euphorbia scrub.
- 14) Acacia senegal forests.
- 15) Blanks and other depleted areas.

Well stocked Anogeissus pendula forests (Types 5B/E1)

This type is characteristically recognised the almost purs consociations of Anogeissus pendula where in it gregariously occurs forming more than 80% of the crop. Most of the forest of Ajmar Division was at one time, representative of this type. But this type is limited to Baghmaal, Tadgarh, Median of Satukhera forest blocks of this division. The main associates of A. Pandula are Boswellia Lannea coromandelica, Wrightia tinctoria, Flaccurt Indica, Butea monosperma, Acacia catechu, Acacia senegal, Ehretia laevis, Albizzia lebbek, Zizyphus mauritiana, Moringa concanensis, Crataeva religiosa and Mitragyna parviolia, Ficus raemosa is also rarely found along the banks of nallas.

Anogeissus pendula sorub (5B/E₁-DS₁)

Large areas of A.Pendula forests have degraded due to continued maltreatment meted during the past. Many of thesr areas are close to towns and villages. These have been recklessly cut and subjected to unrestricted grazing and browsing during the past. The growing stock mainly comprises of root stock of pendula and its scattered tree with its associates like Grewia tenaz, Rhus mysorensis, Dichrostachys cineraria and Grswia flevescens. Regeneration of A.pendula, the main spp. Is generally absent and the top. Soil has been washed away due to continued exposure to rain in the absence of proper soil cover.

Ecological status

In the revised survey of forest types of India, Champion and Seth have observed, "This association links the Northern and southern forest of the dry deciduous forests and both with the thorn forest. This form is a result of continuous process of ecological retrogression of the edaphic climax $5/E_1$ under acute biotic pressures". As indicated previously, Anogeissus pendula is felled for small timber and lopped for fodder and fuel wood. There after, its coppice regeneration and also its natural regeneration are browsed and trampled by goats and cattle. At this stage thorny species invade the area and outnumber the scolding shoots of main spp. The inferior thorny species in the area are Dichrostachys cineria, Acacia leucophloea, Zizyphus nummularia, Acacia senegal along with species like Rhus mysoransis, Grewia spp.Anogeissus pendula is reduced is reduced to creeping and bushy growth usually multistemmed from base and reach its last stage before it is totally eliminated. The $5^{\text{B}/\text{E1-DS}_1}$ under strict protection from grazing with a little soil and moisture conservation gives rise to a secondary stage leading to regain the lost ecological status.

Boswellia forests (5B/E₂)

Boswellia serrata is characteristically to the higher steeper slopes and well drained top plateau of these blocks. Its main associates are Anogeissus pendula, Lannea coromandelica, Acacia spp, Albizzia lebbek. The undergrl with consists of Rhus mysorensis, Grewia spp. Heteropogon contortus, and Aristida spp.

Ecological status:

Boswellia forests are distinctly aneodaphic climax. The local people due to their high slopes and limited use of salar least disturb these. The ratio of salar and Gol in the Anogeissus pendula forest is progressively increasing due to felling of other species. Boswellia serrata can be seen growing near human habitations where no other spp. could stand the biotic pressure.

Babul forest (Type 5^B/E₅)

This type is often found in small patches on the base of hillsides and in valleys with Anogeissus pendula. It is seen in parts of Aspahar, Bad Kochran, Sheo Nagari and sheoppura ghat forest block of this division. It is a pronounced edaphic subtype though some times it occurs due to maltreatment in dry deciduous forest.

Phoenix savannah (Type $5^{B}/E_{8a}$)

Phoenix Sylvestris occurs as pure gregarious riverian fringing vegetation on narrow alluvial deposits along streams and water logged areas. This type is conspicuously seen along Khajooriya naal in Todgarh forest block. It is associated with Acacia leucophloea, Vitex negundo, Capparis and Grewia spp.

Dry tropical Rivera in forest (Types 5^B/1S₁)

An irregular over wood of greater height than climax dry deciduous forest forming patches with varying amounts of smaller trees and shrubby growth. It occurs in very small areas on light sandy soil along sections of streams as in Baghmaal and garh forest blocks.

Desert Thorn Forest (Type 6B/C₁)

This type occurs on the low hills, flat hill and stabilised sand dunes as in parts of Makarwali Bela-wat, and karel Nand forest blocks. The species found have strong tend- lency to form almost pure gregarious consociations. Acacia senegal and prosopis cineraria are the main species. These are found in association with Acacia leuco-phloca Capparis deciduas, Maytenus Balanites aegyptica etc.

Ecological status

As per Champion and Seth, the occurrence of consociations of Acacia senegal and prosopis spp has been recognised as climatic climaxes.

Ravine thron forest (Types 6B/C₂)

This type occurs on the gullied sand of all deposits along foothills and also along nallahs in parts of Karel naad (comptt. 4-5) Kanas Banse Kanas Nedlia, Bani Doonfri forest blocks of this division. The growing stock mainly consists of acacia senegal, acia leucophloea, Prosopis cineraria, Maytenus emarginata, Balanites aegyptica, Acacia, Calygonum polygonoides, Acacia jacquemontic Zizyphus spp. The under growth consists of Xantphytes spp. Eragrostis sp. Apluda mutica, Heteropogon contortus, Dicanthium annulatum, Sporobolus and Aristida spp. The ground over also consists of Cassia tora, Tephrosia purpuria. The crop is of very low density and dominant tree species usually do not attain height more than 4-5 metres.

Ecological status

As per Champion and Seth, this type has been classified as climax. But due to excessive biotic interference and severe erosion this is under continuous retrogression. As a result of this most of the ravinous areas of this Division, which are not big in extent, support scares tree growth.

Zizyphus scrub (Type 6B/DS₁)

This type occurs on gravelly soils usually on flat ground along foothills which is heavly grazed and browsed. The occurrence of trees is scanty and tree species like Acacia leucophloea, Prosopis cineraria and Zizyphus spp. are found scattered allover. It can be seen in parts of Dhasuk Bir, Gothiana, Bhamolao, Karel naad, Kharva and Kharwa piplas forest blocks and in small patches through out the division.

Ecological status

This type is primarily a result of reckless destruction of thorny trees and thus owes its origin to intense biotic pressure. It appears to have formed biotic climax because Zizyphus spp. is grazed and cut for fodder every year. It is intermingled with Euphorbia scrub on degraded hills.

Tropical Euphorbia scrub (Type 6B/DS₂)

This type occurs on the hills and hill base mostly near habitation. These areas have remained under excessive biotic pressure a result of continuous degradation of Anogeissue and other thorny species. Euphobia nenifolia occurs gregariously in association with Rhus mysorensis, Dichrostachys cinera and grasses like Aristida spp in pockets of shallow soil. This type is met with in the parts of Taragarh, Jhak Belawat, Jajota paladi, Chot forest blocks of this division.

Ecological status

This type is primarily a result of heavy grass and felling of tree growth in the past. It occupied stony sites in general.

Acacia senegal forest (Types 6^B/E₂)

The puro consociations of Acacia senegal as found in Mandawaria, Kanas Nedilia, Danta Rahesi, Ran Shri Nagar (compartment 15 and parts of comptt. 10 & and Moyna forest blocks of this division can best sifted under this type. This type is typically open gregarious over wood of pure Acacia senegal with Acacia leucophloea, Dichrostachys cinerea, Prosopis cineraria as associates. Undergrowth consists of Com mukul, Mimosa rubicalulis, Barleria spp. Teph purpuria, Securinga spp. etc.

Ecological status

This type is recognized as an edaphic climax per champion and Seth,

Desert dune scrub (Type 6/E4/DS₁/IS₁)

A very open and irregular formation of trees and bushes. The trees are thorny and all xerophytes. This type occurs in parts of Mankarwali, Karelnad and Kanas nedlia forest block this division. The main spp. of this type are Prosopis cineraria, Acacia leucophloea ,Acacia jacquemontii,Zizyphus spp. Calotropis procera, Crotolaaria burhia,Aerva tomentosa, LeptadEIA Study pyrotechnica ,Acacia senegal, etc. Grasses found are Cenchrus, Aristida and Eragrostis spp. This type is found chiyton sand dunes of small dimensions round about Pushkar.

Floral Study

Approximate 101 km patch of DFC line is passing from Ajmer District and along the railway track. Acacia species, A.indica, Eucalyptus and Prosopis species are dominant species. Near Kishangarh 1.5 Km patch of DFC alignment passing Forest area and it acquired approximate 6.55 Ha land of forest area approximate 1838 trees would be affected by this project. The data on flora was collected from District Forest Working Plan.

Plants			
S.No.	Local Name	Botanical name	Family
1	Aam	Mangifera Indica Linn.	Anacardiaceae
2	Ameltas	Cassia fistla Line.	Legiminosae
3	Aonla	Embica Occicianialis Ceartn	Euphorbiaceae
4	Ardua	Ailathus excelsa Roxb.	Simarubaceae
5	Aritha	Sapindus emerginatus Vah,.	Sapindaceae
6	Arjun	Terminalia arjuna Bedd.	Combretaceae
7	Arunj	Acacia leucophloea Willd.	Leguminosae
8	Ashok	Piyalthia longifolia Benth and Hook	Anonaoeae
9	Babul	Acacia longifolia Benth and Hook	Anonaoeae
10	Bad	Ficus bengalensis Linn.	Urticaceae
11	Bahera	Terminalia belerica Roxb.	Combretaceae
12	Bakain	Melia azedarach Linn.	Maliaceae
13	Barna	Crataeva religiosa Forest	Capparidaceae
14	Bija	Pterocarpusmarsupium Roxb.	Papilionaceae
15	Bilee	Aegle marmolas corr.	Rutaceae
16	Bor	Zizyphus mauritiana	Rhamnaceae
17	Chirmi	Abrus pracatorius	Papilionaceae
18	Churai	Holoptalia integrifolia, Planch	Urticaceae
19	Dhak	Butea monosperma (Lamk.)	Papilionaceae
20	Dhokra	Anogeissus pendula, Edgew	Combretaceae
21	Dudheli	Wrightia tomentosa Roem	Apocynaceae
22	Eucalyptus	Eucalyptus oitriodora Hook, Eucalyptus globulus Labill, Eucalyptus rostrata, Eucalyptus hybrid	Myrtaceae
23	Colia Dhav or safed Dhokra	Anogeissus Latifolia wall	Combretaceae
24	Gol	Lanneacoromandelioa (Houtt) morr.	Anacardiaceae

List of Flora in Ajmer District (Forest working Plan-1983 to 93)

Plants			
S.No.	Local Name	Botanical name	Family
25	Gonds	Cordia dichotoma Forest	Boraginaceae
26	Gugaul	Commiphora mukul	
27	Gular	Ficus flomerata Roxb.	Urticaceae
28	Hingotia	Balanits aegyptica, Delite	Simarubaceae
29	Imli	Tamirindus indica Linn.	Caesalpinieae
30	Jal (Pilu)	Salvadora oleoides Dene	Salvadoraceae
31	Jal (Khara)	Salvadora persioa Linn	Salvadoraceae
32	Jamun	Syzygium cuminil Skeel (linn)	Myrtaceae
33	Jungale Jalebi	Pitheocolobium duloe	Mimosaceae
34	Jhinjha	Bauhinia racemosa lamk.	Caesalpinineae
35	Kachnar	Bauhinia Variegata, Linn.	Caesalpinineae
36	Kadam	Anthocephalus indicus Rich	Rubiaceae
37	Kakon	Flacourtia romentohi L.Herit	Bixaceae
38	Kanti	Flacourtia indica (Burn F.) Merr.	Bixaceae
39	Karaiya	Steroulia urems Roxb.	Sterouliaceae
40	Khajur	Phoenix sylvestris Roxb.	Sterouliaceae
41	Khair	Acacia catechu, wiild	Mimosaceae
42	Khejra	Prosopis cineraria Linn	Mimosaceae
43	Khirini	Wrightia tinctoria R.Br.	Apocynaceae
44	Kewra	Pandauus tectoria sol.	Pandanaceae
45	Kolai	Dichrostachys cinerea W&A	Mimosaceae
46	Kumtha	Acacia Senegal Willd	Mimosaceae
47	Lamkana	Bridelia retusa	Euphorbiaceae
48	Lunia	Hymenoditylon exelesum	Rubiaceae
49	Mokha	Schrebera swierenioides, Roxb.	Cleaceae
50	Neem	Azadirachta indica . A. Juss	Meliaceae
51	Neem Chameli	Millingtonia hortensis Linn.	Bignoniaceae
52	Nimboo	Citrus Medica Linn.	Rutaceae
53	Padar	Stereospernum suaveolens, D.C.	Bignoniaceae
54	Pharas	Tamarix articulata	
55	Pipal	Ficus Religiosa Linn.	Urticaceae
56	Rain	Mimusops hexzandra (Roxb.) Dubara	Sapotaceae
57	Ratanjot	Jatropha curcus Linn.	Euphorbiaceae
58	Rohan	Soymida febrifuga Juss.	Meliaceae
59	Roheda	Tecomella unduleta seem	Bignoniaceae
60	salar	Boswelia Serrata Roxb.	Burseraceae
61	Sanjna	Meringa oleifera Lamk.	Moringacea
62	Semal	Salmalia malabarrica (D.C.) Sch. & Endl.	Malvaceae]
63	Shahtoot	Morus alba Linn	Moraceae
64	Shsiham	Dalbergia sissoo Roxb.	Papilionaceae
65	Shisham Kala	Dalbergia latifolia Roxb.	Papilionaceae
66	Siris Kala	Albizzia lebbek, Benth	Mimosaceae
67	Siris Safed	Albizzia odorstissima Benth & Albizzia procera Benth	Mimosaceae
68	Tambolia	Enretia laevis Rox.	Boraginaceae
69	tambru	Diospyros melanoxylon Roxb.	Ebenaceae
70	Vilayati Kejra	Prosopis juliflora Hk.	Mimosaceae

SHRUBS AND HERBS			
71 Aak Calotropis procers Br.			
72		Calotropis gigantia Br,.	Asclepiadaceae

73	Anwal	Cassia auriculata Linn.	Cassalpiniaceae
78	Bui	Aerva javanica (Burn F.)	Amaranthaceae
79	Dhiri	Woodfolia fruticosa kurz.	Lythraceae
80	Dhatura	Datura stramonium Linn.	Solanaceae
81	Dasan	Rhus mysoransis Heyne	Anacardiaceae
82	Dudheli	Holarrhen antidysenterica wall	Apocynaceae
83	Frangan	Grewia flavesoensm,juss	Tiliaceae
84	Gangan	Grewia tenax (Forsk)	Tiliaceae
85	Gundi	Cordia rothii , Roem & sch.	Boraginaceae
86	Gulab	Rosa fultifolia Thumb.	Rosaceae
87	Taramati	Nyctanthes arbortirrtis Linn.	Oleaceae
88	Undakanta	chyranthusfaspera Linn.	Amaranthaceae
89	Jhau	Tamarix dioica Roxb.	Tamaricaceae
90	Karaunda	Carissa congests wt.	Apocynaceae
91	Khinp.	Laptedenia pyrotechnica (Frosk) Daone	Asolepiaadaceae
92	Lalten	Lantana camera Linn.	Verbenaceae
93	Maroraphali	Helioteres isora Heir	Verbenaceae
94	Nagphani	Cpuntia Dillenia Heir	Cactaceae
95	Negad	Vitexnegundo Linn.	Verbenaceae
96	Sania	Crotelaria burhia hamilt	Pailionaceae
97	Thor	Euphorbia caduaifalia Linn.	Euphorbiaceae
98	Tulsi	Coimum americanum	Labiatae
99	Untkanta	Lepidagathis trinervis Neem	Acanthaceae

CLIMBERS

CLIMBERS			
100	Amerbal	Cuscutareflexa Roxb.	
101	Chameli	Jasminum officianalis Linn.	
102	Gulab	Rosa moschata Mill	
103	Malkangni	Celastrus paniculata wall	
104	Narkanta	Asparagus racemosa	
105	Askar	Mimosa hemata willd	
106	Neemgiloy	Tinospora cordifolia Misrs.	
107	Boganvilea	Bouganvillea apeotabilis wild.	

		~	
BAMBO	OS AND GRASSES	<u>S</u>	
108	Bans	Dendrocalamus strictus, nees	Graminae
109	Anjan Dhaman	Cenchrus cilisaris Linn.	Graminae
110	Bajra	Pennisetum typloides (Burmf.) Stapf	Graminae
111	Baru	Sorgum halepense Linn.	Graminae
112	Bhangti	apludammutica Linn.	Graminae
113	Bharut	Cenchrus setigerus, vahl	Graminae
114	Bhurat	Cenchrus barbatus, sehum	Graminae
115	Chri Bajra	Ekragrostiminor hochst	Graminae
116	Doob	Cynodon dactylon pers	Graminae
117	Jhungli jungli	Eremopogon Foveolates Del/stap	Graminae
118	Kans	Saccharum spontaneum Lin.	Graminae
119	Karad	Dichanthium annulatum (Forst)Stapf	Graminae
120	Lampra	Arisida quadrivalvis	Graminae
121	Rooiya	Cymbopogon jwarancusa	Graminae
122	Sewan	Lasiurus indicus heur	Graminae
123	Siran	Sehimanervosum, stapf	Graminae
124	Soorwal	A) Heteropogon contortus (Linn.) P.Beauv	Graminae
125	Banana	Chloris tenell (Roxb.), Chloris virgata (S.W.)	Graminae

Fauna Study

In Ajmer District mostly domestic animal like Cow, Sheep, buffalo, goat and camel are reported along the study area of track. In wild animal Fox, Hayna, *Veranus griessus asudin. Bungarus coerulens, Canis aureus (Linn.) Presbytis entellus (Dufrasne)* and *Lapus nigricollis dayanus (Geoffroy)*. Neelgai (Blue bull), antelopes and wild hares also exist in the area. The data on fauna was collected from District Forest Working Plan.

AVI FAUN	AVI FAUNA				
S.NO.	Hindi Name	English Name	Zoological Name		
1	Chakwa Chakwe	Brahminy Duck	Tadora forruginoa		
2	Nakta	Comb Duck	Sarkidiornis Melanotos		
3	Garm Pal	Grey Duck	Anas poecilorhynoha		
4	Hans.	Barheaded Goose	Anser Indicus		
5	Batasi	House Swift	Apus affinis		
6	Tal Chatta	Palm Swift	Cypsinrus Parvus		
7	Bara batasi	Alpine Swift	Cypsinrus Parvus		
8	Dab chitri	Indian Nightjar	Caprimulgus asiaticus		
9	-	Bronzewinged Jacane	Metopidius indicus		
10	Piho	Pheasanttailed jacana	Hydrophasianus chirurgus		
11	-	Oysteroatoher	Cacamatopus ostralegus		
12	Merwa	Little Rignged plovor	Charadrius dubius		
13	Bada Gulinda	Gurlew	Mnumanius aurautta		
14	Chaha	Fantail Snipe	Gapella gallin		
15	Sargaein	Black winged stilt	Himantopus himantopus		
16	Kusya Ohaha	Avooet	Reourvirostra avosetta		
17	Barsiri	Stone ourlew	Furhinus cedinamus		
18	Nukri	Indian courser	Cursorius coromandelious		
19	Tohari	River Tern	sterna aurantia		
20	Nari	Gray Heron	Ardea cinerea (inn)		
21	Kokrai	Night Heron	Nyoticoraxz nycticorax		
22	Andha Bagla	Pond Heron	Ardeola grahil		
23	Karohia bagla	Little Egret	Egretta garzotta		
24	Gai Bagla	Cattle Egrot	Bubuleus ibis		
25	Kanoha bagla	Little Green	Butorides striatus		
26	Munda	White Ibis	Threskionia melanooephlla		
27	Kala baza	Black Ibis	Pasudbis papillosa		
28	Chamcha	Spoon bill	Platalea leucoredia		
29	Koryala Kilkila	Pied kingfisher	Caryle rudis		
30	Chhota Kilkila	Common Kingfisher	Alcedo atthis		
31	Kilkila	White breasted Kingfisher	Haleyon smymenesis		
32	Patringa	Common Green Bee-eater	Merops orientalis		
33	Bara patringa	Bluetailed Beeter	Merops philippinus		
34	Nilkanth	Rollerer Bluejay	Coracias benghalensis		
35	Hudhud	Ноорое	Upupa epops		
36	Bhat Titar	Common Sand grouse	Peterocles exustrus		
37	Pahari Bhat Titar	Painted Sand grouse	Pterocles indicus		
38	Harial	Common Green	Treron phoeniooptera		
39	Kabutar	Blue Rock Pigeon	Columba livia		
40	Biki	Red turtle Dove	Streptopelia praquebarioa		
41	Perki	Spotted Dove	Streptopelia Cohinensis		
42	Dhor fakhta	Ring Dove	Strenptopelia Secaocta		

List of Fauna in Ajmer District (Forest working Plan-1983 to 93)

AVI FAUNA				
S.NO.	Hindi Name	English Name	Zoological Name	
43	Ghhota fakhta	Little Brown Dove	Streptopelia senegalensis	
44	Pipiha	Brain Fever Bird	Cucolus varius	
45	Kosi	Koel	Eudynamys soolopacae	
46	Kuka	Goucal	Centropus sinensis	
47	Raj Gidh.	King vultures	Targos calvus	
48	Gidh.	White backed vulture	Gyps bengalensis	
49	Safed Gidh.	White seavenger vulture	Neiphren perophopterus	
50	Laggar	Laggar Faloon	Falcobiarmicus jugger	
51	Mor	Common pea fowl	Pavocristatus	
52	Jangli Murghi	Red Junglefowl	Gallus gallus	
53	Jangli murghi	Red Junglefowl	Gallus sonneratil	
54	Kata teetar	Black partridge	Francolinus francolinus	
55	Teetar	Grey partridge	Francolinus pndicerian	
56	Bater	Common quail	Coturnix cotunix	
57	Bater	Rain quail	Cotunix coromandelioan	
58	Lowwa	Bush quail	Perdicula asiatioa	
59	Jal Murghi	Whitebreasted waterhen	Amaurornia phoenicurus	
60	Jal Murghi	Indian Moorhen	Gallisula ohloropus	
61	Saras	Sarus Crane	Grus antigone	
62	Bhurut	Small indian Skylark	Alauda gulgula	
63	Chendul	Crested Lark	Galerida oristata	
64	Jangliaggiya	Raedwinged Bush Lark	Mirafra orythropters	
65	Ababil	Common Swallow	Hirundo daurioa	
66	Masjid Ababil	Redrumped Swallow	Hirundo rustioa daurica	
67	Leishra	Wirotailed swallow	Hirundo daurioa	
68	Safed Latera	Grey Shrike	Lanius exoubitor	
69	Chhota latora	Baybacked shrike	Lanius vittatus	
70	Kagal latora	Bufous backed shrike	Lanius sohaoh	
71	jangli kasya	Guckoo shrike	coraoina melandoter	
72	Peelak	Golden oriole	Criolus oriolus	
73	Peelak	Black headed oriole	Oriolus zanthornus	
74	Dujanga	King orow	Dicrurus adsomilis	
75	Pahari bujanga	White bellied dronge	Dicrurus Caerulesoens	
76	Bhimraj	Racket tailed	Diorurus paradisous	
77	Tilyar	Rosy pastor	Sturnus roseus	
78	Pawai	Grey headed Myna	Sturnus melabarious	
79	Bamani Myna	Brahminy myna	Sturnus pagodarum	
80	Dosi myan	Common myna	Acridotherestristis	
81	Ganga Myna	Bank Myna	Actridotheres gingininanus	
82	Jungli Myna	Jungle Myna	Acridotheres fusous	
83	Kowwa	House crow	Corvus splendens	
84	Jungli kowwa	Jungle crow	Croevus macrorhynohos	
85	Mahalat	Tree pie	Dendrocitta vagabunda	
86	Bulbul	Redvented Bulbul	Pyenonotus oafer	
87	Bulbul	White checked Bulbul	Pyenonotus leucogenys	
88	Zard bulbul	Black headed yellow Bulbul	Pyenonotus lelnioterus	
89	Bhaina	Large grey babbler	Turdoides maloomi	
90	Sat Bhai	Jungloe Babbler	Turdoides striatus	
91	Chilohil	Common Babbler	Turdoides Oeudatua	
92	-	Blues Flycatcher	Muscicapa tickelliae	
93	Shah bulbul	Paradise Flycatcher	Ferpsiphone paradise	

AVI FAUNA				
S.NO.	Hindi Name	English Name	Zoological Name	
94	Naohan	White spotted fantail flycatcher	Rhipidura albegularis	
95	Ghas kiphutki	Streaked fantail	Cisticola juncidis	
96	Kalchrri	Indian Robin	Saxicoloides saularis	
97	Daiya	Magpie Robin	Copsyohus saularis	
98	-	Yellow cheaked Tit	Parus zanthogenys	
99	Gharohari	Indian Pipit	Inthus novaesee landiae	
100	Pilkya	Yellow wagtail	Motacilla flava	
101	Pilkya	Grey wagtail	Motacilla caspica	
102	Khanjan	Large pied wagtail	Motacilla meaderaspaten sis	
103	Dhoban	White wagtail	Motacilla alba	
104	Shakarkhora	Purble sunbird	Nectarinia asiatica	
105	Jungle chirki	Yellow throated sparrow	Petronia xanthocollis	
106	Gauriyya	House sparrow	Passer domesticous	
107	Shor baya	Black Breasted weaver bird	Ploceus benghalensis	
108	Bajra	Common weaker bird	Ploceus phillipinus	
109	Hari mun ia	Green munia	Extrilda formosa	
110	Sar munia	White throated munia	Lonchura lalabarrica	
111	Gandam	Black headed Bunting	Embcriza melanocephale	
112	Pathar chirta	Crested Bunting	Melophus Lathami	
113	Pan kowwa	L.Comrant	Phalacrocorax niger	
114	Pan Dubbi	Snake bird	Anhinga rufa	
115	Katphora	Pied woodpecker	Dendrocopos mahrattensis	
116	Katphora	Goldenbacked woodpecker	Dinopium Benghalensis	
117	Rai tota	Large Indian Parakreet	Psittacula eupatria	
118	Tota	Roseringed	Psittacula Krameri	
119	Tuia tota		Psittacula Cyano cephala	
120	Kuraya	Screech owl	Tyto alba	
121	Ghughui	Indian Great Horned Owl	Bubo tubo	
122	Ohoghad	Spotted owlet	Athene brama	
123	Godavari	Great Indian Bustard	Choriotis nigriceps	
Mammals	1		1	
S.No.	English Name	Vernacular name	Latin name	
1	Black buck	Kala Hiran	Antelope cervioarpa	
2	Blue Bull or Nilgai	Neal Gai, Roghri	Bosslaphus Tragocamelus	
3	Capped langur	Langur	Presbytis Pileatus	
4	Caracol	Shahogosh	Felis Caracol	
5	Chinkara	Chinkara	Gazella gazella beneti	
6	Chital, Spotted Deer	Chital	Axis axia	
7	Common Langur	Langur	Presbytis entellus	
8	Common Fox	Lomri	Valpus bengalensis	
9	Desert Cat	Registani Billi	Felis libyoa	
10	Four homed antelope	Ghosinga	Tetaceras quadricornis	
11	Five Stripped squirrel	Gilhari	Funambulees pennanti	
12	Golden cat	Sunhari billi	Felis temminopi	
13	Hyaena	Jarakh	Hyaena Hyaena	
14	Hedge Hog	Ghau chuha	Hemiechinus auritus	
15	Hare Indian	Khargosh	Lepus nigricollia ruficaudatus	
16	Hare Desert	Khargosh	Lepus nigricollia dayanus	
17	Indian Wolf	Bheria	Canislupos pallipes	
18	Indian Procupine	Sevli	Hystrise Indica(Kerr.)	

AVI FAUNA				
S.NO.	Hindi Name	English Name	Zoological Name	
19	Jackal	Gidar sayalia	Canis aureus	
20	(Iann.)			
21	Jungle cat	Jungli Billi	Felis Chaus	
22	Leopard Panther	Baghera	Panthera pardus	
23	Leopard cat	Cheeta Billi	Felis bengalensis	
24	Markhor	Markhor	Capta faleoneri	
25	otter	Oad Bilao	Lutra perspicillata	
26	Panguin, Indian sealy anteaters	Salue	Manis orassicaudata	
27	Ratel or Honey Badger	Bijju	Mellivora Capensis	
28	Red fox	Lomri	Vulpes Vulpes	
30	Wild Boar	Jangli Suvar	Sus Scrofa oristatus	

AMPHIBIANS AND REPTILES:

AIVIT HIDIAND AND KET TILED.				
S.NO.	Hindi Name	English Name	Zeological Name	
1	Monitor Lizard	Pada gohh.	Varanus griseus	
2	Python	Ajgar	Genus Python	
3	Tortoise	Kachua	Testudo	
4	Cobra	Nag	Naja tripudiens	
5	Krait	Sanp.	Bungarus coerulens	
6	Viper	sanp.	Vipera russelli	
7	Pitviper	Sanp.	Ancistroson himalayamus	

Wild Life sanctuary Forest Area in District

Wild Life sanctuary Forest- No wild life sanctuary has been found area the DFC Line

Between Dantra and Kishangarh Station- Reserved and Protected forest are approximate 2 to 2.5 Km. in eastern side and to 5.5 Km in western side away from the DFC line in eastern direction.

Between Kishangarh and Mandawariya Station-Approximate 1.5 Km length of DFC line (Detour)

Passing from the protected Area in Ajmer section in western side and acquired 6.5 ha. In eastern side two protected forest are located at distance of 100 mt. to 1 Km. distance. Other forest areas are 8 to 10 km away from DFC line in eastern side.



Between Mandawaria and Madar Station- Open forest and Mahavir forest are approximate 1 to 3Km away from DFC Line in western side. Shrinagar forest is approximate 5.5 Km away from DFC line in eastern side.



Between Ladpura, Saradhana and Addarshnagar- Reserved and open forest area are located both side of the track, Approximate distance of 500m to 4 Km. in western side, in eastern side approximate 3 to 4.5 km from DFC line.



Near Baewar- Protected forest are approximate 500m from DFC line in eastern side.



(3) PALI

The Pali Forest Division are bounded by the various civil district of Rajasthan and Banas Kantha region of Gujrat State in the directions are mentioned below.

In the N/W these are bounded by Jodhpur and Nagaur district.

In the west by Barmer district, in the South by Banas Kantha and sirohi district, in the Norht-East by Ajmer district and in the South-east by Udaipur district.

The trac lies in the South-Western portion of Rajasthan in Between latitudes $24^{0}37$ ' and $26^{0}29$ ' north and longitudes $71^{0}11$ ' and $74^{0}18$ ' east. Thus the Whole track is covered by 57 G.T. Sheets published by Survey of India.

The total land area of the Division and the area under the forest are as follows: -

Forest Description

District Total Area		Area under forest Department (sq.km)	% of Forest area.	
PALI	12,300	875.8	7.1	
JALOR	10,565	305.7	2.9	
TOTAL	22,865	1,181.5	10.0	

In Sinha's Plan total Forest area in both Pali and Jalor district was 892.2 km^2 . The difference of 289.3 km^2 . is due to following reasons: -

The following Ranges were not included in Sinha's Plan.

Forest Range

Name of Range			Area in Sq.km.
a)	Bijaji Ka Gura Ranga		94.25
b)	Sendre Range.		77.46
c)	Jaitaran Range		16.49
		TOTAL	188.20

The above said Forest Range at that time was in Ajmer Forest division, later these were transferred in Pali Forest Division. Similarly in Bali Range 20.2 km². had been transferred Forest department from Bera Jagir Forest. In Jalor and Pali Districts the Following areas were not included in Sinha's Plan.

Forest Range

Sl.No	Name of Forest Area	Area
1	Rundmal I	203
2	Rundamal II	71
3	Uchmat	1236
4	Dantwara	1042
5	Bhadrajun	145
6	Rajkiawas	214
7	Dhaneri	202
8	Meda	122
9	Tarwa	30
10	Noon	30
11	Chipparwara	238
12	Dhanpur	138
13	Santhu Chura	90
14	Dhavla	200
15	Kot Kastan	50

Sl.No	Name of Forest Area	Area
16	Borta	222
17	Thur Chandur	200
18	Ajber	516
19	Rajkiawas (U.F.)	443
20	Manohar ji Ka was	248
21	Tavidar	435
22	Ga;ofaljar	500
23	Kala Bhakahr (Sindru, Netra, Khiwandi Rojra etc.	1580
	Totol.	8350 ha.or 83.50 km ²

And 78 ha in Pali Range had been transferred to other department from Pali paddock.

Thus the total area increased in this Plan comes to 291.1 km². There is certain factor, which are also responsible for the difference in area. Such as the boundary of certain for areas has not been marked by survey of India on G.T. Sheet. Thus such areas are marked on G.T. sheet on the basis of Record provided by Division and as per field conditions. Although all possible care has been taken in marking the boundary but still human and instrumental error cannot be ruled out.

Similarly in calculation the Division area from stock map the juman and instrumental error cannot be ruled out. A difference of 1.8 km^2 in the Forest area can be due to these reasons, which is almost negligible.

Name of division	Name of Range	R.F (Ha)	P.F (Ha)	U.F. (Ha)	Total (Ha)
1	2	3	4	5	6
Pali	1. Pali	1206	750	594	2550
"	2. Bali	11708	3528	244	15480
"	3Netre	-	942	1580	2522
"	4. Desuri	1539	637	100	2276
"	5. Jojawar	13643	180	170	13993
"	6. Bijaji Ka Gida	9425	-	-	9425
"	7. Sendra	7370	376	-	7746
"	8. Jaitaran	1214	-	435	1649
"	9. Binjowa	757	-	-	757
Udaipur	10. Sadri(Wildlife)	30991	190	-	31181
Total Pali District		77853	6603	3123	87579
Jalor	1. Jalor	7614	1373	3243	12230
	2. Bhinmal	2312	-	272	2584
	3. Jaswantpura	7150	1248	2975	11373
	4. Sanchor	2940	510	935	4383
	5. Sayla	-	-	-	Nil
Total Jalor 'Disttrict		20016	3131	7425	30572
Area of Working Plan (Pali & Jalor District)		97869	9734	10548	118151

AREA OF THE WORKING PLAN

The Forest

Most of the forest wealth with in this working plan fall under the "5- DRY TROPMCAL FORESTS' as per Champion and Seth's revised classification of forest types. The following groups and sub-types along with their subsidiary seraphic and serial types have been recognized:

GROUP 5 – TROPICAL DRY DECIDUOUS FORESTS

C-2	Northern dry mixed deciduous forest.	
Degradation stages of topical dry	deciduous forests	
Ds1	Dry deciduous scrun	
Ds2	Dry savannah forest	
Ds3	(Euphorbia scrub)	
Ds4	(Dry grass land)	
GENERAL EDAPHIC TYPES O	F DRY DECIDUOUS FORESTS	
E1	Anogeissus pendula forest	
Ds1	Anogeissus pendula scrub	
E2	Boswellia forest	
E5	Butea forest	
E8	Saline alkaline scrub savannah.	
E9	Dry bamboo brakes.	
GENERAL SERAL TYPES OF I	DRY DECIDUOUS FORESTS	
2S1	Secondary dry deciduous forest.	
GROUP 6 TROPICAL THORN I	FORESTS	
Sub	Group 6 B Nothern tropical thron forests.	
C1	Desert thorn forest	
Ds1	Zizyphus scrub	
Ds2	Tropical Euphorbia scrub.	
General edaphic, degraded and se	ral types of thron forest	
E1	(Euphorbia scrub)	
E2	(Acacia Senegal forest)	
E3	(Rann saline thorn forest)	

Sub group 5 B Northern Tropical Dry Deciduous Forests

Mathur C.M Has classifed these forests into the following floristic series along with the degraded and derived ones:-

- a) <u>Series</u>
 - i. Anogeissus pendula
 - ii. Degraded Anogeissus pendula
 - iii. Anogessus latifolia
 - iv. Boswellia serrata-Lannea coromendelica.

b) <u>FACIES</u>

- i. Euphorbia nivulia
- ii. Dendrocalamus stritus.
- iii. Acacia leucophloea
- iv. Zizyphus nummyularia

The forest occur on a variety of rock & Soil formations Consequent upon this the crop varies greatly in quality and composition. The chief factors determining the quality, composition distribution etc. are biotic & edaphic. Near habitations the forests are degraded & poor in density and stunted. This condution has developed due to over grazing, pollarding & hacking due to increase in population of

men & cattle. In remote parts the growth & stocking is better. Near nalla banks & in the beds, the growth is good in comparison to exposed and poor sites. As a whole the forests are poorly stocked and limited to hill ranges of Aravallis.

The main economically valuable species are Kalia Dhav (Anogeissus pendula) salar (Boswellia serrata) and Khair (Acacia catechu). Mostly Dhok is found in pure stans. It is very slow growing tree which yields small timber and fuel wood. The wood is very hard and the charcoal, if manufactured, is of very good quality in comparison to other spps. It usually prefers foothills but is also found on upper and lower reaches at places. It resists the biotic interference & tries against odds desperately till it finally gives up against a continuous onslaught on it. This fight against odds by it can be witnessed near habitations where it is the target of orgies both by men and his cattle. If allowed to grow with less biotic interference and favorable edaphic conditions, it can grow into a good stand. This tree can easily attain a height of 12 m and girth of girth of one meter. In continousaly hacked areas, it starts creeping and spreading on the ground as a natural defensive mechanism for survival. Large areas seem to be maltreated in the past leaving them in the present degraded stage. Area in range Sendra, Bijaji Ka Guda, Jalor, Sanchor are the worst sufferers some areas in rage Jojawar & Sadri are having slightly better crop due to comparatively less interference & remoteness from habitation.

Dhok is mostly gregarious but is also found mixed with Goria dhav (Anogeissus latifolia) Salar, (Boswellia Serrata),Gol (Lannea cormendelica), Semal (Bombaxceiba), Sarguda (Moringa concaensis), Khirni (wrightia tinctoria), Indrok Dhav (Anoqeissus sericea) Umb (Miliusa tometosa),Khair (Acacia catechu) Ber (Zizyphus mauritiana) Aritha (Sapindus emarginatus) Kadaya (Sterculia urens), Adra (Bauhinia raemosa) Kemda (Mitragyca paryiflia) Aranjia (Acacia leucophloea) Timan (Diospyros melanoxylon) Gagan (Grewia tenaz), Frangan (Grewia flavescens) etc.

Salar is found gregariously on higher slopes, ridges & plateaus. The other common associates are Gurjan, Goria Dhav Khari, Tendu, Kankan, Umb, Kadaya, Mokah etc. Bamboo is found at most palces in Dhok-Salar forest where biotic interfence is less & the edaphic conditions are slightly better. Areas in the vicinity village support a mixture of spps. Comprising mainly of Arajia, (Acacia leucophloea), Kumtha (Acacia Senegal) Kolai dichrostachys cinerea) Ber, Knakera etc. Along & in the nalla beds occur Dhok Kemda, Jamun, Pipal, Bargad, Jhau, Lamkana, and Sitaphal. Large areas are blank, have reached the last stage of degradation of Dhok forest.

Grassy blanks occur over large areas, where soil condition is poor. These grassy areas also have tree growth of which most prominent is Prosopis chilensis (artificially planted) Its associates are Jal, Kankera, Kumtha & at Places Babul.

In order to facilitate their management the forests may broadly calssified as under

Туре
Well stocked Dhok forests
Degraded Dhok forests
Salar Froests
Over lapping Khair forests
Over lapping Bamboo forests
Grasslands & tree savannahs
Miscellaneous forests.

The area under each type is given in para 2.38 of Chapter –II

Well stocked Dhok forests

More or less these forests are found in patches throughout the area of the forest divisions. The Aravallic hill series comprises the bulk of the forest area of the divisions. The principal species Dhok (Anogeissus pendula) which occurs gregariously and constitutes more than 75% of the crop. The associtateds are Aranjia (Acacia leucophloea), Kumtha (acacia Senegal), Khair(Acacia catechu), Semal (Bombax ceiba), Aritha (Sapindus emarginatus) Sarguda (Moringa concanensis) Salar (Boswellia Serrata), gol (Lannea coromendelica), Adra (Bauhinia reacemosa) Piipal (Ficus religiosa)

Bargad (Ficus bengalensis) Kadaya (Sterculia urens), Tamboilia (Ehretia laevis), Tendu (Dicopyros melanoxylon), Bahera (terminlisa belerica) Brana (Crataeva adinsonii), Ber (Zizypus mauritians) Dhaman (Grewia tiliaefolia), Goria Dhav (Anoqeissus Latifolia), Ghitor (Copparis horrida), Gugal (Commiphora wightii, Kolai (Dichrostachya cinererea), Nim (Azadirachta indica), Shiordia (Holoptelia integrifolia), Kalia (Albizzia lebbek) etc.

Mesophytic associates which are found in association with Dhok are Kemda (Mitragyna, parvifolia), Jamun (Syzygium cumini), Sewan (Gmelina arhorea), Rohini. (mallotus philippinensis), Dhak (Butea monosperma), Ardub (Ailanthus excelsa), Gular (Umra) (Ficus glomerata), Imli (Tamarindus indica), Khajur (Phoenix sylvestris), Agnia (Bridelia sguamosa), Vilayati babul (Pprosopis chilensis).

The undergrowth mostly consists of Jharber (Zizyphus hummularia), Ardusa (Adhatoda vasica), Adhasisi Xanthium strumarium Dasan Rhus mysurensis), Dari (Woodfordia fruticosa Dholekan (Grewia villosa) Kadda (Holorrhena antidysantrica Gangan (Grewia tenax Frangan (Grewia flavescens), Kanter (Capparis sepiaria, Marorphali (Helicteresisora), Nagad (Vitex negundo), Salepan (Securingea leucopyrus), Sitraval (Plumbago zeylanica Thor Euphorbia nivulia) Bhuringani Solanum surattense Koli Kanda Urginea indica Murali (Lycium bardanum) etc.

The **climbers** rarely found are Chirmi Abrus precatorius Narkanta Asparagus dumosus Pilwan Coculus pendulus Panibel Cissus repanda Phang Rivea hypocrateriformis Palasbel (Butea superba Kalibel (Ventilago calyculate etc.In fully stocked areas grasses are generally deficient and consists of Dab (Desmostachya bipinnata Dub Cynodon dectylon Kans Saccharum spontaneum etc.

Dhok is a slow growing tree and the height varies from 3.5 to 8 m. In favourable localities like, near the riverbanks, sheltered valley, the height varies from 6 to 11 m but near habitation it is seldom more than 3 m. The diameter varies 5 to 15 cm at breast trees with 3 m clear bole are found.

The regeneration is mainly by coppice Seedling regene ration is generally deficient and on hilly areas it is totally absent. Reproduction from root suckers is also seen at places where the ground is well covered with soil.

Degraded Dhok Forest

In large areas of these divisions Dhok trees are malformed and shunted in growth. Few seattered trees growing at places indicate that the present bushy and creeping growth of Dohk is the result of continous hacking and illicit felling in the area. The trees are illicitly cut by the people and after that the growing shoots are browsed by the cattle repeatedly. This continuous maltreetment has resulted in the conversion of Dhok forests with well grown trees to the forest with Dhok growing in bushy form.

Ex-Jagir areas which were taken over after the resumption of Jagir in 1952 were clear felled by the resumption of Jagir in 1952 were felled by the Jagirdars for the greed of income without giving any thought to silvicultur requirements. All such areas new support a degraded Dhok Forest. Due to continuous exposure the side condition has also deteriorat.

These degraded forest areas of Dhok are still being subjected to continuous grazing and browsing. Some Trees put on Whaterver growth, isc also being illicitly cut by the people. As a result, the areas are getting poorer in site quality. The only solution for revival of pre- existed stage lies in taking effective soil conservation measures followed by artificial regeneration. The areas must be protected from grazing and browsing.

Ecological status:

According to Forest type of India described by Champion and Sath. "This association links the Nothern and Southern Form of the day deeiduousb with thron Forest". It is apparently an edaphic olimax because it occurs on Varioous geological Formation and on different types of soils. Since hundreds of years, it has now maintained itself and is also regenerating naturally. However Dhok has been eliminated due to repeated hacking from the hilly areas whear only bushes of miseellaneous spp now exit.

Soil strewn with boulders and rocky out crops may also be a limiting factor for the Dhok to establish itself. Dhokstands are also found in patches of varying extent in depressions, along nallas & on slopes.

Besides, due to heavy grazing and frequent fires the regeneration of Dhok both by seed as well as from coppice is not able to establish itself. Illicit fellings have further abetted the process of extinction of Dhok forest. These factors have caused retardation in growth, reduction in density of the crop and in creation of blanks over vast stretches. In the vicinity of the habitations Dhok has therefore, tended to become bushy and grow like a carpet along the ground and in extreme cases it has been eliminated altogether. Therefore, in the prevailing circumstances it appears to be true that Dhok is, ecologically, in a edaphic climax in these divisions.

The salar capital Forests

These forests occupy the hill zone above the Dhok forests. Like Dhok, Salar also grows gregariously on higher hill tops & on precipitous slopes where soil depth is shallow & moisture content is less. It is generally found at elevations 400 to 110 m above m.s.l. However beteen 350 and 400 m it is found mixed with Dhok forest. It corresponds to 5/E-2" Boswellia serrate forest" according to Champion & Seth's classification.

The common associates of salar are Goria Dhav (Anogeissus latifolia, Gol (Lannea coromendelica), Tendu (Diospyros melanoxylon), Khirin (Wfightia tincotoria), Kadaya (Sterculea urens), Aritha (Sapindus emarginatus), Shirdia (Holoptelia integrifolia), Mokha (Schrebera swietenioides), Adra (Bauhinia racemosa), Rohan (Soyamida febrifuge) etc. It grows in intimate mixture with Gol. Salar trees are ordinarily 10-15 m high and 80-150 cm. in grith. The trees are generally mature to over mature and are becoming hollow. The crop is generallyopen and the average density is 0.3 to 0.5. The understorey is thin in growth consisting of Ganga (Grewia tenex), Frangan (Grewia flevescens. Tambolia (Ehretia laevies), Barna (crataeva adinsonii), Kadda (Holorrhena antidysentrica) etc. In moist sheltered places and near nallas, scattered bamboo clumps are also found. The Shruby undergrowth is usually scant. Climbers are few and comprise of Chirmi (Abrus precatorius), Kenwach (Mucuna prurit) etc.

The ground cover consists of grasses like Lapla (Aristida depressa), Bhangti (Apluda mutica) etc. The epipyta Banda (Dendrophthoe falcate), is also seen on some of the Salar trees.

The regeneration of Salar is deficient. However' advance growth is available in only pole form all over the Salar zone. But seedling regeneration is almost absent. The reason for this unnatural phenomenon observed is due to excessive grazing in these forests, by which the seedling get trampled & consequently die. It is only through effective closure that the regeneration can be induced.

Ecological status

Salar is growing since hundreds of years in association with Gol. There is equilibrium between Salar & its associates. It has been least disturbed by extraneous agenies due to its remoteness of occurrence &limited uses. Near habitation it is pollarded & browsed, therefore, it gets stunted and crooked. In solitary conditions it is pillared & browsed, therefore, it gets stunted and crooked. In solitary conditions it becomes heavily branched &natural regeneration. By all these observations it appears that Salar forest is in edaphic climax in these division.

Overlapping Khair forests.

Khair occurs occasionally with Dhok all along the Aravalli hills in both the divisions. The tree is of malformed bole & stunted in growth. Its main associates are Dhok, Salar, Gol, Shirdia, Semal, Ber kiolai etc. climbers Kalibel (Ventilago calycylata), Narkanta (Asparagus dumosus), Hukhabol (Aristlochia indica) etc. grasses are Bhangti (Apluda mutica), Lapla (Aristide Spp.)etc. Regeneration of Khair is almost absent all over the forest.

Ecological Status

Khair has been removed from the Forests for the manufacture of Katha, Large area with few tree were worked for manufacture Katha but these areas were not protected against grazing. As a result now Khair is on the Vearge of extinction from there areas. In Bagri Block Khair is growing in association with Dhok and an apparent equilibrium is existing. Therefore, it can be deduced from the above discussion that Khair is on the verge of extinction, therefore it can be classified as bio-edaphic climax type being sustained due to poor soil and biotic interference.

Overlapping bamboo forests

Bamboo (Dendrocalamus strictus) is now available at limited sites along nallas and in sheltered places. Good-sized bamboos are growing in Javia & Chekla Block of Jaswantpura ranga of Jalor division. In pali division it is growing at scattered places. Very thin in size of badly stunted growth.

Its main associates are Dhok, Salar, Umb, Gol, Salam, Kam, Tendu, Aritha, Due to mismanagement in the past and continued biotic interferance, the bamboo forest have deteriorated in a great extent & consequently resulted in a poor quality & density. Regeneration is deficient. This type corresponds to 5 E 9 Dry Bamboo brakes according to Champion & Seth's classification.

Goria Dhav forests

Goria Dhav in has been noted that it occurs in the zone approximately from 500-1000 meters above M.S.L. It is found with other species like Salar (Boswellia serrate), Gol (Lannea coromendelica), Khirni (Wrishtia tinotoria), Umb (Miliusa tomentosa)Tendu (Diospyros melanoxylon), Bahear (Terminalia belerica), Tiwas (Ougeinia (Ougeinia oojeinensis), Adra (Albizzia lebbek), Sishak (Delbergia latieolia),Bans (Dendrocalamus strictus), Karmala (cassia fistula), Aritha (Sapindus emarginatus) etc. The under story consists of Tambolia (Ehretia laevis), Kankon (Flacourtia indica), Dhaman (Grewia tiliaefolia) etc. The undergrowth consists of Gangan (Grewia tenax), Frangan (Grewia flavescens), Maror-phali (Helicteresisora) etc. The common climbers present are Panibel (Cissus repanda), Pilwan (Cocoulus pendulus), Narkanta (Asparagus dumosus) etc. The common grasses found are Bhangti (Apluda mutics), Karad (Dicanthium annulatum), Soorwala (Heteropogon contrortus), Lampla (Aristia Spps.).

The growth of Goria Dhav is very slow. Its density varies from 0.3 to 0.6. Its distribution on higher elevations is less disturbed in comparison to Dhok. Along roads and Condgrazing paths its quality is poor. It reaches the top canopy with salar & Goland at places the bole formation is remarkable in its straightness & dimensions. It generally attains height from 8 to 15 meter & girth up to 60 cms at breast height. It is regenerating satisfactorily both by seed & coppice.

These forests yield good small timber and fuelwood. The leaf fodder is also palatable & rich in nutrients. The wood gives good quality charcoal.

Ecological Status

These forests are continuing more or less well since long. Due to excessive interference by grazing, lopping, fire, cutting etc. These tend to give way to drier type of spps. These forests appear to be of climatic climax.

Khakra (Butea Monosperma) forests

These forests are characteristic of river &Nalla beds, as hill slopes, degraded sites near the agricultural land and duetations. Cattle due to unpaltability habits leaves least disturb it. It regenerates satisfactorily both by root suckers andeed Khakhra forms almost pure corp with few scattered & sparsely growing trees of Kemda (Mitragyana pryifolia), Shirdia (Holoptelia integrifclia), Aranjia (Acacia jeucopholea), Pipal (Ficus religiosa), Khajri (Prosopis cineraria). Etc. There is no undestorey. The undergrowth consists mainiy of Anwal (Cassia auriculata), Panwar (Cassia tora), Negad (Vitex negundo) etc. The common grasses growing are Bhangti (Apluda mutica), Lampla (Aristida apps.). Karad (Dicanthium annulatum) etc.

The Khakra trees are malformed, crooked, hollow & mature to over mature. The hight varies from 4 to 10 meters. These trees are of economic importance as its gum is commercially sold as 'KINO' gum. Leaves are used for thatching & making Patal & Dona.

Ecological status

The type is edaphic subtype as per Champion & Seth's classification.

Seline – alkaline scrub savannah:

This type is characterized by irregular semi- sevannah growth. Patches of small trees and scrub growth is found in these areas. This type is found in grass Jore of Pali viz Binjows, Nadan Bhatan, Guda-endla,

Hatamitai, Jujani etc. The trees species are Khejri (Prosopid cineraria), Aranjia (Acacia leucophloes), Vilayati babul (Prosopis chilensis), Kumtha (Acacis senegal) etc. Understory consists of Hingota (Balanitus Oegyptica), Jharber (Zizyphus nummularia) etc. The undergrowth consists Jhinijni (Mimosa rubicaulis), Akda (Calotropis procera) Anwal (Cassia auriculata) etc. The climbers found are Markanta (Asperagus dumosus), Amarbel (Cuscuta reflexa), Chirmi (Abrus precatorius), Kalibal (Ventilago oalyculata) etc. The grasses found are Dhaman (Cenchrus ciliaris), Baru (Sorgbum halepense), Bhangti (Apluda mutica), Dab (Desmostachya bipinnata), Ganthia (Dactyloctenium sindium), Kans (Saccharum spontaneum), Lapla (Aricstida spps.) Rois (Cymbopogon martinil) etc.

Scattered trees are mature to over mature. In more saline areas Vilayati babul is commong up e.g. in bhawantra grass Jor.

Desert Uhorn forests

This type occurs on the periphert of Jalor, Ranjanwadi, Puran, blocks. The species growing are Kumthe (Acacia senegal). Khejri (prosopis cineraria), Aranjia (Acacia leucophloea) etc. Understorey consists of Hingota (Balanites aegyptica), Jharber (Zizyphus nummulaeia), Kankeda (Maytenus emerginata) etc. Undergrowth consists of Akda (Calotropia Procera), Kheep (Leptadenia pyrotechnoica) etc. While the ground cover consists of Panwar (Cassia tora), Dhamasa (Fagonia cretica) & (Tephrosia hurpurea) etc. The grasses are Bharut (Cenchrus barbatus) &(Ganchrus setigerus), Lapla (Ariatida spps) etc.

Ecological status

This is recognized edaphi climax as per Champion Seth's classification of forest types.

Degraded areas

The vegetation of these areas has been discussed under the heading degraded dhok forest. There are some space habitations like Chang and Barward Block of Sendra rahge which are in wrost stage of degradation. Men and his cattle have further aggravated the gravity of Degradation. The species growing are Kumth (Acacin senegal) acacia Jaequenmotii,Jharber (Zizybhus nummularia), Gugal (Commiphora wightii), Siris (Albizzia Lobbek) etc. These areas can be restocked only through strong will, coupled with restreint on demand with respect to forest produce and grazing.

According to Divisional area statement the forest areas are summarized

S.No.	Туре	Area in Ha.	% of total area.
1.	Anogeissus pendula	33556	28.30
2.	Degraded A, Pendula	10537	8.87
3.	Boswellia serrata	14426	12.15
4.	Miscellaneous spp.	15074	12.69
5.	Jor Blanks area	44558	37.99

Forest covering Watershed of Luni River:

The forests of the Luni basin are poorly stocked have degraded miscellaneous species of Anogeissue pendula, Acacia catechu, Acacia senegal, Prospis spicigera, Acacia- arabica, and Wrightia – tinctoria. Where the ridges are precipitous, as in the Jalor block, they are bevoid of all vagetayion. On the middle slopes and lower ridges stretching down the rumels (nalas or drainage channels) degraded A. Pendula forests are found but are generally mixed with its associates. On the iower slops, Common species found are Butea monsperma, Prosppis spicigera, Zizyphus mauritiana, selvadora oleoides, S.persica Acacia leucophloea, A.arabica, and Cordia gharf. On slightly higher elevatations other species met with are Acacia senegal, Balanites aegyptica, Flacourtia indica, Ehretia laevis, Wrightia tinctoria, Moringa concanesia, Lannea cormendelica, and Zizyphus nummularia. Occasionally, Grewia sps. Are also met with.

Floral Study

Approximate 200 km patch of DFC line is passing from Pali District and along the railway track. Acacia species, A.indica, Eucalyptus and Prosopis species are dominant species. Between Jawali to Somesar Station- Approximate 2Km. of DFC line is passing Jawaleaswar open forest area and project covered approximate 5 ha land in this patch. In Between Bhagwanpura to Balvara- Near Bhagwanpura station approximate 1.2 Kkm patch of DFC line is passing from the open forest area and project covered approximate 3 ha land in this patch. Approximate 3,318 trees would be affected by this project. The data on flora was collected from District Forest Working Plan.

List of common plants Found in the PALI- JALOR Forest Divisions			
Sl.No	Varnacular Name	Family	
1	Morinda tinctoria,Roxb	Rubiaceae	
2	Mangifera indica Linn	Anocardiacese	
3	Cassia fistula,Linn	Leguminosae	
4	Embice officibalis, Geertn	Euphorbiaceae	
5	Ailanthus excelsa,Robx	Simarubiaceae	
6	Acacia leucophloea,wild	Leguminosae	
7	Ricinus communis,Linn	Euphorbiacese	
8	Sapindusemarginatus, Vahl	Sapindaceae	
9	Clerodenoron multiflorum,linn	Verbanaceae	
10	Diospyros cordifolia, Roxb	Ebenaceae	
12	Acacia nilotica varindic	Leguminosae	
14	Terminalia belerica,Roxb	Combretaceae	
15	Melia azadirecta Linn	Meliaceae	
16	Ficus bengalensis,Linn	Moraceae	
17	Grataeva adinsonii JacobD.	Capperidaceae	
19	Aegle marmelos, Corres	Rutaceae	
21	Zizyphus mauritians, Lamk	Leguminosae	
22	Dendrocalamus strictus,Nees	Graminosae	
23	Parkinsonia aculeate, Linn	Leguminosae	
24	Plumeria rubra, Sanu &	Apocynaceae	
26	Santalum album,Linn	Santalaceae	
27	Syzaygium heyneana Dithies.	Myrtaceae	
28	Butea Monosperma,Lamk (Taub)	Leguminosae	
29	Grewie tiliaefolia,vahl	Tiliaoceae	
30	Anogeissus pendula,Edgew.	Combretaceae	
31	Anogeissus latifolia,wall	Combretaceae	
32	Hol orrhena antidysentrica,wall	Apocynaceae	
33	Erythrina indica,Roxb E.Suberosa)	Leguminosae	
34	Zizyphus Xylopara,willd	Rhamnaceae	
35	Cappar is horrida, Linn	Capparidaceae	
36	Lannea coromendelica,Merr.	Anacardiaceae	
37	Commiphora wightii,	Burseraceae	
38	Ficus glomerata,Robx	Moraceae	
39	Cordia dichotoma,Forest	Boraginaceae	
40	Cordia gharf,R,& S (C, rothii)	Boraginaceae	
41	Delonix regia W & A	Leguminosae	
42	Adina Cordifolia,Hookf	Rubiaceae	
43	Balanites aegyptica, Delile,	Simarubiaceae	
44	Tamarindus indica,Linn	Leguminosae	
45	Anogeissus sericea, Brand	Combretaceae	
46	Salvadora olioides,Oche	Salvadoraceae	
47	Salvadora Persica,Linn	Salvadoraceae	
48	Eugenia Operculata Alston	Myrtaceae	

List of Flora in Pali

List of common plants Found in the PALI- JALOR Forest Divisions			
Sl.No	Varnacular Name	Family	
49	Syzygium cumini,Skeets	Myrtaceae	
57	Mitragyna parvifolia (Roxb) Korth.	Rubiaceae	
58	Capparis decidue,Forsk	Capparidaceae	
59	Sterculea urewns,Roxb	Sterculeaceae	
60	Aoacia catechu,wind	Leguminosae	
61	Phoenix Sylvestris,Roxb.	Palmae	
62	Prospis cineraria,Linn	Leguminosae	
63	Wrigthia tomentosa, Roem & seh.	Apocynaceae	
64	Wrigthia tinctoria,Roem,Br.	Apocynaceae	
65	Terminalia arluna, W & A	Combretaceae	
66	Acacia Senegal, wild	mimoseae	
67	Dichrostachys cinerea	mimoseae	
68	Bridelia squamosa,Gehrm.	Euphorbiaceae	
69	Schrebere Swietenioides,Rozb.	Oleaceae	
70	Madhuca indica,Gahrm.	Sapotaceae	
71	Randia brandisii.Camble	Rubiaceae	
72	Mimusops elengi,Linn.	Ebenaceae	
73	Azadirachta indica, Juss	Meliaceae	
74	Citrus medica,Linn	Rutaceae	
75	Millingtonia hortensis,Linn	Pedaliaceae	
76	Ficus religiosa,Roxb	Leguninosae	
78	Ficus religiosa,Linn	Moraceae	
79	Ficus lacor,Buch,Ham	Moraceae	
80	Pongamia pinnata (Linn)	Moraceae	
81	binnata (Linn)Pierre.	Pailioniaceae	
82	Manilkara hexandra (Roxb) Dud.	Sapotaceae	
84	Mallotus philippienensis,Muell	Euphorbiaceae	
85	Soymida febrifuga,A.Juss	Meliaceae	
86	Tecomella undulata, suith	Bigioniaceae	
87	Jatropha curcas,Linn	Euphorbiaceae	
88	Boswellia serrata,Roxb	Burseraceae	
89	Delonix elata,(Linn) Gemble.	Leguminosae	
90	Moringa concanensis Numm.	Moringaceae	
91	Moringa oleifera,Lamk	Moringaceae	
92	Bombex ceiba,D.C.	Malyaceae	
93	Morus alba,Linn.	Moraceae	
94	Dalbergia latifolia,Roxb.	Leguminosae	
95	Delbergia sissoo,Roxb	Leguminosae	
96	Tectona grandis,Linn	Verbeaceae	
97	Holoptelia integrifolia	Ulmaceae	
99	Euclayptus spp.		
100	Albizzia lebbek,Benth	Leguminosae	
101	Albizzia procera,Benth	Leguminosae	
102	Gmelina arborea,Roxb	Verbeaceae	
103	Leucaena leucophala,Benth	Leguminosae	
104	Allbizzia odoratissima,Benth	Leguminosae	
105	Anona squamosa,Linn	Annoaceae	
106	Borassua fabellifer,Linn	Palmae	
107	Ehretia laevism,Roxb	Boraginaceae	
108	Disospyros melanoxylon,Roxb	Ebenaceae	
109	Cugeinia oojeinensis (Roxb)	Leguminosae	
111	Acacia tortilis (tortills)	Leguminosae	

List of common plants Found in the PALI- JALOR Forest Divisions			
Sl.No	Varnacular Name	Family	
112	Miliusa tomentosaORXB)	Annoaceae	
113	Prosopis chilensis (P.Juliflora)	Leguminosae	

l.No.	Botanical name	Family
1	Acacia pennata willd.	Leguminosae
2	Cuscuta reflexa, Roxb.	Convolvuulaceae
3	Cocolus hirsutus, (Linn) Diels G.21	Monisloermaceae
4	Abrus precatorius, Linn.	Pappilionaceae
5	Ichnocaprus fructescens	Apocynaceae
6	Vallaris solanacea (Roth.) C.kuntse	Apocynaceae
7	Cryptostegia grandiflora (Roxb.) R.Br.ex.Lindhi	Asclepiadiaceae
8	Pueraria tuberosa, DC.	Pappilionaceae
9	Millettia auriculata, Baker	Pappilionaceae
10	Aristlochia indica, Linn,.	Aristlochaiaceae
11	Aristlochia bracteata, Lank.	Aristlochaiaceae
12	Cayratia carnosa, Gagnep (Visits trifolia, Linn). (V.Cornosa, Wall).	Sapindaceae
13	Pueraria tuberosa, DC.	Pappilionaceae
14	Ventilago calyculata, tul.	Rhamnaceae
15	Celastrus paniculatus, Mill	Celastraceae
16	Celastrus stylosa, wall	Celastraceae
17	Ampelocissus latifolia (Roxb.) Planch (Vitislatifolia, Roxb.)	Ampeliadaceae
18	Zizyphus oenoplia, Mill.	Rhamnaceae
19	Clematis roylei, Render	Rahuculaceae
20	Asparagus dumosus, Baker	Tiliaceae
21	Tinospora cordifolia (Wild) Miers.	Menispermaceae
22	Cryptostegia bunchcnani, Roem & Soh.	Asclepiadiaceae
23	Cissampelos pareira, Linn.	Menispermaceae
24	Cosculus pendulus (Forst), Diels	Menispermaceae
25	Butea superba, Roxb.	Leguminosae
26	Rivea hypocrateriformis, Chois	Convolvuulaceae
27	Cissus repanda, Vahl. (Vitis repanda W & A)	Ampeliadaceae
28	Acacia rugata (Lamk) Ham,. (A.Concinna, D.C.)	Leguminosae
29	Oxalis corniculata, linn.	-

GRASSES	S Family Graminee	
S.No.	Local Name	Botanical name
1	Anjar, Dhaman	Cenchrus ciliaris, Linn.
2	Badi	Dicantum caricosum (Linn.) A. Camus
3	Bajra	Pennisetum typhoides, (Burn) S & Hibb.
4	Bamna	Chloris dolichotactya , Lagas
5	Baru	Sorghum halepense (Linn.) Pers
6	Bhangti	Apluda mutica , Linn. Pilgar.Var.aristate (A.aristata, Linn)
7	Bharun (kala)	Cenchrus setigerus, Vahl. (C.biflorus, Roxb.)
8	Bharut	Cenchrus barbatus, Schum. (C. cathaticus, Del).
9	Bindar	Setaria glauca, Beanv.
10	Buhari	Fremopogon fovedlatus 9Deb)Stapf.

11	Chiri bajra	Fragrostis sppse
12	Chinkali (kali)	Chlorisroxbughiana, Schutt.
13	Chirkali (kali)	Cloris inflata, Link (C.barbata (Linn.) S.W.)
14	Dab.Kush	Desmostachya bipinnata, (Linn.) Stapf.
15	Dub	Cynodon dactylon, Pers.
16	Garalu	Coix gigantea, Koen ex Roxb. (C.Jacursuejobi, Stapf, ex.Hook.f.)
17	Goria sedua, Seran	Circysopogon fulvus 9Spr.) Chiov (C.montanus, Trin.)
18	Gunera	Pancium antidotale, Retz.
19	Ganthia (jarnia)	Dactyloctenium sindicun, Boiss.
20	Jharnia Makra	Dactyloctenium aegyptiacum, 9Linn.) p.Beauv
21	Kans.	Saccharum spontaneum, Linn.
22	Karad. Jarga	Dicanthium annulatum (Forsk) stapf.
23	Karad Chhoti jarga	Bothrichloa pertusa, (Linn.) A. Camus.
24	Kodra	Paspalum serebiculatum, Linn.
25	Kudi	Digitaria bicornis (Link), roem ex Schult.
26	Kudi	D.Cruciata, 9Nees) A. Camus
27	Kudi	D.adscendens (HBK) Henr.
28	Lapla. (Safed)	Aristida hystrix, Linn. F.
29	Lapla. (Safed)	Aristida depressa, retz.
30	Masudi	Andropogon, Pumilus,roxb.
31	Mun	Erianthus muhja (Roxb.) Jaswiet, (Saceharum munja , Roxb.)
32	Narkul	Arundo donax, Linn.
33	Rotaide	Themeda quadravalvis, (Linn.)
34	Reoiva (Rois)	Cymbogon martinii (Roxb.) wats.
35	Sewan	Echinochloa column (Linn.) link.
36	Sewan	Lasiurus sinoicus,linn.
37	Sien	Sehima nervosun Stapf.
38	Scorwala kali Lamp.	Heteropogon controtus (Linn.) P.Beauv. Ex.R.etc.S.
39	Taktia	Eleusine compressa (Forsk) (E.flagallifera, Nees)

Fauna Study

In Pali District mostly domestic animal like Cow, Sheep, buffalo, goat and camel are reported along the study area of track. In wild animal Fox, Hayna, *Veranus griessus asudin. Bungarus coerulens, Canis aureus (Linn.) Presbytis entellus (Dufrasne)* and *Lapus nigricollis dayanus (Geoffroy)*. Neelgai (Blue bull), antelopes and wild hares also exist in the area.

These areas are rice in wildlife. The wild animals found in the areas are wild bear, Porcupine, Chin Kara, Blackbuck and Blue buzls etc. Out of these wild bear and porcupine cause significant damage to the younger crop. The data on fauna was collected from District Forest Working Plan.

List	of	Fauna	in	Pali
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MAMMALS FOUND IN PALI AND JALOR DISTRICT			
S.No.	Common English Name	Latin Name	
1	Antelope-four horned	Tetracerus quadricornis (Blainvillea)	
2	Bear Sloth	Melursus ursinus	
3	Black-buck or Indian	Antilope cervicarpa	
4	Blue bull or Nilgai	Boselophus tragocamelus	
5	Boar-wild, pig	Suscrofa cristatus	
6	Cat jungle	Fellis chaus (Gildenstadt)	
7	Caracol	Fellis chaus (Gildenstadt)	
8	Chinkara or Indian Gazelle, Chink	Gazella gazella (palla)	
9	spotred	Axis axis (Ecxleben)	
10	Dog-wild	Cuon alpinus (Pallas)	
11	Fox-India	Vulpes bengalensis (Shaw)	
12	Fox Red or Desert Fox	Valpes vulpes (Linn.)	
13	Hare Indian	Lapus nigricollis dayanus (Geoffroy)	
14	Hare -Desert	Lapus nigricollis dayanus (Blanflord)	
15	Hedgehog long cared	Hemichinus suritus (Gmelin)	
16	Byaena striped	Hyaena hyaena (Linn.)	
17	Jackal	Canis aureus (Linn.)	
18	Langur-common	Presbytis entellus (Dufrasne)	
19	Mongoose common	Harpestes edwardsi (Dufrasne)	
20	Monkey or Rhesus macaque	Macaca mulatta (Zimmermann)	
21	Otter Smooth Indian	Lutra perupicillata (Geoffroy)	
22	Pangolin-Indian scaly antealers	Manis crassicaudate (crey)	
23	Panther-Leopard	Panthora pardus (Linn.)	
24	Porcupine-Indian	Hystix indica (Kerr.)	
25	Ratal or Honey badger	Mellivora capensis (Schreber)	
26	Sambhar	Cervus unicolor (Keri)	
27	Tiger	Panthera tigris (Linn.)	
28	Wolf	Canic lupus (Lion)	

AMPHIBIANS AND REPTILES			
1	Crocodiles	Crocodilus palustris	
2	Montor lizard	Veranus griessus asudin	
3	Python	Genus python	
4	Tortoise	Testudo	
5	Cobra	Naja tripudianse	
6	Krait	Bungarus coerulens	
7	Viper	Vipera russelli	
8	Pitviper	Ancistrodon Himalayanus	

AVIFAUN	AVIFAUNA OF PALI AND JALOR DISTRICTS			
S.No.	English Name	Latin Name		
1	Baboona (White eye)	Zosterops palpebrosa		
2	Bank myna	Annidotheres ginianus		
3	Barbet crimson brested copper smith	Megalaima haemacephala		
4	Bee-eater Bluechecked	Merope supercilliosus		
5	Bee-eater small Green	Mercps orientalis		
6	Black Drongo, King crow	Dicrurus caerulascens		
7	Black headed Myna	Temenuchus pagodarum		
8	Blue Jay, indian Roller	Coracias benghalensis		
9	Brahminy Duck, Ruddy sheldrake	Casarac ferruginea		

AVIFAU	NA OF PALI AND JALOR DISTRICTS	1
S.No.	English Name	Latin Name
10	Brainfever Bird, Hawk Cuckoo	Cuculus various
11	Brown headed gull	karus brunnicephalus
12	Brown rock Chat	Cercomela fusca
13	Brown Redvented	Pyenonotus cafer
14	Bulbul white browed	Pyenonotus luteolus
15	Bulbul white checked	Molpastes leucogeny
16	Bunting Blackheded crested	Melophus lathami
17	Bushchat collard	Saxicola torquata
18	Bushchat pied	Saxicola caprata
19	Buzzard crested Honey	Pernis ptilorhynchus
20	Buzzard white eye	Butasture teesa
21	Common Myna	Acridotherestristis
22	Common Babbler	Turdodies caudatus
23	Common weaver Bird	Ploceus philippinus
24	Common teal	Anas crecca
25	Coot	Fulica atma
26	Cormorant Large	Phalacrocoraycarbo
27	Cormorant Lesser	Phalacrocoraz fuscicolli stephus
28	Cormorant Little	Phalacrocoraz niger
29	Coucal, Crow	Centropus sinesis
30	Crane Sarus	antilope antilope
31	Crested Hunting Pathat chitra	Emberinidae
32	Crow House	Corvus splendans
33	Cray Jungle	Corvus macrorhynohos
34	Cuckoo	Eudynamis scolopaceus
35	Cuckoo pied crested	Clamator jacobinus
36	Cuckoo shrike large	ceracina novachollandia
37	Gunlew store	Burhinus oedicnemus
38	Dahchick Little	Podiceps ruficollis
44	Drongo white bellied	Dicrurus caerulascens
45	Duck Duck Brahminy, Ruddy sheldrake	Tadorna Ferruginea
46	Duck comb, Nikta	Sarkidiornis
47	Duck Grey, Spot Bill	Anas Poscilornyncha
48	Duck pintail	Anas Acuta
49 50	Eagle crested nawk	Spizaeus cirrhaius
51	Eagle crested appant	Spitornis cheela Bhlingtug laugemmhug
52	Eagle partas S, Romgtaned Fishing	Circostus circostus
52	Eagle short too	Girdesius circasius
54	Eagle spotted	Avuita aanga pattas
55	Egret Cattle	A guilaranar
56	Egret large	Egretita arazetta
57	Egret Little	Egretta alba
58	Egret Median	Egrena alba
50	Egleen Lagger	Egrena mermeana Faloo biarminus
60	r aloon Laggo Flaming	Phoenicoperus rubber
61	Flucatcher white browed fantail	Rhinidura aureola
62	Flycatcher paradise	Ternsinhone paradisis
63	Flycatcher Red breasted	Musoicana narva
6/	Goose grey hag	Anser anser
65	Harrier nale	Circus maorourus
66	Harrier Marsh	Circus aeruginosus

AVIFAUNA OF PALI AND JALOR DISTRICTS			
S.No.	English Name	Latin Name	
67	Haroo Grey	Ardea cinorea	
68	Horon Night	Nycticoraz nycticorax	
69	Haron pond Paddy Bird	Ardeola grayii	
70	Haron Purple	Arden purpurpurea	
71	Ноорое	Upupa epops	
72	Hornbill Grey	Tookus birfosfris	
73	House sparrow	Passerdomesticus	
74	Tbis white	Threskionis malanoo	
75	Indian Robin	Saxicoloides fulicator	
103	Parakreet Blosoomheded	Psittacula	
104	Patridge Black	Francolinus francolinus	
105	Patridge Grey	Francolinus pondicerianus	
106	Patridge painted	Francolinus pictus	
107	Peafowed common	Pavo cristatus	
108	Pigeon Common green	Crocopus phoenicopterus	
109	Pigeon Blue rock	Columba livia	
110	Pintail, Seen Khapar	Anas acuta	
111	Pipit tawny	Anthus campestris	
112	Plover, Little Ringed	Characdrius dubius	
113	Purple Moorher	Porphyrio poliocephalus	
114	Red Munia	Amandva amandva	
115	Red whickered Bulbul	Otocomps iocosa	
116	Robin Magpie	Copsychus saularis	
117	Rosy pastor, Rose Colored startling	Pastor roseus	
118	Sand grouse common	Pterocles exustus	
119	Sand grouse painted	Pterocles indicus	
120	Sand piper spotted	Tringa glareola	
121	Shikra	Accipiter badius	
122	Shrike Baybacked	Lannius Vittatus	
123	Shrike Grey	Lanius excubitor	
124	Shrike Rufous backed	Lanius schach	
125	Shipe common fantail	Capilla gallingo	
126	Sparrow yellow throated	Petronai ranthocollis	
127	Spoon bill	Platealea leucordia	
128		Uroloneona punetulata	
129	Striated weaver bird	Ploceusmanyar	
130	Stork Blacknecked	Xenornynchus asaticus	
131	Stork painted		
132	Sun bird purple	ginauris asiatica	
135	Swallow Podrumpad striated	HIRUNAO RUSIICA	
134	Swallow Redruinped, strated	Firundo adurica	
135	Tailor Bird	Apus ajjinis Orthotomus sutorius	
130	Talloi Bild	Ormotomus sutorius	
137	Ter Diver	Stown a gunantia	
130	Tit Grev	Parurmaior	
139	Trae nis	Dandrocitta yagabunda	
140	Vulture white scaveking pondi cherry		
141	black	Torgus calvus	
142	Vulture white backed Bagul	Benghalenesis	
143	Vulture white scavenger Pharaohis chicken	Neophron percnopterus	
144	Wag tail Grey	Montacilla Caspica	

AVIFAUNA OF PALI AND JALOR DISTRICTS			
S.No.	English Name	Latin Name	
145	Wag tail large pied	Montacilla Nadarsoatensis	
146	Wag tail white	Montancilla alba	
147	Wag tail yellow headed	Montancilla Caspica	
148	Warbler ashy wern	Princia socialis	
149	Warbler Great Reed	Acrocephalus stantoreus	
150	Water hen white breasted	Amaurornis phoenicurus	
151	White throated munia	Urolonchamala barica	
152	White Throated lessor	Sylvia curruca	
153	White checked bulbul	Moepastes leucogenys	
154	Wood pecker Golden backed	Dinopium benghalensis	
155	Wood pecker yellow fronted Mahratta	Piaecodas mahrattensis	
156	Wood pecker pygony	Piecoides nanus	

Wild Life sanctuary Forest Area in District

Wild Life sanctuary Forest- No wild life sanctuary has been found near the DFC Line in Pali district.

Between Marwar and Dhareshwar Station- Reserve forest is approximate 2.2 km in western side from DFC line.



Between Jawali to Somesar Station- Approximate 2 km. of DFC line is passing Jawaleaswar open forest area in eastern direction.


Between Bhagwanpura to Balvara- Near Bhagwanpura station approximate 1.2 km patch of DFC line is passing from the open forest area in eastern side and reserved forest is also located at approximate 4.5 km from DFC line in same side.



Between Nana to Kasahvganj-Reserved forest is located at the approximate 11.5 km away from DFC line in eastern side.



ANNEX-5.1

NOISE AND VIBRATION SURVEY

		Location			-	D	R	ailwa	y No	ise Lev	vel (dE	B)	Railw	vay Vi	ibration	
DR	Туре	of DR	Category	Number	Passage	Running	I	Aeq			LAE			(dB))	D 1
site	OI Tro als	site	of Trains	OI train corre	time	speed										Remarks
INO.	таск	(State-		traincars	(mm:ss)	(Km/nr)	10 5	25	50	10 5	25	50	10 5	25	50	
		District)		10	1.50	24.62	12.5m	25m	50m	12.5m	25m	50m	12.5m	25m	50m	
		Railway	FDIA DD A	46	1:50	34.62	72.5	70.2	65.3	96.4	92.1	85.2	68.1	51.3	48.6	
DP2-	DL	crossing	PDA DD A	24	0:54	36.8	74.2	67.9	61.3	93.1	89.5	83.5	68.9 50.2	58.5	49	
DRP-	Plain	near Khalimur	PDA	23	1:02	30.72	74.3	69.4	62.1	94.1	89.6	83.2	59.5	54.5	48.2	
1	Route	Rianpur	PDA PDA	46	1:51	34.31	74.6	69.5	63.2	84.8	80.6	75.6	61.9	55	49.8	
		Rewari)	PDA	21	0:43	40.43	/5.8	70.2	66.3	95.1	90.6	86.2	/0.4	62.6	52.6	
		Kewall)	PDA	26	0:49	43.83	76.1	/1.6	65.9	94.9	90.2	86.2	65.7	53.6	48.9	a: 1
			PDA	24	0:25	70.5	00 6	02.4	70.4	00.5	00.4	0.0	74.4	<u> </u>	(2.2.2)	Single
		Halfway				/9.5	88.6	83.4	/9.4	98.5	99.4	96	/4.4	65.7	62.2	track
		between	FD1A	43	0:31	27.7	00.0	05 7	014	104.0	101.4	00.1	71.0	(0) (<i>c</i> 1 <i>4</i>	Single
	Dista	Bharawas				21.1	88.2	85.3	81.4	104.9	101.4	99.1	/1.9	68.6	61.4	track
2	Plain	and	PDA	23	0:24	70.24	<u>80</u> 4	067	70	105.0	102.1	07.1	70.2	62 1	57.2	Single
	Route	Bawal				79.54	<u> </u>	<u>80.</u> 7	19	103.9	102.1	97.1	70.2	05.4	57.5	Cincle
		RS. (H -	PDA	21	0:15	115.02	01.2	05 J	77 0	102.5	00.5	04.0	72.2	65.2	50 5	single
		rewari)				113.92	91.2	05.2	11.9	105.5	99.5	94.9	13.2	05.5	36.5	Cingle
			PDA	10	0:12	68.0	00.1	85 7	77	10/ 1	00.6	04.0	71.5	628	56 /	track
		Dingos	ΡΠΑ	12	0.23	13.2	90.1 81 3	85.2 76.2	72 5	96.3	99.0	94.9 87 0	65.5	02.8 50 /	<u> </u>	uack
		Riligas	PDA	10	0.23	30 /3	01.5	70.2 86 1	72.J 84 1	108 /	104.2	100.6	67	57. 4 67	51.2	
3	Plain	crossing		10	0.21	<u> </u>	91.2	80.1	04.1 76 /	100.4	08.0	03	64.2	58.8	<u> </u>	
5	Route	(R -		10	0.20	27.6	86.5	80.2	76.9	102.5	96.9	95	63.0	50.0 61.6	50.8	
		Sikar)		10	0.30	52.59	04.6	00.2	70.8 85 0	101.1	106.5	101.2	65.6	62.5	51.4	
		oma)		26	0.17	71 75	94.0	90.4 71.6	0J.9 71 2	06.2	01 2	101.5 86.0	62.6	03.3 56 4	<u> </u>	
		Near		20 51	1.14	25.0	00.2 72.7	71.0	71.3 52 1	90.2 00.9	91.2	70.0	62.0	56.2	49.7	
4	Plain	Ajmer		31 14	1,14	55.9 61.01	14.1 Q1 Q	/ <u>2</u> . /	52.1 70 2	90.0 00 0	90.0 08 8	04.7	61.0	50.2 56 A	49.0	
7	Route	RS. (R -		14	1.22	26.2	01.0	01.0 01 5	19.3	70.0 102	70.0 102	94.7	67.4	50.4 56 4	49.0	
		Ajmer)		42	1:23	20.5 44.73	04.5	04.J 01 1	00.3 76 3	105	105	99.9	07.4	50.4 50.2	<u>40.1</u> 50.9	
				22	1:50	44.73	01.1 74.5	01.1 69 1	70.3 50.6	90.0	90.0	79	70	59.4 61.6	51.5	
		Near	FDA ED1A	42	1.10	20.4	74.3	62 5	39.0	95.4	09.5	70.2	75 5	01.0 67.2	56.9	
5	Plain	Marwar		42	0.25	20.7	00.3 96.5	03.3	01.0 91.2	00.7	100	19.3	13.3	65.0	55.2	
5	Route	RS. (R -		20	1.21	39.7	00.3	75 2	01.3	93.3 00 E	109	76.0	/3.0	63.9	51.0	
		Pali)		20	1.21	20.4	01.2	13.3	/1.2 71 2	00.J	05.0	10.9	70.0	01 62 F	52.2	
1			PDA	40	1:10	19.51	83.3	10.9	11.3	101.4	95.4	89.2	/0.9	03.5	55.2	

Result of Railway Noise and Vibration Measurement at DR sites (Package 2)

SR-1 Result of Ambient Noise and Vibration Measurement at SR sites (Package 2)

Serial No. (1)	Type of SR	Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E, P, D)(3)	Duration of measurment (hr)	Distance (m) (4)	Ambient Noise Level (dB)	Am Vibr Leve	bient ration l (dB)	Remarks
								LAcq	Lmax	L 10	
P2- SR1	school	SVN public school , between Ateli RS and Narnaul RS	H- Mahendragarh	Western Railway	Р	4 hrs	1500 m	69.5	61.1	39.27	heavy traffic on road of highly loaded trucks & tractor ,train not visible from site as site is at 1.5 km distance from nearest track
P2- SR2	Govt College	Govt College , near Narnaul RS	H- Mahendragarh	Western Railway	Р	4 hrs	130 m	74.9	61.3	32.23	heavy traffic on road of highly loaded trucks & tractor moving at very high speed
P2- SR3	Hindu aj	Hindu temple ajdacent to RS, Nim ka	R - Sikar	Western Railway	Р	4 hrs	10 m	79.2	79.8	41.33	temple is adjecent to railway line a (12 to 15 meter distance at a

Serial No. (1)	Type of SR	Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E, P, D)(3)	Duration of measurment (hr)	Distance (m) (4)	Ambient Noise Level (dB) LAeq	Am Vibr Leve	bient ation l (dB) L ₁₀	Remarks
		Thane RS							Lmax		height of approx 3 meters
P2- SR4	Temple	Temple near railway crossing, Shri Madhopur	R - Sikar	Western Railway	Р	4 hrs	20 m	70.5	61.8	36.69	heavy traffic of highly loaded trucks and buses ,traffic jam during measurement
P2- SR5	School	School near railway crossing, Ringas RS	R - Sikar	Western Railway	Р	4 hrs	150 m	71.1	57.4	35.16	heavy traffic
P2- SR6	Hospital near railway crossing	Hospital near railway crossing, Ringas RS	R - Sikar	Western Railway	Р	4 hrs	100 m	77.7	57.8	38.58	no traffic
P2- SR7	Waste land	Diversion , near Harinagar Rewari	H-Rewari	Western Railway	D	4 hrs	-	44.2	46.4	37.68	no traffic
P2- SR8	School	School, near Phulera Jn.	R - Jaipur	Western Railway	Е	4 hrs	80 m	65.5	57.1	35.28	moderate traffic
P2- SR9	Hospital	Hospital along RS, Ajmer RS	R - Ajmer	Western Railway	Е	4 hrs	143 m	72.2	60.2	31.16	high road traffic
P2- SR10	School	School along RS, Ajmer RS	R - Ajmer	Western Railway	Е	4 hrs	125 m	80.9	62.1	39.11	high road traffic
P2- SR11	Agricultural land	Diversion, near Madar RS	R - Ajmer	Western Railway	Р	4 hrs	100 m	77	40.7	37.51	movement of tractor in nearby farms
P2- SR12	Waste land	Diversion, near Daurai RS	R - Ajmer	Western Railway	Р	4 hrs	-	58.0	41.3	38.40	road nearby location with moderate traffic
P2- SR13	Temple	Temple, Front side of Marwar RS	R - Pali	Western Railway	Р	4 hrs	75 m	76.5	70.3	51.33	trains running at high speed
P2- SROP3	School	School , Front side of Marwar RS	R - Pali	Western Railway	Р	4 hrs	140 m	75.8	68.4	50.30	trains running at high speed
P2- SROP5	SR site	SR site , Rewari RS	H-Rewari	Western Railway	Е	4 hrs	50 m	69.2	55.9	36.25	traffic due to station nearby

Serial No. (1)	Type of SR	Location of SR site	State - (District) (2)	Name of Railway	Type of Railway Line (E, P, D)(3)	Duration of measurment (hr)	Distance (m) (4)	Railway Noise Level (dB) LAeq	Railway Vibration Level (dB) Lmax	Remarks
P2-SR1	school	SVN public school , between Ateli RS and Narnaul RS	H- Mahendragarh	Western Railway	Р	2 hrs	1500 m	71.8	59.9	heavy traffic on road of highly loaded trucks & tractor ,train not visible from site as site is at 1.5 km distance from nearest track
P2-SR2	Govt College	Govt College , near Narnaul RS	H- Mahendragarh	Western Railway	Р	2 hrs	130 m	70.12	41.7	heavy traffic on road of highly loaded trucks & tractor moving at very high speed
P2-SR3	Hindu	Hindu temple ajdacent to RS, Nim ka Thane RS	R - Sikar	Western Railway	Р	2 hrs	10 m	75.92	69.5	temple is adjacent to railway line a (12 to 15 meter distance at a height of approx 3 meters
P2-SR4	Temple	Temple near railway crossing, Shri Madhopur	R - Sikar	Western Railway	Р	2 hrs	20 m	77.2	62.2	heavy traffic of highly loaded trucks and buses ,traffic jam during measurement
P2-SR5	School	School near railway crossing, Ringas RS	R - Sikar	Western Railway	Р	2 hrs	150 m	78.12	57.2	heavy traffic
P2-SR6	Hospital near railway crossing	Hospital near railway crossing, Ringas RS	R - Sikar	Western Railway	Р	2 hrs	100 m	77.5	61.2	no traffic
P2- SR9	Hospital	Hospital along RS, Ajmer RS	R - Ajmer	Western Railway	E	2 hrs	143 m	72.9	60.2	high road traffic
P2- SR10	School	School along RS, Ajmer RS	R - Ajmer	Western Railway	E	2 hrs	125 m	80.1	62.1	high road traffic
P2- SR13	Temple	Temple, Front side of Marwar RS	R - Pali	Western Railway	Р	2 hrs	75 m	84.7	66.8	road nearby location with moderate traffic
P2- SROP5	SR site	SR site , Rewari RS	H-Rewari	Western Railway	Е	2 hrs	50 m	74.9	55.9	traffic due to station nearby

Table SR-1b Result of Railway Noise and Vibration Measurement at SR sites (Package 2)

Data of Interview	Survey on N	Noise and V	/ibration A	longside th	e Railway(SR1) (Packag	e 2)
	•					/ \ 0	

	Char	acterist Intervie	ics of the		Chara	cteristics of	the Survey	Area		Ques Pollutio	tion On n Problem	Que	stion on Noi	se from	Railway	Questio	n on Vibi	ation fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locat	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how ?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
		r –			1				SR1		an i	1	1		1				
1	Man	Youn g	Student	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	More than 100m	1 only	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Freight tain passes by	No	Nothing	Yes	When Trains passes by	Yes	Shifting of School to Other Location
2	Woma n	Adult	Housewife	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	More than 100m	2	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	Bacause of Railway Station	No	Nothing	Yes	When Trains passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
3	Man	Youn g	Worker	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	50-100 m	1 & 3	Water & Air	Sewage, Smoke from trains, Rubbish thrown in water	yes	Bacause of Railway Station	No	Not to ply the horn in school area	No	NA	Yes	Shifting of School to Other Location
4	Man	Adult	Teacher	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	More than 100m	3	Air &Noise	Smoke from trains, Trains, Vehicles	yes	When Passenger Train Passenger	Yes	Not to ply the horn in school area	Yes	When Trains passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
5	Man	Aged	Worker	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	25 - 50 m	1 & 4	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
6	Femal e	Adult	Housewife	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	25 - 50 m	1 & 4	Air & Soil	Smoke from trains, Dust,	Yes	When Freight tain passes by	No	Nothing	Yes	When Trains passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
7	Man	Aged	Farmar	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	25 - 50 m	1 & 2	Nothing	NA	Yes	Bacause of Railway Station	No	No Idea	Yes	Freight train passes	No	No Idea
8	Man	Youn g	Student	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	25 - 50 m	1 & 2	Nothing	NA	Yes	When Freight tain passes by	No	No Idea	No	NA	No	No Idea
9	Man	Aged	Retired	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	25 - 50 m	2	Noise	Train whistle, Vehicles, Train Vibration	Yes	When Freight tain passes by	Yes	Not to ply the horn in school area	No	NA	Yes	Shifting of School to Other Location
10	Man	Adult	Business	Haryana	Mahendraga rh	Near SVN Public School, Neerpur	Rural	25 - 50 m	4	Air	Smoke from trains, Dust,	Yes	When Freight train passes by	Yes	Nothing	Yes	When Trains passes by	No	nothing
		1							SR2				1						Reduction
11	Man	Adult	Business	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	25-50m	1 & 4	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Freight tain passes by	No	Not to ply the horn in school area	Yes	When Trains passes by	Yes	of Heavy loaded Trucks passes by on roads
12	Femal e	Youn g	Student	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	25-50m	1&4	Nothing	NA	Yes	When Passenger tain passes by	No	No Idea	Yes	Freight train passes	Yes	use of traffic controls that smooth vehicle flow to reduce braking and acceleratio n
13	Femal e	Adult	Housewife	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	25-50m	1 & 4	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Passenger tain passes by	No	Nothing	Yes	When Trains passes by	Yes	Shifting of College to Other Location
14	Man	Adult	Worker	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	50- 100m	1 & 4	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Freight tain passes by	No	Not to ply the horn in school area	Yes	When Trains passes by	Yes	Heavy loaded Trucks passes by on roads
15	Man	Adult	Farmer	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	More than 100m	1 & 4	Air & Water	Sewage, Smoke from trains	yes	When Passenger tain passes	No	Nothing	No	NA	No	Nothing

	Char	acterist Intervie	ics of the		Chara	acteristics of	the Survey	Area		Ques Pollutio	tion On n Problem	Que	stion on Noi	ise from	Railway	Questio	n on Vibi	ration fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locat	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To	Conditions of the Interview	What kind of pollution problem	If yes,select the worst three	Does noise from railwa y	If yes how ?	Does other noise annoy	What is your opinion to reduce the	Does vibratio n from railway annoy	If yes how ?	Does other vibratio n annoy	What is your opinion to reduce the
								the Railway	Survey Area.	do you have	pollution items	annoy your life		your life ?	noise problem ?	your life		your life ?	vibration problem ?
											Rubbish thrown in water								
16	Man	Youn g	Student	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	More than 100m	1 & 4	Air &Noise	Smoke from trains, Trains, Vehicles	No	When Passenger Train Passenger	Yes	Not to ply the horn in school area	Yes	When Trains passes by	Yes	Shifting of College to Other Location
17	Femal e	Aged	Teacher	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	100m	1 & 4	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Passenger tain passes by	No	Nothing	Yes	When Trains passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
18	Man	Adult	Worker	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	Next to railway	1 & 2	Water & Air	Sewage, Smoke from trains, Rubbish thrown in water	yes	When Freight tain passes by	No	Nothing	No	NA	No	Nothing
19	Femal e	Adult	Housewife	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	50- 100m	1 & 4	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Freight tain passes by	No	Not to ply the horn in school area	Yes	When Trains passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
20	Man	Youn g	Student	Haryana	Mahendraga rh	Govt. College, Narnaul	Rural	50- 100m	1 & 2	Nothing	NA	Yes	When Passenger tain passes by	No	No Idea	Yes	Freight train passes	Yes	use of noise barriers
		r							SR3		Noise from							r	
21	Man	Youn g	Student	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	More than 100m	1 & 4	Noise & Vibratio n	recreationa l vehicles, Train whistle, Train Vibration	Yes	cause a disturbanc e to local residents.	Yes	limitation of train speeds,	Yes	When Freight trains passes by	No	limitation of train speeds, silent braking systems
22	Man	Adult	Worker	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	25-50 m	1 & 4	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	Affects Studies of children	Yes	Use of Noise barriers	No	NA	No	NA
23	Man	Adult	Worker	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	More than 100m	1&4	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	Because of Railway Station	Yes	limitation of train speeds,	Yes	Because of Railway Station	No	use of traffic controls that smooth vehicle flow to reduce braking and acceleratio n
24	Femal e	Youn	Student	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	More than 100m	1&4	Water & Air	Sewage, Smoke from trains, Rubbish thrown in water	Yes	When Freight train passes by	No	No Idea	No	NA	No	Smooth wheels can be achieved by replacing cast-iron brake- blocks with composite brake blocks.
25	Man	Aged	Retired	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	50-100 m	2 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
26	Man	Aged	Business	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	25-50 m	1&4	Noise & Vibratio n	Ringing of Temple Bells, Noise from recreationa l vehicles, Train whistle	Yes	Affects Studies of children	Yes	Use of Noise barriers	Yes	When Passeng er Train Passes by	No	limitation of trains speeds
27	Femal e	Adult	Housewife	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	25-50 m	2 & 4	Noise	Ringing of Temple Bells, Noise from recreationa I vehicles,	yes	When Freight train passes by	No	Nothing	Yes	When Freight Trains passes by	No	Reduction of Heavy loaded Trucks passes by on roads

	Char	acterist Intervie	tics of the		Chara	acteristics of	he Survey	Area		Ques Pollutio	tion On on Problem	Que	stion on Noi	ise from	Railway	Questio	n on Vib	ation fro	m Railway
Sr.N o.	Gende	Age	Occupatio	Locat	ion of the Sur	vey Area	Descriptio	Distanc e of the intervie	Conditions of the	What kind of pollution	If yes,select the worst	Does noise from railwa	If yes how	Does other noise	What is your opinion to	Does vibratio n from railway	If yes	Does other vibratio	What is your opinion to
	1		п	State	District	Village	li ol Alea	the Railway	Survey Area.	do you have	pollution items	y annoy your life	2	your life ?	noise problem ?	annoy your life	now :	your life ?	vibration problem ?
											Train whistle								
28	Man	Adult	Worker	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	50-100 m	2 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
29	Man	Adult	Business	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	50-100 m	2 & 4	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Freight train passes by	No	Not to ply the horn in school area	Yes	When Trains passes by	Yes	limitation of train speeds,
30	Man	Adult	Worker	Rajasthan	Sikar	Hindu temple ajdacent to Nim Ka Thana RS	Rural	25-50 m	1 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
			1					1	SR4		Noise from					1			
31	Man	Aged	Temple Preist	Rajasthan	Sikar	Temple near railway crossing,Sh ri Madhopur	Rural	10-25m	1 & 2	Noise and Vibratio n	recreationa l vehicles, Train whistle, Train Vibration	Yes	When train passes by	Yes	Use of Noise barriers	Yes	When Train passes by	No	No Idea
32	Man	Aged	Business	Rajasthan	Sikar	Temple near railway crossing,Sh ri	Rural	25-50m	1 & 2	Noise	Noise from recreationa l vehicles, Train	Yes	Because of railway horn	No	No Idea	Yes	When Train passes by	No	silent braking systems
33	Man	Aged	Farmer	Rajasthan	Sikar	Temple near railway crossing,Sh ri	Rural	25-50m	1 & 4	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
34	Femal e	Youn	Student	Rajasthan	Sikar	Temple near railway crossing,Sh ri Madhopur	Rural	10-25M	1&2	Noise and Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	When train passes by	yes	limitation of train speeds,	Yes	When Train passes by	Yes	use of traffic controls that smooth vehicle flow to reduce braking and acceleratio n
35	Femal e	Adult	Housewife	Rajasthan	Sikar	Temple near railway crossing,Sh ri Madhopur	Rural	50- 100m	1 & 4	Vibratio n	Train Vibration	Yes	Because of railway horn	No	Affects Studies of children	Yes	When Train passes by	No	use of traffic controls
36	Man	Adult	Worker	Rajasthan	Sikar	Temple near railway crossing,Sh ri Madhopur	Rural	10-25 m	1&4	Noise	Ringing of Temple Bells, Noise from recreationa I vehicles, Train whistle	yes	When Freight train passes by	No	Nothing	Yes	When Freight Trains passes by	No	limitation of train speeds,
37	Man	Adult	Shopkeepe r	Rajasthan	Sikar	Temple near railway crossing,Sh ri Madhopur	Rural	More than 100m	1 & 3	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	Affects Studies of children	Yes	Use of Noise barriers	No	NA	No	NA
38	Man	Youn g	Student	Rajasthan	Sikar	Temple near railway crossing,Sh ri Madhopur	Rural	More than 100m	1&3	Water & Air	Sewage, Smoke from trains, Rubbish thrown in water	Yes	When Freight train passes by	No	No Idea	No	NA	No	silent braking systems or Use of Traffic controls properly
39	Man	Aged	Retired	Rajasthan	Sikar	Temple near railway crossing,Sh ri Madhopur	Rural	More than 100m	1 & 3	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	When Passenger Train Passenger	Yes	Not to ply the horn in school area	Yes	When Trains passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
40	Femal e	Youn g	Student	Rajasthan	Sikar	Temple near railway crossing,Sh ri Madhopur	Rural	50- 100m	4	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing

	Char	acteris	tics of the		Char	acteristics of	the Survey	Area		Ques	stion On	Que	stion on Noi	ise from	Railway	Questio	n on Vib	ration fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locat	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how ?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
									SR5		Noise from					1			
41	Man	Adult	Teacher	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	Next to railway	1, 2 & 4	Noise & Vibratio n	recreationa l vehicles, Train whistle, Train Vibration	Yes	Freight train passes ∵ of Rly. Horn	No	Not to ply the horn in school area	Yes	When train passes	No	Shifting the School some other distant area
42	Man	Adult	Shopkeepe r	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	Next to railway	1 & 2	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	Because of railway horn	No	Not to ply the horn in school area	Yes	When train passes	No	Shifting the School some other distant area
43	Man	Youn g	Student	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	10 - 25 m	1 & 2	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	Freight train passes & because of Rly. Horn	No	Use of Noise barriers	Yes	When train passes	No	use of traffic controls that smooth vehicle flow to reduce braking and acceleratio n
44	Man	Aged	Service	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	More than 100 m	3	Noise	Noise from recreationa l vehicles, Train whistle	No	NA	No	Cant Say	No	Nothing	No	No Idea
45	Femal e	Youn g	Student	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	10-25 m	1 &2	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	Freight train passes & because of Rly. Horn	No	Use of Noise barriers	Yes	When train passes	No	Use of silent brakes
46	Man	Adult	Service	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	50-100 m	1 & 4	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	Affects Studies of children	Yes	Use of Noise barriers	No	NA	No	NA
47	Man	Aged	Retired	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	50-100 m	1 & 4	NA	No	NA	No	Nothin g	No	NA	No	Nothin g	No Idea
48	Man	Youn g	Student	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	10 - 25 m	1 & 2	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	When train passes & because of Rly. Horn	No	Use of Noise barriers	Yes	When train passes	No	Limitation of train speeds
49	Femal e	Adult	Housewife	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	More than 100 m	1 & 3	NA	No	NA	No	Nothin g	No	NA	No	Nothin g	No Idea
50	Man	Aged	Worker	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	50-100 m	1 & 4	Air	Smoke from trains, Dust	Yes	When train passes by	No	No Idea	No	NA	No	Limitation of train speeds
<u> </u>		r	1						SR6			r	1		Horking	1		1	
51	Man	Adult	Doctor	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	Rural	Next to railway	1, 2 & 4	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	horns should not be permitted in Hospital Area	Yes	When freight train passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
52	Femal e	Youn	Student	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	Rural	Next to railway	1 & 2	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	Not to ply horns excessivel y	Yes	When freight train passes by	Yes	Limitation of train speeds, One Way traffic on roads
53	Femal e	Adult	Housewife	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	Rural	10-25 m	1 & 2	Noise	Noise from recreationa l vehicles, Train whistle,	Yes	Traffic noise on roads	Yes	Not to ply horns excessivel y	Yes	When freight train passes by	No	No Idea
54	Man	Aged	Retired	Rajasthan	Sikar	Hospital near railway crossing,	Rural	10-25m	1 & 2	Noise & Vibratio n	Noise from recreationa l vehicles, Train	Yes	because of Rly. Horn	Yes	Don't Know	Yes	When freight train passes	No	Nothing

	Char	acterist Intervie	ics of the		Chara	acteristics of t	the Survey	Area		Ques Pollutio	tion On n Problem	Que	stion on Noi	se from	Railway	Questio	n on Vibr	ation fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locat	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how ?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
						Ringas RS					whistle, Train Vibration						by		
55	Man	Adult	Shopkeepe r	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	Rural	50- 100m	1 &2	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
56	Man	Youn g	Student	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	Rural	50- 100m	1 & 3	Vibratio n	Train Vibration	Yes	Affects their Studies	No	Not to ply horns in sensitive area (hospitals, schools etc.)	Yes	When Train passes by	Yes	use of traffic controls, Limited heavy trucks should be allowed on roads
57	Femal e	Adult	Housewife	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	Rural	More than 100 m	2 & 3	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
58	Man	Adult	Worker	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	Rural	More than 100 m	1 & 3	Water & Air	Sewage, Smoke from trains, Rubbish thrown in water	No	NA	No	No Idea	No	NA	No	Use of Traffic controls properly
59	Man	Adult	Business	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	3.3856E- 301	3.396E- 301	3.3872E-301	6504872	6505799	Yes	because of Rly. Horn	Yes	Not to ply horns in sensitive area (hospitals, schools etc.)	Yes	When Train passes by	No	No idea
60	Man	Adult	Worker	Rajasthan	Sikar	Hospital near railway crossing, Ringas RS	Rural	50-100 m	1 & 4	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
						Diversion,			SR 7										
61	Man	Youn g	Farmer	Haryana	Rewari	near Harinagar Rewari	Rural	50 - 100 m	Agricultural Land)	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
62	Man	Aged	Farmer	Haryana	Rewari	near Harinagar Rewari	Rural	51 - 100 m	1 & 7 (Agricultural Land)	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
63	Man	Adult	Worker	Haryana	Rewari	Diversion, near Harinagar Rewari	Rural	More than 100m	1 & 4	Water	Due to Problem of bad drainage system.	No	NA	Yes	Not to ply horns excessivel y	No	NA	No	No Idea
64	Man	Adult	Worker	Haryana	Rewari	Diversion, near Harinagar Rewari	Rural	More than 100m	1 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
65	Femal e	Adult	Farmer	Haryana	Rewari	Diversion, near Harinagar Rewari	Rural	More than 100m	1 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
66	Man	Aged	Retired	Haryana	Rewari	Diversion, near Harinagar Rewari	Rural	More than 100m	1 & 4	Noise	Noise from recreationa l vehicles, Train whistle,	No	Na	Yes	Not to ply horns excessivel y	Yes	When freight train passes by	No	No Idea
67	Man	Adult	Worker	Haryana	Rewari	Diversion, near Harinagar Rewari	Rural	More than 100m	1 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
68	Man	Adult	Worker	Haryana	Rewari	Diversion, near Harinagar <u>Rew</u> ari	Rural	More than 100m	1 & 4	Air	Smoke from Vehicles	No	NA	No	Cant Say	No	NA	No	Limitation of train speeds
69	Femal e	Youn g	Student	Haryana	Rewari	Diversion, near Harinagar Rewari	Rural	More than 100m	1 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
70	Femal e	Adult	Housewife	Haryana	Rewari	Diversion, near Harinagar Rewari	Rural	More than 100m	1 & 4	Water & Air	Sewage, Smoke Vehicles, Rubbish thrown in water	No	NA	No	No Idea	No	NA	No	Use of Traffic controls properly
71	Man	Youn	Student	Rajasthan	Jaipur	School or	Rural	Next to	1 & 2	Noise &	Train	yes	When	Yes	Not to ply	Yes	When	Yes	Reduction

	Char	acteris Intervi	tics of the		Chara	acteristics of t	he Survey	Area		Ques	stion On on Problem	Que	estion on Noi	ise from	Railway	Questic	on on Vib	ration fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locati	on of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how ?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
		g				hospital, near Phulera Jn.		railway		Vibratio n	whistle, Vehicles, Trin Vibration		Freight tain passes by		the horn in school area		Trains passes by		of Heavy loaded Trucks passes by on roads
72	Femal e	Aged	Teacher	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	Next to railway	1 & 2	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Passenger tain passes by	Yes	Not to ply horns excessivel y	Yes	When Trains passes by	Yes	Shifting of School to Other Location
73	Man	Adult	Worker	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	10-25 m	1 & 4	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	Not to ply horns in sensitive area (hospitals, schools etc.)	Yes	When Train passes by	No	No idea
74	Femal e	Adult	Housewife	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	50- 100m	2 & 4	Noise	Noise from recreationa l vehicles, Train whistle	Yes	cause a disturbanc e to local residents.	No	Nothing	No	NA	NO	Nothing
75	Man	Youn g	Student	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	50- 100m	3&4	Vibratio n	Train Vibration	Yes	Affects their Studies	No	Not to ply horns in sensitive area (hospitals, schools etc.)	Yes	When Train passes by	Yes	use of traffic controls, Limited heavy trucks should be allowed on roads
76	Man	Aged	Business	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	More than 100 m	1 & 3	Air	Smoke from trains,	No	NA	No	No Idea	No	NA	No	Use of Traffic controls properly
77	Femal e	Adult	Housewife	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	More than 100 m	1&3	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
78	Man	Adult	Worker	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	10-25 m	1 & 2	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	Affects Studies of children	Yes	Use of Noise barriers	No	NA	No	NA
79	Man	Adult	Business	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	50- 100m	1 & 4	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
80	Man	Adult	Worker	Rajasthan	Jaipur	School or hospital, near Phulera Jn.	Rural	50- 100m	1 & 2	Vibratio n	Vibration from recreationa l vehicles, Train whistle	Yes	cause a disturbanc e to local residents.	Yes	Use of Noise barriers	Yes	When Passeng er Train Passes by	yes	limitation of trains speeds
						Hospital			SR9	Noise &	Noise from recreation				Honking horns should		When freight		Reductio n of Heavy
81	e	g	Nurse	n n	Ajmer	along RS, Ajmer RS	Urban	next to railway	1, 2 & 4	Vibratio n	al venicles, Train whistle, Train Vibration	Yes	Rly. Horn	Yes	not be permitte d in Hospital Area	Yes	train passes by	Yes	loaded Trucks passes by on roads
82	Femal e	Youn g	Student	Rajastha n	Ajmer	Hospital along RS, Ajmer RS	Urban	Next to railway	1&2	Noise & Vibratio n	Noise from recreation al vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	Not to ply horns excessivel y	Yes	When freight train passes by	Yes	Limitatio n of train speeds, One Way traffic on roads
83	Man	Adult	Worker	Rajastha n	Ajmer	Hospital along RS, Ajmer RS	Urban	More than 100 m	1&3	Water & Air	Sewage, Smoke from trains, Rubbish thrown in water	No	NA	No	No Idea	No	NA	No	Use of Traffic controls properly
84	Man	Adult	Business	Rajastha n	Ajmer	Hospital along RS, Ajmer RS	Urban	10-25 m	1 & 2	Noise & Vibratio n	Noise from recreation al vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	Not to ply horns in sensitive area (hospitals , schools etc.)	Yes	When Train passes by	No	No idea
85	Man	Youn g	Student	Rajastha n	Ajmer	Hospital along RS,	Urban	10-25 m	1 & 2	Noise	Noise from	Yes	because of Rly. Horn	Yes	Traffic noise on	Yes	When freight	Yes	Limited heavy

	Char	acterist Intervie	ics of the ewee		Chara	acteristics of t	he Survey	Area		Ques Pollutio	tion On on Problem	Que	stion on Noi	ise from	Railway	Questio	on on Vibi	ration fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locati	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
						Ajmer RS					recreation al vehicles, Train whistle,				roads		train passes by		trucks should be allowed on roads
86	Femal e	Adult	Housewife	Rajastha n	Ajmer	Hospital along RS, Ajmer RS	Urban	10-25m	1 & 2	Noise & Vibratio n	Noise from recreation al vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	Don't Know	Yes	When freight train passes by	No	Nothing
87	Man	Adult	Worker	Rajastha n	Ajmer	Hospital along RS, Ajmer RS	Urban	50- 100m	1 &2	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
88	Man	Youn g	Student	Rajastha n	Ajmer	Hospital along RS, Ajmer RS	Urban	50- 100m	1 & 3	Vibratio n	Train Vibration	Yes	Affects their Studies	No	Not to ply horns in sensitive area (hospitals , schools etc.)	Yes	When Train passes by	Yes	Limitatio n of train speeds
89	Man	Adult	Worker	Rajastha n	Ajmer	along RS, Ajmer RS	Urban	50-100 m	1 & 4	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
90	Femal e	Adult	Housewife	Rajastha n	Ajmer	Hospital along RS, Ajmer RS	Urban	More than 100 m	2 & 3	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
91	Man	Adult	Teacher	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	Next to railway	1, 2 & 4) Noise & Vibratio n	Noise from recreation al vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	No	Not to ply the horn in school area	Yes	When train passes	Yes	One Way traffic on roads
92	Femal e	Youn g	Student	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	Next to railway	1 & 2	Noise & Vibratio n	Noise from recreation al vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	Not to ply horns excessivel y	Yes	When freight train passes by	Yes	Limitatio n of train speeds, One Way traffic on roads
93	Man	Aged	Service	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	More than 100 m	3	Noise	Noise from recreation al vehicles, Train whistle	No	NA	No	Cant Say	No	Nothing	No	No Idea
94	Femal e	Youn g	Student	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	10-25 m	1 &2	Noise & Vibratio n	Noise from recreation al vehicles, Train whistle, Train Vibration	Yes	Freight train passes & because of Rly. Horn	No	Use of Noise barriers	Yes	When train passes	No	Use of silent brakes
95	Man	Adult	Service	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	More than 100 m	1 & 3	Air	Smoke from trains,	No	NA	No	No Idea	No	NA	No	Use of Traffic controls properly
96	Man	Aged	Retired	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	More than 100 m	1 & 3	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
97	Man	Youn g	Student	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	50- 100m	3&4	Vibratio n	Train Vibration	Yes	Affects their Studies	No	Not to ply horns in sensitive area (hospitals , schools etc.)	Yes	When Train passes by	Yes	use of traffic controls, Limited heavy trucks should be allowed on roads
98	Man	Aged	Business	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	50-100 m	1 & 4	Air	Smoke from trains, Dust	Yes	When train passes by	No	No Idea	No	NA	No	Limitatio n of train speeds
99	Femal e	Adult	Housewife	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	50-100 m	1&4	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	Affects Studies of children	Yes	Use of Noise barriers	No	NA	No	NA
100	Man	Aged	Worker	Rajastha n	Ajmer	School along RS, Ajmer RS	Urban	50-100 m	1 & 4	NA	No	NA	No	Nothin g	No	NA	No	Nothin g	No Idea

	Char	racteris Intervi	tics of the ewee		Chara	acteristics of t	he Survey	Area		Ques Pollutio	tion On n Problem	Que	stion on Noi	ise from	Railway	Questio	n on Vibi	ation fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locat	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how ?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
			1	1		1	1		SR1	1			1	1	Not to				1
101	Man	Aged	Worker	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	More than 100 m	1 & 2	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Freight tain passes by	Yes	ply horns in sensitive area (hospitals , schools etc.)	Yes	When Trains passes by	Yes	Reductio n of Heavy loaded Trucks passes by on roads
102	Man	Adult	Service	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	10 - 25 m	1 & 7 (Agricultura l Land)	Water	Due to Problem of bad drainage system.	No	NA	Yes	Not to ply horns excessivel y	No	NA	No	No Idea
103	Man	Aged	Retired	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	More than 100 m	1&4	Noise & Vibratio n	Noise from recreation al vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	Not to ply horns in sensitive area (hospitals , schools etc.)	Yes	When Train passes by	No	No idea
104	Man	Youn g	Student	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	10 - 25 m	1 & 7 (Agricultura l Land)	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
105	Man	Aged	Retired	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	More than 100 m	1 & 2	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Passenger tain passes by	Yes	Not to ply horns excessivel y	Yes	When Trains passes by	Yes	Shifting of School to Other Location
106	Man	Adult	Worker	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	More than 100 m	1&4	Air &Noise	Smoke from trains, Trains, Vehicles	No	When Passenger Train Passenger	Yes	Not to ply horns in sensitive area (hospitals , schools etc.)	Yes	When Trains passes by	Yes	Shifting of College to Other Location
107	Femal e	Adult	Housewife	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	25 - 50 m	1 & 7 (Agricultura l Land)	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
108	Man	Aged	Worker	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	More than 100 m	1&4	Air &Noise	Smoke from trains, Trains, Vehicles	No	When Passenger Train Passenger	Yes	Not to ply horns in sensitive area (hospitals , schools etc.)	Yes	When Trains passes by	Yes	Shifting of College to Other Location
109	Man	Adult	Service	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	25 - 50 m	1 & 7 (Agricultura l Land)	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
110	Man	Aged	Retired	Rajastha n	Ajmer	Diversion, near Madar RS	Rural	More than 100 m	2 & 4	Noise	Noise from recreation al vehicles, Train whistle	Yes	cause a disturban ce to local residents.	No	Nothing	No	NA	NO	Nothing
<u> </u>									SR12	2									Reductio
111	Man	Youn g	Student	Rajastha n	Ajmer	Diversion, near Daurai RS	Rural	More than 100 m	1 & 2	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Freight tain passes by	Yes	Not to ply the horn in sensitive Area	Yes	When Trains passes by	Yes	n of Heavy loaded Trucks passes by on roads
112	Man	Adult	Student	Rajastha n	Ajmer	Diversion, near Daurai RS	Rural	25-50m	1&4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
113	Man	Aged	Worker	Rajastha n Rajastha	Ajmer	near Daurai RS Diversion,	Rural	10-25 m 10-25	(Agricultur al Land) 1 & 7	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
114	Man	Adult	Service	n	Ajmer	near Daurai RS	Rural	m	(Agricultur al Land)	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
115	Man	Aged	Retired	Rajastha n	Ajmer	Diversion, near Daurai RS	Rural	25-50m	1 & 4	Air &Noise	Smoke from trains, Trains, Vehicles	No	When Passenger Train Passenger	Yes	Not to ply the horn in sensitive Area	Yes	When Trains passes by	Yes	Shifting of College to Other Location
116	Man	Aged	Retired	Rajastha n	Ajmer	near Daurai RS	Rural	25-50m	1 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
117	Man	Adult	Shopkeep	Rajastha	Ajmer	Diversion,	Rural	25-50m	1 & 4	Air	Smoke	No	When	Yes	Not to	Yes	When	Yes	Reductio

	Char	acterist Intervie	ics of the ewee		Chara	acteristics of t	he Survey	Area		Ques Pollutio	tion On n Problem	Que	stion on Noi	se from	Railway	Questic	on on Vibi	ation fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locat	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how ?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
			er	n		near Daurai RS				&Noise	from trains, Trains, Vehicles		Passenger Train Passenger		ply the horn in sensitive Area		Trains passes by		n of Heavy loaded Trucks passes by on roads
118	Man	Youn g	Student	Rajastha n	Ajmer	Diversion, near Daurai RS	Rural	More than 100 m	1 & 2	Water	Due to Problem of bad drainage system.	No	NA	Yes	Not to ply horns excessivel y	No	NA	No	No Idea
119	Man	Aged	Service	Rajastha n	Ajmer	Diversion, near Daurai RS	Rural	More than 100 m	1 & 2	Vibratio n	Train Vibration	Yes	Because of railway horn	No	Affects Studies of children	Yes	When Train passes by	No	use of traffic controls
120	Femal e	Adult	Housewife	Rajastha n	Ajmer	Diversion, near Daurai RS	Rural	More than 100 m	1 & 2	Water	Due to Problem of bad drainage system.	No	NA	Yes	Not to ply horns excessivel y	No	NA	No	No Idea
121	Man	Adult	Worker	Rajasthan	Pali	Temple, Front side of Marwar RS	Rural	25-50 m	SR1: 1 & 4	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	Affects Studies of children	Yes	Use of Noise barriers	No	NA	No	NA
122	Man	Aged	Retired	Rajasthan	Pali	Temple,Fro nt side of Marwar RS	Rural	50-100 m	2 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
123	Man	Adult	Worker	Rajasthan	Pali	nt side of Marwar RS Temple, Fro	Rural	25-50 m	1 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
124	Man	Aged	Farmer	Rajasthan	Pali	nt side of Marwar RS	Rural	25-50m	1 & 4	Nothing	NA	No	NA	No	Nothing	No	NA	No	Nothing
125	Femal e	Youn g	Student	Rajasthan	Pali	Temple,Fro nt side of Marwar RS	Rural	10-25M	1&2	Noise and Vibratio n	Noise from recreationa 1 vehicles, Train whistle, Train Vibration	Yes	When train passes by	yes	limitation of train speeds,	Yes	When Train passes by	Yes	use of traffic controls that smooth vehicle flow to reduce braking and acceleratio n
126	Femal e	Adult	Housewife	Rajasthan	Pali	Temple,Fro nt side of Marwar RS	Rural	50- 100m	1 & 4	Vibratio n	Train Vibration	Yes	Because of railway horn	No	Affects Studies of children	Yes	When Train passes by	No	use of traffic controls
127	Man	Adult	Worker	Rajasthan	Pali	Temple,Fro nt side of Marwar RS	Rural	10-25 m	1&4	Noise	Ringing of Temple Bells, Noise from recreationa I vehicles, Train whistle	yes	When Freight train passes by	No	Nothing	Yes	When Freight Trains passes by	No	limitation of train speeds,
128	Man	Adult	Shopkeepe r	Rajasthan	Pali	Temple,Fro nt side of Marwar RS	Rural	More than 100m	1 & 3	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	Affects Studies of children	Yes	Use of Noise barriers	No	NA	No	NA
129	Man	Youn g	Student	Rajasthan	Pali	Temple,Fro nt side of Marwar RS	Rural	More than 100m	1&3	Water & Air	Sewage, Smoke from trains, Rubbish thrown in water	Yes	When Freight train passes by	No	No Idea	No	NA	No	silent braking systems or Use of Traffic controls properly
130	Man	Aged	Retired	Rajasthan	Pali	Temple,Fro nt side of Marwar RS	Rural	More than 100m	1 & 3	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	When Passenger Train Passenger	Yes	Not to ply the horn in school area	Yes	When Trains passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
									SROF	3	Train		W ²		Net		XX 71		Reduction
131	Femal e	Adult	Teacher	Rajasthan	Pali	School ,Front side of Marwar RS	Rural	Next to railway	1 & 2	Noise & Vibratio n	whistle, Vehicles, Trin Vibration	yes	When Freight tain passes by	Yes	Not to ply the horn in school area	Yes	When Trains passes by	Yes	of Heavy loaded Trucks passes by on roads
132	Man	Youn g	Student	Rajasthan	Pali	School ,Front side of Marwar RS	Rural	10-25 m	1 & 2	Noise & Vibratio n	Train whistle, Vehicles, Trin	yes	When Passenger tain passes by	Yes	Not to ply horns excessivel y	Yes	When Trains passes by	Yes	Shifting of School to Other Location

	Char	racteris Intervi	tics of the		Chara	acteristics of t	the Survey	Area		Ques	stion On on Problem	Que	stion on Noi	ise from	Railway	Questic	on on Vib	ration fro	m Railway
Sr.N o.	Gende r	Age	Occupatio	Locat	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how ?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
133	Man	Adult	Student	Rajasthan	Pali	School ,Front side of Marwar RS	Rural	25-50m	1&4	Nothing	NA	Yes	When Passenger tain passes by	No	Use of Noise barriers	Yes	Freight train passes	Yes	use of traffic controls that smooth vehicle flow to reduce braking and acceleratio n
134	Man	Aged	Worker	Rajasthan	Pali	School ,Front side of Marwar RS	Rural	50-100 m	3	Air &Noise	Smoke from trains, Trains, Vehicles	yes	When Passenger Train Passenger	Yes	Not to ply the horn in school area	Yes	When Trains passes by	Yes	Reduction of Heavy loaded Trucks passes by on roads
135	Man	Adult	Service	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	50-100 m	1 & 4	Air &Noise	Smoke from trains, Trains, Vehicles	Yes	Affects Studies of children	Yes	Use of Noise barriers	No	NA	No	NA
136	Man	Aged	Retired	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	50-100 m	1 & 4	Nothing	NA	NA	No	Nothin g	No	NA	No	Nothin g	No Idea
137	Man	Youn g	Student	Rajasthan	Sikar	School near railway crossing, Ringas RS	Rural	10 - 25 m	1 & 2	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	When train passes & because of Rly. Horn	No	Not to ply horns in sensitive area (hospitals, schools etc.)	Yes	When train passes	No	Limitation of train speeds
138	Man	Aged	Retired	Rajasthan	Pali	School ,Front side of Marwar RS	Rural	10-25m	1 & 2	Nothing	No	NA	No	Nothin g	No	NA	No	Nothin g	No Idea
139	Man	Adult	Worker	Rajasthan	Pali	School ,Front side of Marwar RS	Rural	50- 100m	1 & 4	Air	Smoke from trains, Dust	Yes	When train passes by	No	No Idea	No	NA	No	Limitation of train speeds
140	Femal e	Adult	Housewife	Rajasthan	Pali	School ,Front side of Marwar RS	Rural	More than 100 m	3	Nothing	No	NA	No	Nothin g	No	NA	No	Nothin g	No Idea
		1	<u> </u>					1	SROF	25	Ringing of	r	1			1		r –	1
141	Femal e	Adult	Housewife	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	25-50 m	2&4	Noise	Ringing of Temple Bells, Noise from recreationa l vehicles, Train whistle	yes	When Freight train passes by	No	Nothing	Yes	When Freight Trains passes by	No	Reduction of Heavy loaded Trucks passes by on roads
142	Man	Aged	Temple Preist	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	10-25m	1 & 2	Noise and Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	When train passes by	Yes	Use of Noise barriers	Yes	When Train passes by	No	No Idea
143	Man	Aged	Business	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	25-50m	1 & 2	Noise	Noise from recreationa l vehicles, Train whistle	Yes	Because of railway horn	No	No Idea	Yes	When Train passes by	No	silent braking systems
144	Man	Youn g	Student	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	More than 100m	1&4	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	cause a disturbanc e to local residents.	Yes	limitation of train speeds,	Yes	When Freight trains passes by	No	limitation of train speeds, silent braking systems
145	Man	Adult	Worker	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	More than 100m	1&4	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	Because of Railway Station	Yes	limitation of train speeds,	Yes	Because of Railway Station	No	use of traffic controls that smooth vehicle flow to reduce braking and acceleratio n

	Char	acterist Intervie	tics of the ewee		Characteristics of the		the Survey	Area		Ques Pollutio	tion On n Problem	Que	stion on Noi	ise from	Railway	Questic	on on Vibr	ration fro	m Railway
Sr.N o.	Gende r	Age	Occupatio n	Locat	ion of the Sur District	vey Area Village	Descriptio n of Area	Distanc e of the intervie w pt. To the Railway	Conditions of the Interview Survey Area.	What kind of pollution problem do you have	If yes,select the worst three pollution items	Does noise from railwa y annoy your life	If yes how ?	Does other noise annoy your life ?	What is your opinion to reduce the noise problem ?	Does vibratio n from railway annoy your life	If yes how ?	Does other vibratio n annoy your life ?	What is your opinion to reduce the vibration problem ?
146	Femal e	Youn g	Student	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	More than 100m	1&4	Water & Air	Sewage, Smoke from trains, Rubbish thrown in water	Yes	When Freight train passes by	No	No Idea	No	NA	No	Smooth wheels can be achieved by replacing cast-iron brake- blocks with composite brake blocks.
147	Man	Adult	Worker	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	50-100 m	2 & 4	Nothing	NA	No	NA	No	No Idea	No	NA	No	No Idea
148	Man	Adult	Business	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	50-100 m	2 & 4	Noise & Vibratio n	Train whistle, Vehicles, Trin Vibration	yes	When Freight train passes by	No	Not to ply the horn in school area	Yes	When Trains passes by	Yes	limitation of train speeds,
149	Man	Adult	Student	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	Next to railway	1&2	Noise & Vibratio n	Noise from recreationa l vehicles, Train whistle, Train Vibration	Yes	because of Rly. Horn	Yes	Not to ply horns excessivel y	Yes	When freight train passes by	Yes	Limitation of train speeds, One Way traffic on roads
150	Man	Aged	Business	Haryana	Rewari	Temple, SR site , Rewari RS	Semi- Urban	25-50 m	1&4	Noise & Vibratio n	Ringing of Temple Bells, Noise from recreationa I vehicles, Train whistle	Yes	Affects Studies of children	Yes	Use of Noise barriers	Yes	When Passeng er Train Passes by	No	limitation of trains speeds

S.No.	Type of SR	Location of SR site	State- District	Pridicted Noise Level(dB0	Standard Noise Level(2)	Present Ambient Noise Level(dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	School	SVN Public School,between Ateli RS and Narnaul RS	H- Mahendragar h	65	50	70	72
2.	Govt College	Govt College , near Narnaul RS	H- Mahendragar h	66	50	75	70
3.	Hindu	Hindu temple ajdacent to RS, Nim ka Thane RS	R - Sikar	77	50	79	76
4.	Temple	Temple near railway crossing, Shri Madhopur	R - Sikar	74	50	71	77
5.	School	School near railway crossing, Ringas RS	R - Sikar	65	50	71	78
6.	Hospital near railway crossing	Hospital near railway crossing, Ringas RS	R - Sikar	67	50	78	78
7.	School	School, near Phulera Jn.	R - Jaipur	68	50	66	-
8.	Hospital along RS, Ajmer RS	R - Ajmer	Western Railway	65	50	72	73
9.	School along RS, Ajmer RS	R - Ajmer	Western Railway	66	50	81	80
10.	Diversion, near Madar RS	R - Ajmer	Western Railway	67	50	77	-
11.	Temple	Temple, Front side of Marwar RS	R - Pali	68	50	77	85
12.	School	School , Front side of Marwar RS	R - Pali	65	50	76	-
13.	Temple	Temple near, Rewari RS	H-Rewari	70	50	69	75

Predicted Results of Railway Noise for Package 2

S.No.	Type of SR	Location of SR site	State District	Pridicted Noise Level(dB0	Standard Noise Level(2)	Present Ambient Noise Level(dB)	Present Railway Noise Level (dB)
				LAeq	LAeq	LAeq	LAeq
1.	School	SVN Public School,between Ateli RS and Narnaul RS	H- Mahendragar h	40	61	39	60
2.	Govt College	Govt College , near Narnaul RS	H- Mahendragar h	42	61	32	42
3.	Hindu	Hindu temple ajdacent to RS, Nim ka Thane RS	R - Sikar	79	80	41	70
4.	Temple	Temple near railway crossing, Shri Madhopur	R - Sikar	69	62	37	62
5.	School	School near railway crossing, Ringas RS	R - Sikar	40	57	35	57
6.	Hospital near railway crossing	Hospital near railway crossing, Ringas RS	R - Sikar	46	58	39	61
7.	School	School, near Phulera Jn.	R - Jaipur	49	57	35	-
8.	Hospital	Hospital along RS, Ajmer RS	R - Ajmer	41	60	31	60
9.	School	School along RS, Ajmer RS	R - Ajmer	43	62	39	62
10.	Temple	Diversion, near Madar RS	R - Ajmer	46	41	38	-
11.	Temple	Temple, Front side of Marwar RS	R - Pali	50	70	51	67
12.	School	School , Front side of Marwar RS	R - Pali	41	68	50	-
13.	Temple	Temple near, Rewari RS	H-Rewari	56	56	36	56

Predicted Result of Railway Vibration for Package 2

ANNEX 6.1 STAKEHOLDER MEETING

1. Sikar District

(1) 2nd Stage of District Level Stakeholder / Public Consultation Meeting in Sikar District

1.0 District-Sikar

Sikar is a district of the State of Rajasthan in western India. Town of Sikar is the district headquarters. The district has an area of 7,742 km² and population of 2,287,788 (2001 Census). It is bounded on the north by Jhunjhunu District, on the north-east by Haryana State, on the east and south-east by Jaipur District, on the south-west by Nagaur District, and on the west and north-west by Churu District. Sikar and Jhunjhunu Districts comprise the Shekhawati Region of Rajasthan. Sikar District has road length 2,918 km. The sex ratio is 952 females per thousand males and literacy percentage is 71.2%. There are 6 tehsils in the district. The tehsils are Sikar, Fatehpur, Laxmangarh, Shrimadhopur, Neem Ka Thana and Dantaramgarh. The major crops are Bajra (Pearl Millet) and Gram (Chickpea). The major minerals found in the district are copper and iron-ore.

Location

The district is located in the north-eastern part of the state of Rajasthan. It is bound in the north by Jhunjhunu District, in the north-west by Churu district, in the south-west by Nagaur district and in the south-east by Jaipur district. It also touches Mahendergarh district of Haryana on its northeast corner. This district is getting popular day by day through India as by famous Piligrim place of Lord Shri Khatu Shyamji as known Avatar of Lord Shri Krishna. Every month Before Full Moon on Ekadhasi-Dwarshasi Tithes a fair is organised.. A big Festival takes place every year in Hindu month of Fhagun (Feb - March) from Full moon Navami to Dwarshasi as near 20-25. Lakhs of people come for having Dharshan of Shri Lord Shyamji.

Climate

The district has a hot summer, scanty rainfall, a chilly winter season and general dryness of the air except in brief monsoon season.

The average maximum and minimum temperature is 46 and 0 degrees Celsius respectively.

The normal rainfall, mostly received from southwest monsoon is 466 mm.

Demographics

Total population: 2,287,229

Density of population: 296 persons/km²

Literacy: 71.2%

Working population: 31.7%

Education

Sikar, of late, has become a big hub for education in Rajasthan. Along with numerous government colleges providing arts, sciences, and commerce education; a number of private educational institutes have also opened up. Sobhasaria Engineering College [2], Goenka Institute of Education, Shekhawati Engineering College are some of the prominent educational institutes in higher education.

Sikar had 299 higher secondary schools, 843 middle schools, and 1695 primary schools in 2003 [5]. A number of these schools such as Bhartiya Public School, Vidyabharti School, Islamia School, Nav Prerna School are very reputed with students coming to these schools from surrounding areas and different states in India.

Panchayat Committees of Sikar District

Sikar has 8 Panchayat Samitis: Danta-ramgarh, Dhod, Fatehpur, Khandela, Laxmangarh, Neem Ka Thana, Piprali, and Srimadhopur. Each of this Panchayat Samiti is in turn made up of a number of villages. Each of the villages has population ranging from 300 to over 1,500.

	PROJECT SUMMARY SHEET									
Title of the Project	Conducting 3rd Round Final Meeting of Sikar District									
	Level Stakeholder/Public Consultation Meeting for									
	Development Study Regarding the Dedicated Multimodal									
	High Axle Freight Corridor for Ministry of Railway Govt.									
Date and Place of Meeting	06-08-07 Panchayat Samiti Hall Neem Ka Thana distt.									
	Sikar tehsil Neem Ka Thana									
Local Consultant	Name of the Local Consultant: -									
	Mantec Consultant Pvt. Ltd. New Delhi.									
	Name of the Meeting Facilitator:									
	G.M., Mantec and Represantative of Mantec									
Local Organizer	Name of N.G.O. :									
	SWEET INSTITUTE BANSWARA									
	167 Matra Sadan Commercial Area Banswara Ph. No.									
	9414219698									
	Name of the Meeting Facilitator:									
	Programme Officer, 'Sweet' Banswara									
Organizing Place	P.S. Neem Ka Thana Tehsil Neema Ka Thana Distt. Sikar									
No. Invitees	150									
No. of Presence	107									
Methods Used for	Personal Contact:									
Information Dissemination	Dispatching Invitation Letters to Affected Villages									
	Press News in Newspaper:									
	Information at Panchayat Office and Teh. Office									
	M ike announcement by Jeep									
	Others									
Stationary Served to the	W riting Pad									
Participants	Ball Pen									
	Questionnaire									
Methods Adopted for	Slide Presentation -L.C.D									
Discussion	Lecture									
	Group Discussion									
	Question/Answer Session									
Methods Adopted for	Still Photography by Camera									
Documentation	Audio/Video Recording									
	M inutes of M eeting									
Media Coverage	Newspaper :- Danik Bhansker									
	Rajasthan Patrika and Other Local Papers									

2.0 Project Summary Sheet

2.1 Selection of Stakeholders (Invitees) and List of Invitees of Stakeholder/Public Consultation Meeting

In Sikar district 37 villages suppose to be affected by this proposed alignment near about five persons supposed to be affected by this project. In Sri Madhopur, Hanspura, Bagega, Nim Ka Thana, Makri, Mawanda Kalan villages some structure would be affected and in rest villages no structure will be

affected however in this villages land would be acquired. So in giving invitation special consideration was given to those villages that are affected in terms of structures.

Around 150 persons were invited to participate in Stakeholder/Public Consultation Meeting.

2.2 Method of Selection Stakeholder

The Mantec Consultants Pvt. Ltd has already organized first stage of Stakeholder/participation meeting. They have authorized "Sweet Institute" to meet the concerned Government authority and collect relevant data for carrying forward social environment and to organize Public Consultation Meeting In continuous efforts second round PCM was held on 19.06.07 at Panchayat Samiti Sabha Bhawan Sri Madhopur, now the third meeting was being held on dated 06.08.07 at Neem Ka Thana Panchayat Samiti Sabha Bhawan to get the final suggestions from the people meeting of third PCM Sikar District.

For III Meeting in July detailed survey was done along the Railway track. We also contacted the affected people Gate wise. This survey was done with the previous information that we had calculated the No. of villages and families 30 Mt. from the Railway boundary in this connection many villages were affected. But now considering the 24 m range from the centre point of the last track the affected villages would be less.

We inform the affected families to attend the meeting on dated 06.08.07 at Neem Ka Thana. Our team leader on Motorbike and Jeep did a survey along the Railway line. We took some photographs of the places.

We also met and requested Panchayat Samiti to help in organizing the public meeting successfully. They assured us. All the stakeholders along the railway line, affected farmer's businessmen; private service and employers were invited to attend the meeting.

Public participation was undertaken to make explicit the social and other factors that affect development impact of dedicated freight corridor and mediate project.

Before starting the III PCM meeting survey forms were filled in by Mantec during field visit and track survey in month of july07. A track-to-track survey was done. It was noted that at every railway Gate, how many persons are affected. Their details were taken. Personal contact was also done. We also informed the affected families to attend the meeting on dated 06.08.07 at 12.00 pm.

The NGO" Sweet Institute" was appointed to conducted the Stakeholder Public Consultation Meetings and Survey

2.3 Selection of Meeting Facilitators

Venue of the Meeting

Looking to the stakeholders facility and Local Advice, the venue was decided the Hall of P.S. Neem Ka Thana (Village) where stakeholder can sit comfortably.

All the arrangements were made comfortable for sitting, drinking water, Tea and Snack, Photographer, Video Grapher etc by our Santhan.

For local publicity invitation letters through our facilitator were sent in the villages. In Dainik Bhasker and other local news paper & wide massage was given through mike announcement.

Invitation to public representatives and affected stakeholders were sent by hand to ensure the stakeholders participation in the meeting during the field visit & survey work.

Four facilitators were appointed for the participation meeting as follows:

Team leader Programme organizer Record keeper to write the proceeding of the meeting

One Translator to assist the Programme

Looking to the local situation and weather all necessary arrangements were made by our team

2.4 Method of Information Dissemination

1. Method of Notifying Meeting to the Participants

There were three methods adopted for informing the participants about 3rd public consultation meeting. In the First method our Team fixed the meetings at a particular venue with all the Village Sarpanchs of project-affected villages. Village Sarpanchs were also requested to inform other likely to be affected persons and attend the meetings. Our team announced the date and venue of 3rd public consultation meeting in all such villages gatherings congregated in project-affected villages. Hence, meeting facilitator team visited all the villages located along the existing railway line in the district and briefed up about this freight rail link to the villagers and role of Public consultation meeting in the execution of this project. Meeting facilitator team also disseminated the reports of the second public consultation meeting.

In second attempt, our organization also sought the help of government machinery for inviting the project-affected families of all project-affected villages.

In third attempt, our team also made a close correspondence with local media personnel and disseminated a lot of information about the relevance of stakeholders meetings. Our team also displayed banners and relevant handouts showing major features of the project and DFC alignment passing through the Sikar district.

2. Presentation of the Meeting

Presentation of meeting material supplied by Mantec Consultants was displayed and distributed among the Stakeholders.

2.5 Venue of the Meeting

Panchayat Samiti Neem Ka Thana, Tehsil Neema Ka Thana District. Sikar.

3.0 List of Participants of Stakeholder Public Consultation Meeting

Around 107 participants were attended the Stakeholder Public Consultation Meeting.

3.1 Detail of the Stakeholder/Public Consultation Dated 06.08.07 District. Sikar Village Neem Ka Thana

Stakeholders/Public consultation Meeting is a bottom up approach in this gigantic Freight Corridor project. It is one of the tools to reflect the views of general public as well as those connected with the project- Central and local Govt. organization to farmers and commercial and industrial sectors of the society. It is an important tool of information dissemination & to get the final suggestions from the villages.

The following persons attended the meeting: Pradhan Team Leader Stage Controller Minutes of Proceeding Recorder Facilitator Time-12.00 Noon to 3.00 PM

Firstly introduction Session was held

Meeting Facilitator welcomed all the guests of Mantec & JICA, all participants

Then inauguration was done by Pradhan of Neem Ka Thana

Programme officer 'Sweet' gave the information and details of the working of Sweet Sansthan Banswara and gave details of Railway Survey

Programme officer Sweet requested G.M. Mantec Consultants Pvt. Ltd. to give detail information of the DFC project.

G.M. Mantec told that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed; he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for Freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel, and fertilizer is anticipated on Ludhiana-Delhi-Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, Delhi upto Ludhiana. On average approximately 9000-loaded trucks move daily over the corridor, i.e. Delhi-Mumbai Western Corridor and Ludhiana-Hawrah Eastern corridor. He added that Freght Corridor is basically constructed alongside existing double track from Mumbai-Delhi, from palanpur up to Ahmedabad routes. From the city Vadodara adjoing the existing areas drawing up from Rajasthan, because of the congested areas, change all the way up to Mehsana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

He also told about the Sikar Disst.

Maximum 25 meters of land will be taken from the central line of the extreme track (existing/under conversion as BG on eastern side). The existing ROW of railway will be used, if available and Land Acquisition will be done for the balance land.

45 Meters of land strip will be acquired for the detour route as per the drawings shown.

- 1. Compensation will be made as NRR Policy, 2003. However the draft policy NRR policy, 2006 will also be considered for compensation, if applicable at the time of acquisition.
- 2. 11 Villages Neem Ka Thana will be affected by the DFC project they are Dabala, Jeelo, Natha Ki Nangal, Bihar, Biharipur, Natha ki Nangal, Kunwara, Jatala, Mawanda Kalan, Shyamawali Makri Mandoli, Godwas Jassi Ka Bas, Govindpura, Bhegaga, Sirohi, Ranasar, Charanwas, Agawari and Nim Ka Thana In Sri Madhopur Block the following villages are being affected- Hanspur, Sargoth, ShimariaJageer, Kolwa, Jalalpur, Armiya, Mau, Sri, Madhopur, Kancharra, Jaswantpura, Chak JaswantpuraJarawar Nagar, Samota Ka Bas, Shahpura, Theekariya, Malikpura, Boari Madho ka Was, Shiv Colony, Sony Colony, Bhaharni, Malakhani, Maljiwali Dhani, Dairawali Dhani, Deriwali Dhani etc.

He also said about the Benefits of the Project:

- 1. Economic Riffle Effect 840 x 100Cr.
- 2. Total Investment 240 x 100 Cr.
- 3.Jobs Created68000
- 4. Household Income 215.2 x 100 Cr.
- 5. Tax Revenue 17.64 x 100 Cr.

3.2 Statistical Analysis of the Participants

The major observations of stakeholders/public consultation meeting held in the Hall of Panchayat Samiti Hall of Neem Ka Thana District. Sikar on dt. 06.08.07 recorded through questionnaire are as follows:

Sl. No.	Name of Village/City	Total Respondent	% of Total
1	Ghasipura	04	3.73
2	Mavanda	10	9.34
3	Kawant	03	2.80
4	Meghpura	01	0.93
5	Derawali Dhani	03	2.80
6	Sri Madhopur	16	14.95
7	Mandoli	04	3.73
8	Kurbada	06	5.60
9	Rajputo ki Dhani	06	5.60
10	Panawali Dhani	04	3.73
11	Bhagega	01	0.93
12	Pacca Pithawali Dhani	01	0.93
13	Makri	06	5.60
14	Neem Ka Thana	22	20.56
15	Bagawali Dhani	05	4.67
16	Natha Ki Nangal	03	2.80
17	Dungarwali Dhani	02	1.86
18	Shayam Nagar	01	0.93
19	Julo	01	0.93
20	Khetawali Dhani	01	0.93
21	Godawas	03	2.80
22	Ringus	02	1.86
23	Silamsingh Ki Dhani	02	1.86
Total		107	100.00

 Table 1.1 Distribution of Respondents by Village

Table 1.1 reveals the fact that there were 107 respondents present of 23 villages/towns.. The public consultation meeting was held on dt. 06.08.07 on dedicated freight corridor project to get the final suggestions from the affected villages. The Sri Madhopur and Neem Ka Thana Village has shown the highest participation (14.95&20.56%) while the lowest participation was from 7 Villages (0.93%) was observed. 2 respondent were from 3 villages. 3 respondent were from 4 villages, 4 respondent from 3 villages & 5 respondent form 1 villages. 6 respondent were from 3 villages were present. The participation of respondent were from 23 villages and there percentage was from 0.93 to 20.56.

Table 1.2	Distribution of	Respondents	by l	Level	of Social	Structure
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Sl. No.	Categories	Total Respondent	% of Total
1	Scheduled Caste	04	3.73
2	Scheduled Tribes	13	12.15
3	Other Backward Class	69	64.49
4	General	21	19.63
Total		107	100.00

Table 1.2 reveals the fact that the maximum participation was belonged to other backward class (64.49%). The public consultation meeting was organized in Neem Ka Thana P.S. Hall.

The representation of General listed II (19.63%) and III^{rd} listed S.T. (12.15%) and IV^{th} listed S.C. (3.73%). The data shows that less percentage of S.C. was observed. The O.B.C. percentage was the highest (64.49%).

Sl. No.	Categories	Total Respondent	% of Total
1	Less then 4	12	11.22
2	Less then 6	46	42.99
3	More Less then 6	49	45.79
Total		107	100.00

 Table 1.3 Distribution of Participants by Family Size

Table 1.3 brings out that the family size varies from less than four persons to more than six persons in the meeting. The respondents having lowest representation that is less than four persons family size was represented by 11.2%.

The less than 6 members family size was 42.99 % .The maximum respondent having highest family size that was more than 6 persons represented by 45.79 %. It reveals the fact that 42.99+45.79% families have more than 6 Members people is not adopting family planning.

Sl. No.	Categories	Total Respondent	% of Total
1	Native	103	96.26
2	Migrated	04	3.74
Total		107	100.00

Table 1.4 Distribution of Participants by Origin

Table 1.4 points out that majority 103 % of the respondents were original or native inhabitants of Sikar District. Only 4 participants have reported that they are migrated from outside the District. No views were given on majority and minority issues in the III public consultation meeting.

Sl. No.	Categories	Total Respondent	% of Total
1	Literate	107	100.00
2	Illiterate	00	0.00
Total		107	100.00
1	Under Matric	66	61.68
2	Matric	27	25.23
3	Graduate	14	13.09
4	Professional	-	-
Total		107	100.00

Table 1.5 Distribution of Participants by Literacy Status

Table 1.5 shows that 100.0% people participating in the III public consultation meeting were literate

It shows that distribution of participant educational attainment is very high, It can be taken as an indicator of social development of any district. The professional category has been 0%, the highest proportion of respondent was observed in under metric 61.7%. They are from labor class or agriculture. The analysis shows that as the educational level increases the proportion of the respondent decreases. The metric pass respondents were 27 only (25.2%) but they are not employed they did not get any job and doing agriculture work. They were interested to get jobs from the DFC project.

Sl. No.	Categories	Total Respondent	% of Total
1	Agriculture	74	69.16
2	Private Service	16	14.95
3	Govt. Service	07	6.54
4	Business	10	9.35
Total		107	100.00

 Table 1.6 Distribution of Participants by Occupation

Table 1.6 shows that the highest proportions of the respondent were engaged in primary activities of agriculture. Agriculture is the main occupation of 69.16% respondents. As per data 16 respondents are engaged in private service and 7 respondents are engaged in Govt. service 10 respondent are from businessmen. The lowest percentage was observed in Govt. service maximum people are poor and depend on agriculture and they wanted some kind of jobs from the railway.

Table 1.7	Distribution	of Participants	by Level of	Yearly Income
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Sl. No.	Categories	Total Respondent	% of Total
1	5000-10000	13	12.15
2	10001-25000	38	32.51
3	25001-50000	33	30.84
4	50001-100000	23	21.50
5	100001 and above	-	-
Total		107	100.00

Table 1.7 Total respondent's level of yearly income was divided in to 5 categories. The data reveals that the level of annual house hold income 5000-10000 (12.15%) and II 10001-25000 was 35.51%, and III stands in the range 25001-50000 (30.84%). from 50001 to -100000 23 participants work having 21.50%, No respondents were from 1000001 and above. It shows that the people are poor and facing hard ship.

Sl. No.	Categories	Total Respondent	% of Total
1	Significant	105	98.13
2	Relatively Significant	02	1.87
3	Insignificant Impact		
4	Negligible Impact		
Total		107	100.00

Table 1.8 Distribution of Participants by Impacts of Project

Table 1.8 shows that the 105 respondent (98.13%) told the impact of project would be significant and 2 respondents (1.87%) replied that the impact would be relatively significant. No respondents told that there would be insignificant impact or Negligible Impact because only 24 m. land is acquired from the center of the last track.

 Table 1.9 Distribution of Participants by Type of Impacts of Proposed Project

Sl. No.	Categories	Total Respondent	% of Total
1	Loss of land	76	71.03
2	Loss of Occupation	31	28.97
3	Loss of Livelihood	-	-
4	Others	-	-
Total		107	100.00

Table 1.9 Shows that 76 respondents (71.03%) will have loss of land because it is their primary occupation while 31 respondent (28.97) told that they would have loss of Occupation although none respondents reply about Loss of lively hood & others impact.

Sl. No.	Categories	Total Respondent	% of Total
1	Land	72	67.28
2	Cash	35	32.72
3	House		
4	Others		
Total		107	100.00

 Table 10 Distribution of Participants by Type of Compensation by Govt.

Table 1.10 shows that if Govt. acquires the land what type of compensation they wanted. 72 respondents (67.28%) wanted that they should be given land for land while 35 respondents (32.72%) replied that they wanted cash compensation for land. No body has given choice for the house and other facilities for the compensation.

3.3 Question /Answers during the Meeting

Name Villager, Agral

Q.1 Sir, it is a requested to see the map of 1895. The track was constructed in 1905. If you will go according the old record of railway. You will have no problem?

Ans. Good suggestion we shall also go through the map and record. Some people have acquired unauthorized land of railway and they have no documents of land. If they have no record even then they will get 10000 Rs. Interim assistance.

Name Villager, Govindram Mavanda

Q.2 Sir, My well is in the west and land is in the east. Will there be provision for water to go in the East under the track?

Ans. Yes, there was provision earlier also and this time the provision would be given for this No body would be suffered.

Name Villager, Neem Ka Thana

Q.3 Sir We have received information the collector and Govt. that you are going to acquire 200 m Land. Please clarify the matter?

Ans. No. we are not going to acquire 200 m land you can just contact the district administration. It was simply survey work. What will we do with the extra land at present? We need only 24 m land from the center of the last track. There will be 2 tracks, one for up and one for down. 140 trains will pass in a day. This will be double track only for freight corridor. It is nothing to do with the regular track so please doesn't confuse your self and other people in the meeting.

Name Villager, Shiv Colony Sri Madhopur

Q.4 What would be the compensation rate?

Ans. The compensation of land, house and structure would be given from present market rate. They will be given interim assistance of Rs. 10000 and 30% would be given extra from the market rate.

Name Villager, Shiv Colony Sri Madhopur

Q.5 How much land would be acquired in Detour?

Ans. Where there will be detour or by pass the land would be taken 45 Mt. from the center of the last track. If there is railway land available, no land would be acquired but land is not available then extra land would be acquired.

Name Villager, Ringus

Q.6 What will be height were there is crossing?

Ans. Where there is crossing the height of the bridge would be 15 feet. At present D.F.C. is studying feasibility estimation.

Name Villager, Jat

Q.7 Sir, You have not informed the railway authority and district administration. There is difference in your statement?

Ans. It is nothing like that we have already discussed at the center and state level meeting. If you get any wrong information you can confirm from the railway department authorities. We have found more confusion in Sikar District so the reactions are coming from you. But this is the last and final meeting. Only 24 m land would be acquired.

Name Villager, Julo

Q.8 Sir, Our Railway station is in the East. Will it be transferred from East to West?

Ans. Any Structure of Govt. or Pvt. In the East will be transferred in the West. The DFC corridor will be constructed in the East.

Name Villager

Q.9 If there is no earning member in the family, will he get service in the railway?

Ans. G.M. Mantec told that your Question is very good. We have note down in the report and suggest the Govt. You can get the jobs according to your experience, ability and qualification. As I have already told that 680000 jobs will be created from the corridor I hope you will be employed.

Name Villager, Neem ka Thana

Q.10 Is there any provision of gate in present corridor?

Ans. G.M. Mantec told that on the DFC 140 trains will go in a day 70 up and 70 down. The speed up the train would be 100 km. per hour. The route would so busy that no body can pass on the track there is provision of ROB / RUB for the facility of the people they will be constructed as and where needed. There is no provision of gate in the present's corridor.

Name Villager

Q.11 When this Project will start to work and when the compensation would be given?

Ans. G.M. Mantec told that the survey work is going to complete and the project will start to work in 2009 and would complete its work in 2014. The compensation would be given in time you need not to worry. You will get good compensation and good amount.

Name Villager, Neem Ka Thana

- Q.12 Will there be any more meeting or survey for it?
- Ans. G.M. Mantec told that this the last meeting. You have been invited for your good suggestions.

We are here to note down your points and to give report to the higher authorities.

3.4 Suggestions to the Project Owner in Terms of Engineering, Social and Environmental Concern

- 1. Fair compensation should be given in time at the market rate.
- 2. They should be settled at proper place for residence.
- 3. Ghanshyam Jangid Suggested that there is 30 m land behind the Neem Ka Thana Railway Station. Where the Railway Colony and GRP Thana is situated. If GRP Thana & Railway colony is removed and the railway station of Neem Ka Thana is constructed, we shall get enough space. The present track, which is coming in detour, will be straight. In this situation we shall get enough places and without any lose, this track can be made in the east for the DFC Railway corridor. There are enough places for railway colony in the North and
 - GRP Thana can be on the Railway Station.
- 4. The rehabilitation plan should be made first and then people should be settled.
- 5. Those that have land in the East and West. There should be provision for drains to carry the flow of the water.

3.5 Summary of Stakeholder Public Consultation Meeting

There was gathering of 107 people. We have invited 150 stakeholders but reading the news in the newspapers some uninvited persons attended the meeting. 107 stakeholders filled in the forms.107 respondents of 23 village participated in the III public consultation meeting aimed DFC project to get final suggestion from the villagers. The Neem Ka Thana & Sri Madhopur villages have shown the highest participation (20.56 & 14.95%), while the lowest participation was observed from Meghpura, Bhagega, Pakka Pithawali dhani, Shyam Nagar, Julo and Khetawali Dhani (0.93%).

It was noted that there were 64.5% belongs to OBC while 12.2% from S.T. Caste. The lowest percentage was from S.C. Caste (3.7%). The General percentage was 19.6%, From S.C. 3.7%.

The people having more than 6 children percentage were 45.5% and the people having less than 6 children percentage were 43.0%. It is difficult to run their family and belong to poor caste. So they wanted employment for their lively hood.

The analysis reveals those majorities 96.3% of the respondents in the meeting were original in habitants. The literacy percentage was 100% but under metric percentage was 61.7%. & 13.9% were graduates. It reveals the fact that people are less in Govt. Service & Private Service.

The study showed that higher educational level witnesses the decreasing proportion of the respondent because they are less worried about the DFC project.

It was also investigated that the occupational pattern is quite diversified. 69.2% respondents are engaged in agriculture while businessman's percent is 9.4% only. Agriculture is main occupation of the villagers. The level of income reveals the fact that 12.2% respondent were in 5,000 to 10,000 yearly income while 35.5% respondent were from 10001 to 25,000. 30.8% respondent were in the range of 25,001 to 50,000 and 50,001 to 100,000 were 21.5% there is no one in the above range of 100,000 It shows that the area belong to poor people & they have lively hood problems.

The table 8 Shows that only 98.2% People have significant effect and 1.9% said that they have relatively significant effect.

The Sikar District. People were very happy. They wanted to start the project work at the earliest. They would get employment and were in favor of DFC Corridor.

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सर्वे कंपनी के दावों पर विश्वास नहीं



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हर सातवें मिनट पर निकलेगी ट्रेन, स्टेशनों पर होंगे तीन-चार देक।

NING भूतक दियों के लिए जिसेक लाहन बितने के साथ ही आंव पॉल्ट्र रेल वैगने के गिने-भूने दिन अपेंगे। फ़ेट पर्यरहोर योजन के तहत लाइन पर मुंबई दिल्ली के बीच अब अंतरराष्ट्रीय एकनीक के सेयन दीहुंगे। रेल के लिए पूरे रुट पर दी दुक्त (अप च डाठन) चनेमे।

दिल्ली-मुंबई के जीव फेर कोरिदोर ट्रेक बनने के बाद 24 चंदों में 140 देन निकलेगी। सले से जुडी कर्ज़नियों के अधिकरियें ने भवाय कि रज पर हर सात मिनट में एक ट्रेन निकलेगी। हेक के लिए जमीन अधिग्रहण करने

जूब, नीमकाबाना, एवं पूर्व दिशा में पहुंने पाले स्टेशनों के कि लिए विसेप्ट लाहन, को भी बादला जाएगा। कंपनी के प्रमान निवार ने बताय कि रुट पर पूर्व दिशा में 24 मोटर का दावरे में पडने बाले स्टेशनों को भी हराज जाएगा। ...श्रेष प्रस्त ८ पर यं मिलेगा मुआवजा

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योजमा के तस्त 24 मीटर के क्षेत्र में पहने वाली जमीन पर रेतवे नियम २००३ के तहत मुझ्वजे के लिए कार्रवाई होगी। कंपनी दारा देशक में बताया गया कि जापान केक झरा याजार दर से नुआवना दिया जाएगा, जिसने

योजना के लिए रूट पर कई तरह भारकर न्यूज, नीमकाथाना. के सर्वे चल रहे हैं। इसके लिर फेट कोरिडोर को लेकर मंचयत समिति सभागार ने हुई बैठफ ने लोगों से सुझाव के लिए मैठकों का दौर भी शुरू किया गय है, सलें कंपनियों के अधिकारियों ने वक्षया कि योजना के लिए रेलवे जिसने सत्राव एवं आपत्तियां लो जा रही है। मिख्रा ने चताव थि। टेक पर 24 मीटर जमीन सी रूट पर हेक से 24 मीटर जमीन जाएगी। इसके लिए रेलवे नियमो में आने चाली बिल्डिंग एवं के तहत मुआलना भी दिया निमांगों घर रेलवे निपमों के जारणा। कंपनी के प्रभाष मिश्र ने तहत मुङ्ख्यजा दिया जाएगा। बताया कि सीकर जिले में कोरिडोर रीमस से डालला तक इसके लिए सजे के दौरान लिख तीगार को जा इडी है। केद

कोरिद्वीर योजना

के तहत मुंब्हें-

दिल्ली के जीव

दो देवा वनेगे।

जैठक में जिजय

वंसल ने कहा

कि पूरे ट्रेक में कहीं पर भी

जाइंपास दिया

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गमा

जमीन को लेकर संदेह वरकरार

योजना में किटनों जमीन अध्यित्व को जिएको य कहा-कहा लईपास हागा। इन समी मानलों में सबे फंडरनी के साथों को भी सोग मानने के तैयार नहीं। जैतक में रेलवे अधिकरियों के गहीं आने से लोग्डें में जणीन अधिग्रहण को लेकर स्थिति साफ नहीं है। सबे कंपनियों फे दावे एवं प्रशासनिक अस्टिकारियों के म्यम रेलवे के 200-200 मोटर जमोग अधिग्रहण को लेकर भी अभो संदेह बरक्सर है।

वाले क्षेत्र से गुजरेगी। सर्वे के जाद परे रूट पर पूर्व दिशा में कम नुकसान को देखते हुए जमीन होने का प्रस्ताव रखा यया है। फ्रेट कोरिप्रोर योजना में सर्गे के चाद ñ **भीगवर** नुकसान को देखत हुए बाईपास करने के लिए प्रस्ताव त्तैयार किया गया and

के बेत्र में पडने



🕿 गोमकाशाना । बाईपास की जोग पर बेठक में कंपनी अधिकारियों को घेरा ।

नीमकाथाना–श्रीमाधोपुर के प्रभावित गांव सीकार जिले में रेवाड़ी-शिरस स्टेशनों के जीच पडने पाले सभी गांव फ्रेंट कोहिटोर चेजन में प्रमावित होगे। नीनकाधान में सहरी खेत्र के उस्ताण नाथ की नांगल, जिलो, मोम को चणी, राजपुत की ढानो, मर्लडा कला, मांकडी, गोडावास, जोशी कालोनी, इंद्रा कालोनी, कुरबंग्र, सिल्मसिंड को दाणी य भगेणा क्षेत्र पुरी त्यह प्रभावित होंगे। इसके अलामा जमीन अधिरहण से जस्सी का बास, गोविंदपुरा, भगोत, सिरोही, रागासर, वारणवास, पुरातवास, मंदीली, प्रयामवाली, जाहाला, नाथा की नगल, विहारीपुर, आगसादी व रामनगर में रेल लाइन के पास के क्षेत्र प्रभावित होंगे। ... सेथ पृष्ठ 8 पर

(2) 3rd stage of Village Level Stakeholder / Public Consultation Meeting in Sikar District

1.0 Brief Description of State and District (Sikar)

The Rajasthan State International fronties of 140 km with Pakistan. Arawali Hill Range runs diagonally from south west through its middle. Nearly 61 % area of state lies west of the Arawalies, which is characterized by extremes in temperature and scanty rain fall varying annually from 20 to 40 cm. average.

Areas East of Aravalies has comparatively fertile soil and good annual rainfall varying 40 to 80 cms. The Geographical diversities of the state have made it vulnerable to drought and Scarcity condition. Sikar is situated in Center of Rajasthan. It is bounded on the north by the Jalor and Pali District, on the west by the Jalor and Gujarat state, on the South by the Gujarat state and on the east by the Pali and Udaipur District. It covers the area of 5,136 km². Marwari is the local language and Hindi is the official language of the District.

- 1. Tehsil 5
- 2. Population 850,756,
- 3. Male/Female Ratio 944
- 4. Literacy Rate 54.4%
- 5. Roads 1,196 km
- 6. Crops maize oilseeds
- 7. Minerals copper, lead, bauxite and fluoride.

The Stakeholders Public Consultation final and last meeting for the proposed DFC project was conducted in the hall of Panchayat Samiti Neem Ka Thana, District. Sikar Tehsil Neem Ka Thana, on dated 06/08/07 to disseminate general information to public about the proposed project and to get final suggestions. 23 villages are of Sri Madhopur and Neem ka Thana is mostly affected by the proposed Railway corridor in Sikar District.

The Chief Guest was Pradhan Mr. Parmanand Yadav and the Consultant was Mr. Sanjeev Sharma (General Manager) and Mr. Prabash Mishra (Sociologist), Mantec Consultant Pvt. Ltd. The 3rd round meeting was started at 12 Noon and Continued up to 3 PM.

	PROJECT SUMMARY SHEET		
Title of the Project	Conducting 3rd round final meeting of Sikar district level Stakeholder/Public Consultation Meeting for Development Study Regarding the Dedicated Multimodal High Axle Freight Corridor for		
	Ministry of Railway Govt.		
Date and Place of Meeting	06-08-07 Panchayat Samiti Hall Neem Ka Thana Distt. Sikar and Tehsil Neem Ka Thana.		
Local Consultant	Name of the Local Consultant:-		
	Mantec Consultant Pvt. Ltd. New Delhi.		
Local Organizer	Name of N.G.O. :-		
	SWEET INSTITUTE BANSWARA		
	167 Matra Sadan Commercial Area Banswara Ph. No. 9414219698		
Organizing Place	P.S. Neem Ka Thana Tehsil Neema Ka Thana Distt., Sikar		
No. Invitees	150		
No. of Presence	107		
Methods Used for Information	Personal Contact: -		
Dissemination	Dispatching Invitation Letters to affected villages		
	Press News in Newspaper:-		
	Information at Panchayat office and Teh. Office		
	Mike announcement by Jeep		
	Others -		
Stationary Served to the	Writing Pad		
Participants	Ball Pen		
	Questionnaire		
Methods adopted for discussion	Slide Presentation – L.C.D		
	Lecture		
	Group Discussion		
	Question/Answer Session		
Methods adopted for documentation	Still Photography by camera		
	Audio/Video Recording		
	Minutes of Meeting		
Media Coverage	Newspaper :- Danik Bhansker,		
	Rajasthan Patrika and Other local Papers.		

2.0 Project Summary Sheet

2.1 Method of Selection of Stakeholder

First stage of Stakeholder/Public meeting has already been organized by the Mantec Consultants Pvt. Ltd. They have authorized "Sweet Institute" to meet the concerned Government authority and collect relevant data for carrying forward social environment and to organize Public Consultation Meeting for Mantec Consultants Pvt. Ltd., the letter No. 2007/infra/31/1 Pt. dated 01/06/07 issued by Ministry of Railways.

In continuous efforts second round PCM was held on 19.06.07 at Panchayat Samiti Sabha Bhawan Sri Madhopur, now the third meeting was being held on dated 06.08.07 at Neem Ka Thana Panchayat Samiti Sabha Bhawan to get the final suggestions from the people meeting of third PCM Sikar District.

For III Meeting in July detailed survey was done along the Railway track. We also contacted the affected people Gate wise. The list has been submitted. Sample survey forms and summary of the P.F. Social Economic Survey were filled in and village meetings were held. The report of the village meeting and name of the villages has been sent.

This survey was done with the previous information that we had calculated the No. of villages and families 30 Mt. from the Railway boundary in this connection many villages were affected. But now considering the 24 Mt. ranges from the centre point of the last track the affected villages would be less.

Consultancy informs the affected families to attend the meeting on dated 06.08.07 at Neem Ka Thana. A survey along the Railway line was done by our teem leader on Motor bike & Jeep. We took some photographs of the places.

Members of Consultancy also met and requested Panchayat Samiti to help in organizing the public meeting successfully and they assured. All the affected stakeholders along the railway line like farmer's, businessmen, and employers were invited to attend the meeting.

Public participation was undertaken to make explicit the social and other factors that affect development impact of dedicated freight corridor and mediate project. Consultancy sent volunteers along the railway line to invite the affected public and house holds through letters for attending the meeting.

Before starting the III PCM meeting survey forms were filled by Programme officer 'Sweet' during field visit and track survey in month of july07. A track-to-track survey was done. It was noted that at every railway Gate, how many persons are affected. Their details were taken. Personal contact was also done. All this information has been sent. Consultancy also informed the affected families to attend the meeting on dated 06.08.07 at 12.00 pm.

Results

Through public participation, stakeholders meeting, key social issues were identified and replied by Mantec G.M. There was confusion about the affected area. Programme officer 'Sweet' told that 24 m areas along the Railway line are affected. The main issue was addressed how poor and vulnerable groups may benefit from the project. The facilitator team visited the affected villages of Sikar and requested Primary and Secondary stakeholders to attend the meeting. To invite the most affected stakeholders the limited No. of stake holders has been invited. But by reading the newspapers, uninvited and interested persons attended the public consultation meeting. It was good that the people are interested to know more about the DFC project. It was good sign.

2.2 Selection of Meeting Facilitators

1. Venue of the meeting

Looking to the stakeholders facility and Local Advice, the venue was decided the Hall of P.S. Neem Ka Thana (Village) where stakeholder can sit comfortably.

2. All the arrangement was made by Santhan like drinking water, Tea and Snack, Photographer, Video Grapher etc.

For local publicity invitation letters through facilitator were sent in the villages. In Dainik Bhasker and other local news paper wide massage was given through mike announcement.

3. Invitation to public representatives and affected stake holders were sent by hand to ensure the stake holders participation in the meeting during the field visit and survey work.

4. Four facilitator were appointed for the participation meeting as follows.

Team leader Programme Organizer Record keeper to write the proceeding of the meeting One Translator to assist the Programme Looking to the local situation and weather all necessary arrangements were made by our team.

2.3 Selection of Stakeholders (Invitees)

Around 150 persons were invited for attending the Stakeholder/Public Consultation Meeting

2.4 Method of Information Dissemination

1. Local newspapers about the venue and date of meeting.

2. Information of DFC Project to the local stakeholders by face to face during village level meeting.

3. Invitation letters to the affected stake holders during the survey of Railway track.

4. Information to Sarpanch /Public representatives by official letters.

3.0 Participants of Stakeholder/Public Consultation Meeting

Around 107 participants were attended the Stakeholder/Public Consultation Meeting.

3.1 Detail of the Stakeholder/Public Consultation Dated 06.08.07 District. Sikar Village Neem Ka Thana

Stakeholders/Public Consultation Meeting is a bottom up approach in this gigantic Freight Corridor Project. It is one of the tools to reflect the views of general public as well as those connected with the project. (Central and local Govt. organization to farmers and commercial and industrial sectors of the society). It is an important tool of information dissemination and to get the final suggestions from the villages.

The following persons attended the meeting:

Pradhan. Team Leader. Stage Controller. Proceeding Recorder of Minutes. Facilitator

3.2 Time - 12.00 Noon to 3.00 PM

At first Introduction Session was held. facilitator of meeting welcomed all the guests of Mantec and JICA, and all Participants.

Then inauguration was done by Pradhan Neem Ka Thana.

Programme officer 'Sweet' gave the information and details of the working of Sweet Sansthan Banswara and gave details of Railway Survey.

Programme Officer 'Sweet' requested to G.M. Mantec to give detail information of the DFC project.

G.M. Mantec told that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed, he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for Freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel, and fertilizer is anticipated on Ludhiana-Delhi-Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, Delhi upto Ludhiana. On an average approximately 9000 loaded trucks move daily over the corridor, i.e.

Delhi-Mumbai Western Corridor and Ludhiana-Hawrah Eastern corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai-Delhi, from palanpur upto Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan, because of the congested areas, change all the way up to Mehasana, the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

G.M. Mantec also told following points about the Sikar Disst. :

Maximum 24 meters of land will be taken from the central line of the extreme track (existing/under conversion as BG on eastern side). The existing ROW of railway will be used, if available and Land Acquisition will be done for the balance land.

45 Meters of land strip will be acquired for the detour route as per the drawings shown.

Compensation will be made as NRR Policy, 2003. However the draft policy NRR policy, 2006 will also be considered for compensation, if applicable at the time of acquisition.

11 Villages Neem Ka Thana will be affected by the DFC project they are Dabala, Jelo, Natha Ki Nangal, Bhopa ki Dhani, Rajput Ki Dhani, Mavanda Kala, Makri, Godawas, Neem Ka Thana, Joshi Colony, Kurbada, Silamsing Ki Dhani.

In Sri Madhopur Block the following villages are being affected- Hanspur, Madho ka Was, Shiv Colony, Sony Colony, Bhaharni, Malakhani, Maljiwali Dhani, Dairawali Dhani, Deriwali Dhani etc.

He also said about the benefits of the project

Economic Riffle Effect	:	840 x 100Cr.
Total Investment	:	240 x 100 Cr.
Jobs Created	:	68000
Household Income	:	215.2 x 100 Cr.
Tax Revenue	:	17.64 x 100 Cr.
	Economic Riffle Effect Total Investment Jobs Created Household Income Tax Revenue	Economic Riffle Effect:Total Investment:Jobs Created:Household Income:Tax Revenue:

Along with Rail line, stations, bridges, signals and control system, electricity supply system rehabilitation of cargo handling yards also have to be developed.

Programme officer 'Sweet' thanked to G.M. Mantec for giving the detail information of the project and also thanks to people.

3.3 Question /Answers during the Meeting

After listening the lecture of G.M. 'Mantec', Programme officer 'Sweet', invited the participants to ask question one by one to G.M. 'Mantec'.

Name Villager Agral

Q. 1 Sir, Your requested to see the map of 1895. The track was constructed in 1905. If you go through the old record of railway. You will have no problem?

Ans. Good suggestion we shall also go through the map and record. Some people have acquired unauthorized land of railway & they have no documents of land. If they have no record even then they will get 10000 Rs. Of interim assistance. People will be settled led were they would like to go. In this case public will suffer. Additional assistance of Rs. 30000 will be given to them.

Name Villager, Mavanda

Q.2 Sir, My well is in the west and land is in the east. Will there be provision for water to go in the East under the track?
Ans. Yes, there was provision earlier also and this time the provision would be given for this. No body would be damaged.

Name Villager, Neem Ka Thana

Q.3 Sir We have received information from the collector and Govt. that you are going to acquire 200 Mt. Land. Please clarify the matter?

Ans. No, we are not going to acquire 200 Mt. lands you can just contact the district administration. It was simply survey work. What will we do with the extra land at present? We need only 24 Mt. lands from the center of the last track. There will be 2 tracks, one for up and one for down. 140 trains will pass in a day. This will be double track only for freight corridor. It is nothing to do with the regular track. So please do not confuse your self and other people in the meeting.

Name Villager, Sri Madhopur

Q.4 What would be the compensation rate?

Ans. The compensation of land, house & structure would be given from present market rate. They will be given interim assistance of Rs. 10000 and 30% would be given extra from the market rate.

Name Villager, Shiv Colony Sri Madhopur

Q.5 How much land would be acquired in Detour?

Ans. Where there will be detour or by pass the land would be taken 45 Mt. from the center of the last track. If there is railway land available, no land would be acquired but land is not available then extra land would be acquired.

Name Villager, Ringus

Q.6 What will be height were there is crossing?

Ans. Where there is crossing the height of the bridge would be 15 feet. At present D.F.C. is studying feasibility estimation.

Name Villager

Q.7 Sir, You have not informed the railway authority & district administration. There is difference in your statement?

Ans. It is nothing like that we have already discussed at the center and state level meeting. If you get any wrong information you can confirm from the railway department authorities. We have found more confusion in Sikar District so the reactions are coming from you. But this is the last and final meeting. Only 24 Mt. lands would be acquired.

Name Villager, Julo

Q.8 Sir, Our Railway station is in the East. Will it be transferred from East to West?

Ans. Any Structure of Govt. or Pvt. In the East will be transferred in the West. The DFC corridor will be constructed in the East.

Name Villager

Q.9 If there is no earning member in the family, will he get service in the railway?

Ans. G.M. 'Mantec' told that your Question is very good. We have note down in the report and suggest the Govt. You can get the jobs according to your experience, ability and qualification. As I have already told that 680000 jobs will be created from the corridor I hope you will be employed.

Name Villager, Neem ka Thana

Q.10 Is there any provision of gate in present corridor?

Ans. G.M. 'Mantec' told that on the DFC 140 trains will go in a day 70 up and 70 down. The speed up the train would be 100 km. per hour. The route would so busy that no body can pass on the track there is provision of ROB / RUB for the facility of the people they will be constructed as and where needed. There is no provision of gate in the present's corridor.

Name Villager

Q.11 When this Project will start to work and when the compensation would be given?

Ans. G.M. 'Mantec' told that the survey work is going to complete and the project will start to work in 2009 and would complete its work in 2014. The compensation would be given in time, the process is going on. You need not to worry. You will get good compensation and good amount.

Name Villager, Neem Ka Thana

Q.12 Will there be any more meeting or survey for it?

Ans. G.M. 'Mantec' told that this the last meeting. You have been invited for your good suggestions. We are here to note down your points and to give report to the higher authorities.

Note

There was a good discussion with the participants. They have their on points. Satisfied answers were given by Mr. Sanjeev Sharma. There was good gathering of the people.

Since there was no other point to discuss and stake holders were happy to listen the Mantec presentation. They agreed that the DFC project would be beneficial for villages of Sikar. So the meeting ended with a vote of thanks to the chair

3.4 Profile of Participants

The major observations of stakeholders/public consultation meeting held in the Hall of Panchayat Samiti Hall of Neem Ka Thana District. Sikar on Dt. 06.08.07 recorded through questionnaire are as follows:

Sl. No.	Name of Village/City	Total Respondent	% of Total
1	Ghasipura	4	3.73
2	Mavanda	10	9.34
3	Kawant	3	2.80
4	Meghpura	1	0.93
5	Derawali Dhani	3	2.80
6	Sri Madhopur	16	14.95
7	Mandoli	4	3.73
8	Kurbada	6	5.60
9	Rajputo ki Dhani	6	5.60
10	Panawali Dhani	4	3.73
11	Bhagega	1	0.93
12	Pacca Pithawali Dhani	1	0.93
13	Makri	6	5.60
14	Neem Ka Thana	22	20.56
15	Bagawali Dhani	5	4.67
16	Natha Ki Nangal	3	2.80
17	Dungarwali Dhani	2	1.86
18	Shayam Nagar	1	0.93
19	Julo	1	0.93
20	Khetawali Dhani	1	0.93
21	Godawas	3	2.80
22	Ringus	2	1.86
23	Silamsingh Ki Dhani	2	1.86
Total		107	100.00

 Table 1.1 Distribution of Respondents by Village

Table 1.1 reveals the fact that there were 107 respondents present of 23 villages/towns. The public consultation meeting was held on dt. 06.08.07 on dedicated freight corridor project to get the final suggestions from the affected villages. The Srimadhopur and Neem Ka Thana Village has shown the highest participation (14.95&20.56%) while the lowest participation was from 7 Villages (0.93%) was observed. 2 respondent were from 3 villages. 3 respondent were from 4 villages, 4 respondent from 3 villages & 5 respondent form 1 villages. 6 respondent were from 3 villages were present. The participation of respondents was from 23 villages and there percentage was from 0.93 to 20.56.

Sl. No.	Categories	Total Respondent	% of Total
1	Scheduled caste	4	3.73
2	Scheduled Tribes	13	12.15
3	Other Backward Class	69	64.49
4	General	21	19.63
Total		107	100.00

 Table 1.2 Distribution of Respondents by Level of Social Structure

Table 1.2 reveals the fact that the maximum participation was belonged to other backward class (64.49%). The public consultation meeting was organized in Neem Ka Thana P.S. Hall. The representation of General listed II (19.63%) and IIIrd listed S.T. (12.15%) and IVth listed S.C. (3.73%). The data shows that less percentage of S.C. was observed. The O.B.C. percentage was the highest (64.49%).

Sl. No.	Categories	Total Respondent	% of Total
1	Less then 4	12	11.22
2	Less then 6	46	42.99
3	More Less then 6	49	45.79
Total		107	100.00

 Table 1.3 Distribution of Participants by Family Size

Table 1.3 brings out that the family size varies from less than four persons to more than six persons in the meeting. The respondents having lowest representation that is less than four persons family size was represented by 11.2%. The less than 6 member's family size was 43.0%. The maximum respondent having highest family size that was more than 6 persons represented by 45.79 %. It reveals the fact that 42.99+45.79% families have more than 6 Members people is not adopting family planning.

Table 1.4 Distribution of Participants by	oy Origin
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Sl.No.	Categories	Total Respondent	% of Total
1	Native	103	96.26
2	Migrated	4	3.74
Total		107	100.00

Table 1.4 points out that majority 103 % of the respondents were original or native inhabitants of Sikar District. Only 4 participants have reported that they are migrated from outside the District. No views were given on majority and minority issues in the III public consultation meeting.

Sl. No.	Categories	Total Respondent	% of Total
1	Literate	107	100.00
2	Illiterate	0	0.00
Total		107	100.00
1	Under Matric	66	61.68
2	Matric	27	25.23
3	Graduate	14	13.09
4	Professional	-	-
Total		107	100.00

Table 1.5 Distribution of Participants by Literacy Status

Table 1.5 shows that 100.0% people participating in the III public consultation meeting were literate. It shows that distribution of participant educational attainment is very high, It can be taken as an indicator of social development of any district. The professional category has been 0%, the highest proportion of respondent was observed in under metric 61.7%. They are from labor class or agriculture. The analysis shows that as the educational level increases the proportion of the respondent decreases. The metric pass respondents were 27 only (25.2%) but they are not employed they did not get any job and doing agriculture work. They were interested to get jobs from the DFC project.

Sl. No.	Categories	Total Respondent	% of Total
1	Agriculture	74	69.16
2	Private Service	16	14.95
3	Govt. Service	7	6.54
4	Bussiness	10	9.35
Total		107	100.00

 Table 1.6 Distribution of Participants by Occupation

Table 1.6 shows that the highest proportion of the respondent was engaged in primary activities of agriculture. Agriculture is the main occupation of 69.2% respondents. As per data 16 respondents are engaged in private service & 7 respondent are engaged in Govt. service 10 respondent are from businessmen. The lowest percentage was observed in Govt. service maximum people are poor & depend on agriculture and they wanted some kind of jobs from the railway.

Sl. No.	Categories	Total Respondent	% of Total
1	5000-10000	13	12.15
2	10001-25000	38	32.51
3	25001-50000	33	30.84
4	50001-100000	23	21.50
5	100001 and above	-	-
Total		107	100.00

Table 1.7 Total respondents level of yearly income was divided in to 5 categories. The data reveals that the level of annual house hold income 5000-10000 (12.2%) and II 10001-25000 was 35.5%, and III stands in the range 25001-50000 (30.8%). from 50001-100000 23 participants work having 21.50%, No respondents were from 1000001 and above. It shows that the people are poor and facing hard ship.

Sl. No.	Categories	Total Respondent	% of Total
1	Significant	105	98.13
2	Relatively Significant	2	1.87
3	Insignificant Impact		
4	Negligible Impact		
Total		107	100.00

 Table 1.8 Distribution of Participants by Impacts of Project

Table 1.8 shows that the 105 respondent (98.13%) told the impact of project would be significant and 2 respondents (1.87%) replied that the impact would be relatively significant. No respondents told that there would be insignificant impact or Negligible Impact because only 24 Mt. lands are acquired from the centre of the last track.

 Table 1.9 Distribution of Participants by Type of Impacts of Proposed Project

Sl. No.	Categories	Total Respondent	% of Total
1	Loss of Land	76	71.03
2	Loss of Occupation	31	28.97
3	Loss of Live hood	-	-
4	Others	-	-
Total		107	100.00

Table 1.9 Shows that 76 respondents (71.03%) will have loss of land because it is their primary occupation while 31 respondent (28.97) told that they would have loss of Occupation although none respondents reply about Loss of lively hood and others impact.

Sl. No.	Categories	Total Respondent	% of Total
1	Land	72	67.28
2	Cash	35	32.72
3	House		
4	Others		
Total		107	100.00

 Table 1.10 Distribution of Participants by Type of Compensation by Govt.

Table 1.10 shows that if Govt. acquires the land what type of compensation they wanted. 72 respondents (67.28%) wanted that they should be given land for land while 35 respondents (32.72%) replied that they wanted cash compensation for land. No body has given choice for the house & other facilities for the compensation.

3.5 Suggestions to the Project Owner in Terms of Engineering. Social and Environmental Concern

Fair compensation should be given in time at the market rate.

They should be settled at proper place for residence.

Ghanshyam Jangid suggested that there is 30 Mt. lands behind the Neem Ka Thana Railway Station. Where the Railway Colony & GRP Thana is situated. If GRP Thana & Railway Colony is removed & the railway station of Neem Ka Thana is constructed, we shall get enough space. The present track which is coming in detour will be straight. In this situation we shall get enough places and without any lose, this track can be made in the east for the DFC Railway corridor. There is enough place for railway colony in the North & GRP Thana can be on the Railway Station

The rehabilitation plan should be made first and then people should be settled.

Those who have land in the East & West. There should be provision for drains to carry the flow of the water.

3.6 Summary of Findings

There was gathering of 107 people. We have invited 150 stakeholders but reading the news in the newspapers some uninvited persons attended the meeting. 107 stakeholders filled in the forms. 107 respondents of 23 village participated in the III public consultation meeting aimed DFC project to get final suggestion from the villagers. The Neem Ka Thana and Sri Madhopur villages have shown the highest participation (20.6% and 15.0%), while the lowest participation was observed from Meghpura, Bhagega, Pakka Pithawali dhani, Shyam Nagar, Julo, Khetawali Dhani (0.93%).

It was noted that there were 64.5% belongs to OBC while 12.5% from S.T. Caste. The lowest percentage was from S.C. Caste (3.7%). The General percentage was 19.6%, From S.C. 3.7%.

The people having more than 6 children percentage were 45.5% & the people having less than 6 children percentage were 43.0%. It is difficult to run their family and belong to poor caste. So they wanted employment for their lively hood.

The analysis reveals that majority 96.3% of the respondents in the meeting were original in habitants. The literacy percentage was 100% but under metric percentage was 61.7%. & 13.9% were graduates. It reveals the fact that people are less in Govt. Service & Private Service.

The study showed that higher educational level witnesses the decreasing proportion of the respondent because they are less worried about the DFC project. It was also investigated that the occupational pattern is quite diversified. 69.16% respondents are engaged in agriculture while businessman's percent is 9.35% only. Agriculture is main occupation of the villagers. The level of income reveals the fact that 12.15% respondent were in 5000 to 10000 yearly income while 35.51% respondent were from 10001 to 25000. 30.84% respondent were in the range of 25001 to 50000 & 50001 to 100000 were 21.50% there is no one in the above range of 100000 It shows that the area belong to poor people and they have lively hood problems.

The table 1.8 Shows that only 98.15. % people have significant effect and 1.87% said that they have relatively significant effect. Sikar District people were very happy. They wanted to start the project work at the earliest. They would get employment and were in favor of DFC Corridor.

(3) Record of Village Meeting in Sikar District

Record of Village Meeting

Village	:	Makri
Date	:	19/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various Stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Makri to convey the right message to the affected persons about the DFC project and to collect their suggestions. Sita Devi Sharma (Sarpanch) also present in the meeting.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Who will decided the rate of structure	Government officer will decide the rate of structure
5	When will work start	Work will start in 2008-09

Important issues and suggestion during feed back meeting

Village	:	Mawanda Kalan
Date	:	19/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Mawanda Kalan to convey the right message to the affected persons about the DFC project and to collect their suggestions. Ghirdhari Lal Sen (Sarpanch) also present in the meeting.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and How will government decide the compensation of shop	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated.
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Can it possible to change route of DFC alignment	After the study this route is finalized, however we forward this message to higher authority
4.	Who will decided the rate of structure,Shop	Government officer will decide the rate of structure
5	When will work start	Work will start in 2008-09

Village	:	Natha Ki Nangal
Date	:	19/7/2007
Timing	:	5.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Natha ki Nangal to convey the right message to the affected persons about the DFC project and to collect their suggestions. Rameshwar Lal Gurjan (Sarpanch) also present in the meeting.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project. It is rumour that government is going to acquire 100m of land in both side of the existing track	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m would be acquired.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Who will decided the rate of structure	Government officer will decide the rate of structure
5	When will work start	Work will start in 2008-09

Village	:	Dabla
Date	:	19/7/2007
Timing	:	6. 15 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Dabla to convey the right message to the affected persons about the DFC project and to collect their suggestions. Ashok Kumar (President) also present in the meeting.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project. It is rumour that government is going to acquire 100m of land in both side of the existing track	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Who will decided the rate of structure and shop	Government officer will decide the rate of structure and shop
5	When will work start	Work will start in 2008-09

Important	issues a	nd sugges	tion du	ring feed	back meeting
important	ibbueb u	na baggeb	non au	ing iccu	Such meeting

Village	:	Godawas
Date	:	20/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Godawas to convey the right message to the affected persons about the DFC project and to collect their suggestions. Herphul Chaudhari (Sarpanch) also present in the meeting.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project. It is rumour that government is going to acquire 100m of land in both side of the existing track	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Who will decided the rate of structure	Government officer will decide the rate of structure
5	When will work start	Work will start in 2008-09

Village	:	Bhegaga
Date	:	20/7/2007
Timing	:	4.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bhegaga to convey the right message to the affected persons about the DFC project and to collect their suggestions. Nanu Ram (Sarpanch) also present in the meeting.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4	When will work start	Work will start in 2008-09

Village	:	Nim	Ka	Thana	(Municipal
		Corpor	ation)		
Date	:	20/7/20	007		
Timing	:	1.30 PI	M		

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Nim Ka Thana to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project. It is rumour that government is going to acquire 100m of land in both side of the existing track	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	How will you decided the compensation of Structure, which is used as shop and residence	Government officer will decide the rate of such type structure with help of local NGO
4.	Who will decided the rate of structure	Government officer will decide the rate of structure
5	Make detour in Nim Ka Thana to avoid built up area of city	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Sri Madhopur(rural)
Date	:	20/7/2007
Timing	:	5.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sri Madhopur to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project. It is rumour that government is going to acquire 100m of land in both side of the existing track	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Who will decided the rate of structure	Government officer will decide the rate of structure
5	When will work start	Work will start in 2008-09

Village	:	Sargoth
Date	:	18/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sargoth to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Exact location of the detour	We will provide you exact location of detour later
5	When will work start	Work will start in 2008-09

Village	:	Shirmalia Jageer
Date	:	18/7/2007
Timing	:	10.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Shirmala Jageer to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Exact location of the detour	We will provide you exact location of detour later
5	When will work start	Work will start in 2008-09

Village	:	Kolwa
Date	:	18/7/2007
Timing	:	11.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kolwa to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Exact location of the detour	We will provide you exact location of detour later

Village	:	Jalalpur
Date	:	18/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jalalpur to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Exact location of the detour	We will provide you exact location of detour later
5	When will work start	Work will start in 2008-9

Village	:	Armiya
Date	:	18/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Armiya to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Exact location of the detour	We will provide you exact location of detour later
5	When will work start	Work will start in 2008-9

Village	:	Mau
Date	:	18/7/2007
Timing	:	3.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Mau to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Exact location of the detour	We will provide you exact location of detour later
5	When will work start	Work will start in 2008-9

Village	:	Hanspura
Date	:	18/7/2007
Timing	:	5.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Hanspura to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4	When will work start	Work will start in 2008-9

Village	:	Kanchrra
Date	:	20/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kanchrra to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority

Village	:	Jaswantpu
Date	:	20/7/2007
Timing	:	10.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jaswantpura to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.

Village	:	Jorwar Nagar
Date	:	20/7/2007
Timing	:	11.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jorwar Nagar to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensations of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Exact location of the Route of DFC alignment in Jorwar Nagar	We will provide you exact location of DFC alignment later
5	When will work start in Jorwar Nagar	Work will start in 2008-9

Village	:	Samota Ka Bas
Date	:	20/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Samota Ka Bas to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Exact location of the DFC alignment in Samota Ka Bas	We will provide you exact location of DFC alignment later

Village	:	Shahpura
Date	:	20/7/2007
Timing	:	1.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Shahpura to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Shahpura village.	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m land would be acquired.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Malikpura
Date	:	20/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Malikpura to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Malikpura village.	24 meter of land would be acquired from the middle of the existing track in parrlel section and in detour route 43.5m land would be acquired.
3.	Compensation of land would be given according to market rate, not according to Govt. rate	We will forward this suggestion to higher authority

Village	:	Boari
Date	:	20/7/2007
Timing	:	3.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Boari to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in our village.	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3.	Why Govt. officer not come to inform us	After study they will come.
5	When will work start	Work will start in 2008-9

Village	:	Godwas
Date	:	21/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Godwas to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in our village. Some people say that Govt. is going to acquire 100m 0f land in both side of the existing track	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m of land would be acquired. Except that no more land is acquired for DFC project
3.	Why Govt. officer not come to inform us about this project	After study they will come.
5	When will work start	Work will start in 2008-9

Village	:	Mandeoli
Date	:	21/7/2007
Timing	:	10.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Mandoli to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in our village.	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3.	Why Govt. officer not come to inform us about the project	After study they will come.
5	When will work start	Work will start in 2008-9

Village	:	Jatala
Date	:	21/7/2007
Timing	:	11.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jatala to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in our village.	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired. In Jatala there is no detour, so only 24m of land in eastern side from existing rail line would be acquired

Village	:	Shymawali
Date	:	21/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Shymawali to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in our village.	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired. As there is no detour in Shymavali. So only 24m of land in eastern side from the existing rail line would be acquired

Important issues a	nd suggestion	during feed	back meeting
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Village	:	Kunwara
Date	:	21/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kunwara to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in our village.	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	When will work start	Work will start in 2008-9

Village	:	Biharipur
Date	:	21/7/2007
Timing	:	3.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Biharipur to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in our village.	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will work start	Work will start in 2008-9

Village	:	Bihar
Date	:	21/7/2007
Timing	:	5.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bihar to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in our village.	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	When will work start	Work will start in 2008-9
(4) Socio-Economic Survey in Sikar District

Sub District:			SRI MADHOPUR										SRI MADHOPUR						
	Ра	nchayat Samiti:	SRI MADHOPUR										KHANDELA						
S.NO	S.NO TTEMS			Shimarla jageer	Kolwa	JALALPUR	Arniya	Mau	Sri Madhopur	Hanspura	Kancharra	Jaswantpura	Chok jaswantpura	Jorawar Nagar	Samotaka Bas	Shahpura	Theekariya@ Raisinghpura	Malikpura	Baori
	Census Village Code		17408	17409	17410	17406	17405	17367	17368	17368	17325	17326	17327	17324	17341	17342	17343	17338	17358
1	PAP	s with Titles																	
1)	a ypc	Urban- City	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	u h	Urban- Small Town	Nil	Nil	Nil	Nil	Nil	Nil	Ves	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	a	Regular Village	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves	Ves
	u h	SC * Village	NG1	Nil	Nil	Nil	Nil	Nil	Nil	NG1	Nil	Nil	1 0.5 Nil	Nil	Nil	Nil	1 0.5 NGI	Nil	Nil
	0	SC Village	NGI	Nil	NII	NGI	NGI	Nil	NGI	NG	Nil	NGI	NJI	NG	Nil	Nil	NGI	NGI	Nil
	Type of Current Land Use Pattern							1411	1411	1411	1411	1411							
2)	71	T		1		1	1		1	r			r	1	1	r	r		1
	a	Industrial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Residential Land	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Commercial Land	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Agricultural Land	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	е	Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Water Bodies (Lake / River/ Pond/ etc)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3)	No. o	of Affected "Titled" Strue	ctures																
	a	House (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	42 Own	1(own)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Shop (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	1 Own	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Office (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Factory (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Storage (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)	No. o	of Affected People of the	"Titled"	Structu	res														
	a	Number of PAPs	Nil	Nil	Nil	Nil	Nil	Nil	210	5	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	7	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Number of Encroachers	Nil	Nil	Nil	Nil	Nil	Nil	10	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Number of Families Bel Poverty Line	^{ow} Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

		Sub District:		SRI MADHOPUR										SRI MADHOPUR						
		Panchayat Samiti:						SRI M	IADHOPUR							KHANDELA				
S.NO.	ITE	MS	Sargoth	Shimarla jageer	Kolwa	Jalalpur	Arniya	Mau	Sri Madhopur	Hanspura	Kancharra	Jaswantpura	Chok jaswantpura	Jorawar Nagar	Samotaka Bas	Shahpura	Theekariya @ Raisinghpura	Malikpura	Baori	
	Cen	sus Village Code	17408	17409	17410	17406	17405	17367	17368	17368	17325	17326	17327	17324	17341	17342	17343	17338	17358	
5)	Nun	nber of Affected Public Facilities	/ Comr	non Pro	pertieS															
	a	Temple/ Mosque/ Church	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2 Temple	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	b	Graveyard/ Crematorium	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	с	Well/ Hand Pump	Nil	Nil	Nil	Nil	Nil	Nil	1 Well, 1 Hand Pump	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	d	Community Building	Nil	Nil	Nil	Nil	Nil	Nil	1 Community Buiding	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	e	Police Station/ Govt .Offices	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	g	Schools/ Educational Institute	Nil	Nil	Nil	Nil	Nil	Nil	1 Health Facility	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	h	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
6)	5) Current Price of Land			•																
	a	Market Price (Per Bigha)							2057.1	600										
	b	Govt. Price/ Circle Rate							765.71	350										
2	Clas	ssification of PAPs without Titles	s/Squatt	ers																
	a	Station-oriented Occupation	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	b	Shops/Kiosks	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	с	Seasonal labour	Nil	Nil	Nil	Nil	Nil	Nil				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
		i. Agricultural labour	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
		ii. Industrial labour	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	d	Railway-related gangman	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	e	Migrating tribal people	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
3	Feat	tures of Natural Environment																		
1)	WI	LDLIFE SANCTUARY/FORE	ST AR	EA		1									-					
	a	Protected Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	b	Reserved Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	с	Wildlife Sancatuary	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
4	Oth	ers	1		1	1		1	1		1			1				1		
Note:		* SC Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
	1	** ST Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	

		Sub District:									1	NEEM	KA TH	ANA									
	P	anchayat Samiti:									1	NEEM	KA TH	ANA									
S.NO.	ITE	EMS	Jassi Ka Bas	Govindpura	Bhagega	Sirohi	Ranasar	Charanwas	Agawari	Neem Ka Thana (Town)	Godwas	Mandoli	Makri	Shyamawali	Mawanda Kalan	Jatala	Kunwara	Jeelo	Natha Ki Nagal	Biharipur	Bihar	Dabala	Kanwar Ki nagal
	Cei	nsus Village Code	17433	17434	17436	17437	17438	17439	17497		17483	17444	17447	17448	17480	17453	17457	17459	17454	17462	17468	17463	17464
1	PAPs with Titles																						
1)	Тур	pe of Settlemen	Settlemen																				
	a	Urban- City	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Urban- Small Town	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil
	a	Regular Village	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes
	b	SC * Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	ST** Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2)	ТуĮ	e of Current Land Use Patte	ern	T		r	r	r	r	1	r	r			1		r	1	1	r	r		1
	a	Industrial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Residential Land	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Commercial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Agricultural Land	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes
	e	Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Water Bodies (Lake / River/ Pond/ etc)	Nil	Nil	River	Nil	Nil	Nil	Nil	River, Pond	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3)	No.	of Affected "Titled" Struct	ures	•																			
	a	House (Own/Rented)	Nil	Nil	1 (own)	Nil	Nil	Nil	Nil	24 Own	Nil	Nil	5(own)	Nil	12(own)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Shop (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	24(own)	Nil	Nil	Nil	Nil	3(own)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Office (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Factory (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2 (own)	Nil	Nil	Nil	Nil	l(own)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Storage (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2 Water Tank	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)	No.	of Affected People of the "	Titled	" Struc	tures																		
	а	Number of PAPs	Nil	Nil	6	Nil	Nil	Nil	Nil	168	Nil	Nil	25	Nil	60	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Number of Encroachers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Number of Families Below Poverty Line	Nil	Nil	2	Nil	Nil	Nil	Nil	4	Nil	Nil	2	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

		Sub District:										NEEM	I KA T	HANA									
	P	anchayat Samiti:										NEEM	I KA T	HANA	L								
S.NO	ITI	EMS	Jassi Ka Bas	Govindpura	Bhagega	Sirohi	Ranasar	Charanwas	Agawari	Neem Ka Thana (Town)	Godwas	Mandoli	Makri	Shyamawali	Mawanda Kalan	Jatala	Kunwara	Jeelo	Natha Ki Nagal	Biharipur	Bihar	Dabala	Kanwar Ki nagal
5)	Ce	nsus Village Code	11433 Facili	11434 tites/0	17436	17437 Brone	17438	17439	17497		17483	17444	17447	17448	17480	17453	17457	17459	17454	17462	17468	17463	17464
2)	a	Temple/ Mosque/	Nil	Nil	Nil	Nil	Nil	Nil	Nil	3(Tem	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	- -	Church Graveyard/	NU	NG	NG	NG	NG	NG	NG	ple)	NU	NI;1	NG	NG	NU	NU	NG	NG1	NG	NU	NG	NG	NG
	c	Crematorium Well/ Hand Pump	Nil	Nil	1 Hand Pump	Nil	Nil	Nil	Nil	1 Well, 1 Hand Pump	Nil	Nil	Nil	Nil	1 Well	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Community Building	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1 Comm unity Buildi ng	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	е	Police Station/ Govt	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	g	Schools/ Educational	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	h	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6)	Cu	urrent Price of Land																				<u> </u>	<u> </u>
	a	Market Price (Per			532					532			532		532								
	b	Govt. Price/ Circle			443					443			443		443								
2	Cl	Rate	thout Ti	itles/Sa	uatters																		
-	a	Station-oriented	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	u h	Occupation Shops/Kiosks	NGI	Nil	1 ehon	Nil	Nil	NGI	Nil	Nil	Nil	Nil	Nil	NGI	1 shop	NGI	Nji	Nji	Nil	Nil	Nil	NGI	NGI
	c c	Seasonal labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	i (ii	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		i Agricultural labour	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Yes	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		ii. Industrial labour	Nil	Nil	Nil	Nil	Nil		Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Railway-related gang	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	man Migrating tribal people	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	۲ f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3	Fe	atures of Natural Enviro	onment					[····														<u> </u>	<u> </u>
1)	Wi	ildlife Sanctuary/Forest	Area																				
-	a	Protected Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Reserved Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Wildlife Sanctuary	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4	Oti	hers	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	<u>. </u>
Note:	-	* SC Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		** ST Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

(5) Questionnaire Survey in Sikar District

-		
101	ROW – 1; ROB-2; Squatter-3	
102	Date of Interview :	
103	Place of Interview :	
104	Name of Interviewer :	
105	Checked by Supervisor :	
106	What is the type of house likely to be affected?	
	Single detached one-storey (1)	
	Single detached two-storey (2)	
	Single detached three-storey or more (3)	
	Apartment/Row house duplex (4)	
	Shanties connected to each other (5)	
	Tents or tentative simple hut (6)	
107	Please write the description of the house appearance/housing.	
Questtio	Roof (G.I. sheets-2; Tiles-2; Nipa or other natural materials – 3; Concrete -4;	
nnaire	Others - 4)	
FormQ		
-	Walls (All concrete -1; Concrete and wood-2; All wood -3;	
	Nipa or other natural materials-4; Others-5)	
108	What is the tenure status of land and house?	
	(Own land and house-1; Rent land and own house-2; Rent land and house-3;	
	Illegal occupancy of land and own house-4; Others-5)	
109	What is the Land status? (Privately own land-1; Public land-2)	
110	BASIC PROFILE OF PAP	
А	Name of Interviewee (only adult members):	
В	Administrative Location:	
i	State :	
ii	District :	
iii	Panchayat:	
iv	Village :	
С	Location	
C.1	Type of Location	
	Parallel to railways - 1	
	Near Diversion - 2	
	Near ROB - 3 (for ROB only)	
	Others - 4	
C.2	Specific Location:	
	If parallel, specify the given section No.	
	If diversion, specify the given section No.	
	(for ROB only)	
	If ROB, specify nearest station name(s) where ROB are located	
	Right-hand side/Left-hand side from Mumbai (Western Corridor)/Delhi	
L	(Eastern Corridor)	
D	Relation to Head of Family :	
E	How long have you been living here? Please provide approx. no. of years	
F	How long are you planning to live here (in years)?(for Squatters only)	
G	Profile of Head of Family:	
	Head of Family (Name)	
	Sex	
	Age	

Marital Status	
Occupation (If he/she is unemployed, please describe as "unemployment")	
Use code - 1.Govt. Service; 2.Private Service; 3.Business; 4.Wage Employee;	
5.Agriculture; 6.Daily wage labour; 7.Unemplyed; 8.Others (specify	
)	
Attainment Level of Education	
Use code - 1.Illiterate; 2.Can Read only; 3.3. Can read and write both; 4.Upto	
Class 5 5.Upto Class 12 or Plus 2; 6.Graduate & above; 7.ITI,	
Diploma/Degree, CA, ICWA, MBA, etc;	
8. Others (specify)	
Religion	
Use code - 1.Hindu; 2.Muslim; 3.Christian; 4.Jain; 5.Sikh; 6. Boudh; Other	
(specify)	
Social Category	
Code – 1. General; 2. SC; 3. ST; 4. OBC	
Total number of family members (including infants and children)	

HOUSEHOLD BUDGET

A) Income

Source of Income of from	Average Income in	(Rs.)	
various sources	Daily	Monthly	Yearly
a. Agriculture			
b. Wage Labour			
c. Business/Trading			
d. Service			
e. Livestock & Animal			
Husbandry			
f. Fishing & Aquaculture			
g. Cottage Craft			
h. Forestry			
i. Other (specify			
-)			
Total Income			

B) Assets

Livestock holding of the family (Write the unit in nos.)	No.
Cow	
Ox	
Buffalo	
Sheep	
Goat	
Camel	
Donkey	
Horse	
Pig	
Chicken	
Duck	
Others livestock (specify)	

C) Agricultural Implements

Agricultural implements owned by the family	Yes	No
Tarctor	1	2
Power Triller	1	2
Thresher	1	2
Harvester	1	2
Genset Sprayer	1	2
Pump Set	1	2
Electric Pump	1	2
Others Specify	1	2

D) Household Items

Household items owned by the family	Yes	No
TV	1	2
Fridge	1	2
Mixer	1	2
Electric Cooker	1	2
Geyser	1	2
Electric Fan	1	2
OTG	1	2
Toaster	1	2
Microwave	1	2
Radio	1	2
Others Specify	1	2

E) Other Assets of Family

Other assets owned by the family	Yes	No
Scooter/Motorcycle	1	2
Jeep/Car	1	2
Truck	1	2
Bus	1	2
Bullock/Camel Cart	1	2
Others Specify	1	2

F) Total Annual Saving: (Rs.)

G) Loan

a.	Have you taken any loan?	1. Yes,	2. No,	Don't Know
b.	If yes, then please tell us the f	following:		

Name of the loan provider	Amount (in Rs.)	Re-paid (in Rs.)	Balance (in Rs.)
Bank			
Relative/Friend			
Mahajan			
Other (specify)			

112 PRODUCTION AND EMPLOYMENT

A-1	Land Title	Response
	Own with Title (1)	
	Own without Title (2)	
A-2	Tenure Status: If Own with Title, please select one or	
	more:	
	Borrow at No Charge (1)	
	Rent from Authorities (2)	
	Rent from Individuals (3)	
	Other Status (4)	

B) <u>Area of Land: If Own with Title</u>, please answer the questions below: (for Non-Squatters)

- B.1) Do you have agricultural land? a. Yes b. No
- B.2) If Yes, please tell us the total land owned by you (in local unit).

Type of Land	Area	Area				
	Sqm.	Bigha	Biswa	Hectare		
1. Agricultural land						
2. Orchard						
3. Others (specify)						
Total Land						

In case of farmers, list names of your 3 major products (for Non-Squatters)

- 1.
- 2.
- 3.

D-1) In case of other occupations, specify main income source?

D-2) Select the observed type of squatters (for Squatters)

Category of squatter	Please write response
Illegal residents with station-related occupation (1)	
Shops of illegal occupancy (2)	
Seasonal labour (Agriculture) (3)	
Seasonal labour - Factory/Construction (4)	
Gangmen's colony (5)	
Migrant Tribe (6)	

E) What is the most serious problem on your livelihood?

113 ACCESSIBILITIES

	Status in N	Distance			
	Average	Frequency	Frequency to cross	Mode	(km)
	Time per	1: 1 Day	the level crossing	1: Foot	
	Trip	2: 2-3 days	per day. Specify	2: Bicycle	
	(minutes)	3: 1 Week	the number	3: Ox Cart	
Destination		4: 2 Weeks	(e.g. 3 times/day).	4: Horse Cart	
		5: 1 Month		5: Camel Cart	
		6: 2 Months		7: Motor Bike	
		7. 6 Months		8: Car	
		8: 1 Year		9. Bus	
				10. Others	
District Center					
Large Market					
Small Market					
High School					
Secondary					
School					
Primary School					
Farming Land					
Health Clinic					
Hospital					
Religious					
Center					

Accessibilities in Normal Conditions

How often do you cross ROBs? Specify the number (e.g. 3 times/day). (Only for ROBs)

How often do you cross ROBs with Non-motorized Vehicles (NMVs)? Specify the number (e.g. 3 times/day). (Only for ROBs)

114 UTILITIES

Access to Potable Water

Please check the status of access to potable water.

Kind of Facilities		Plea	ase check.
Dig Well (Private)			
Dig Well (Common)			
Pump Well (Private)			
Pump Well (Common)			
Bought from Water Vendors			
Other Facilities ()		
Other Natural Water Sources ()		

Access to Toilet Facilities

Please check the status of access to toilet facilities.

Kind of Facilities	Please check.
In-door Toilet	
Out-door Toilet (Private)	

Out-door Toilet (Common)	
Not Available	

Access to Electricity

Please check the status of access to electricity.

Kind of Facilities	Please check.
Power line	
Generator (Private)	
Generator (Common)	
Car Battery	
Not Available	

115 COMMENTS ON RESETTLEMENT & REHABILITATION

Questions	Response
A Are you aware that Govt of India has initiated	Yes
Dedicated Freight Corridor Project in which a separate	No
railway line will be laid for transportation of goods	$(If N_0, g_0, f_0, C)$
between and Mumbai and Delhi and	
Howrah?	
B If Yes what has been your source of information for	TV
DFC Project?	Radio
	News Paper
	Word of Mouth
	Friend/Relative
	Others (specify)
C Do you think the project will provide economic	Yes
benefit in the area?	No
benefit in the area.	No comment
D In your opinion what kind of economic benefit would	Wage employment
take place?	Business opportunity
une phote.	Industry establishment
	Others (specify)
E. In case you are to be displaced by the project what	Self relocation or voluntary relocation
would be your choice?	Protest displacement
would be your enoice.	Conditional
	Can't say now
	Others (specify)
F As regards resettlement and rehabilitation what would	Compensation
he your request to the Project Implementing Authority	Resettlement and Rehabilitation
or Project Owner?	Compensation & R&R both
	Other (specify)

Brief Socio-economic profile of the project affected family of the Sikar district

In Sikar district 37 villages would be affected by this proposed Western Corridor. Near about five hundred persons supposed to be affected by this project. In some villages some structures would be affected and in rest villages no structure would be affected, however in these villages land would be acquired. Following villages supposed to be affected by this project-

Sargoth,Shimaria Jageer, Kolwa, Jalalpur,Armia, Mau, Sri Madhopur, Hanspura,Kanchara,Jaswantpura,Chowk Jaswant pura,Jarawar Nagar,Samota Ka Bas, Shahpur, Theekriya, Malikpura, Boari, Jassi ka bas ,Govindpura, Bhageega, Sirohi, Ranasar, Charanwas, Agawari, NeemKa Thana ,Godwas, Mandoli, Makari, Shyamawali, Jatala, Kunwara, Jello,Natha Ki Nagal, Bihar,Biharipur, Dabal,Kunwar Ki Nagal,

S.No	Villages	Number of surveyed Families
1.	Ringus	6
2.	Shiv Colony	2
3.	Makari	2
4.	Mavanda Kalan	3
5.	Godwas	1
6.	Jugalpura	2
7.	Kawant	1
	Total	17

 Table-1 Distribution of project affected families

Table 1 indicates the distribution of dedicated freight corridor project affected families in Sikar district of Rajasthan. It is evident that seven villages namely Ringus , Shiv Colony(Nim Ka Thana),Makri, Mavanda Kalan, Godwas, Jugalpura, Kawat. In total, seventeen project affected families have been surveyed in these villages.

S.No	Village	Single detached one storey	Single detached two storey	Appartment / Row house Duplex	Single detached three storey or more	Tenantes or Tentative Simple Hut	Not Affected	Total Survey Families
1	Ringus	6	Nil	Nil	Nil	Nil	Nil	6
2.	Shiv	2	Nil	Nil	Nil	Nil	Nil	2
	Colony							
3.	Makari	2	Nil	Nil	Nil	Nil	Nil	2
4.	Mavanda	3	Nil	Nil	Nil	Nil	Nil	3
	Kalan							
5.	Godwas	1	Nil	Nil	Nil	Nil	Nil	1
6.	Jugalpura	2	Nil	Nil	Nil	Nil	Nil	2
7.	Kawant	1	Nil	Nil	Nil	Nil	Nil	1
	Total	17						17

 Table-2
 Distribution of Project affected families by the type of houses affected

Table 2 represents the distribution of project-affected families by type of houses being affected during the implementation of dedicated freight corridor railway line. It is evident form the table that only one types of houses have been observed in the project affected villages as discussed. The statistics show that the houses that are getting damaged are single detached one storey structures in all seven project affected villages in Sikar district

		Oc	cupational Struct	ure		Total
Villages	Govt. Job	Private Service	Business	Agriculture	Wages	Surveyed Families
Ringus	1	Nil	4	Nil	1	6
Shiv Colony	1	Nil	1	Nil	Nil	2
Makari	Nil	Nil	Nil	2	Nil	2
Mavanda	Nil	Nil	3	Nil	Nil	3
Kalan						
Godwas	Nil	Nil	Nil	1	Nil	1
Jugalpura	Nil	Nil	2	Nil	Nil	2
Kawant	1	Nil	Nil	Nil	Nil	1
Total	3		10	3	1	17
Percentage	18.00	0.00	58.00	18.00	6.00	100.00

 Table 3 Distribution of Project Affected Families by Occupation

Table 3 exhibits the distribution of project affected families by occupational structure in project affected villages in Sikar district. Accordingly, project affected families have been divided into five categories of economic activities. Interestingly, business seems to be the chief occupation in the area followed by agriculture and govt job. The study reveals remarkable differences in occupational structure across different project affected villages.

C. N.	X711	Educational Level						
Sr.No.	villages	Illiterate	Can read and write	Primary	Plus Two	Upto Class-5	Total	
1	Ringus	Nil	Nil	Nil	5	Nil	5	
2	Shiv Colony	Nil	Nil	Nil	2	Nil	2	
3	Makari	2	Nil	Nil	Nil	Nil	2	
4	Mavanda Kalan	Nil	Nil	Nil	Nil	1	1	
5	Godwas	1	Nil	Nil	Nil	Nil	1	
6	Jugalpura	1	Nil	Nil	1	Nil	2	
7	Kawant	1	0	Nil	Nil	Nil	1	
	Total	5	0		8	1	14	
	Percentage	36	0	0	57	7	100	

 Table-4 Distribution of Project Affected Families by Educational Status

Table presents the distribution of project-affected families by level of education in project-affected villages in Sikar district. The study reveals that 36% of the project-affected families have been registered illiterate. 57% respondents have been observed plus two pass. As the educational level increases the share of educated persons decreases in the project affected areas.

 Table-5
 Distribution of Project Affected Families by Religion

S.No.	Villages		Religion	Total	
		Musilm	Hindu	Others	Surveyed Families
1.	Ringus	0	5	1	6
2.	Shiv Colony	0	2	0	2
3.	Makari	0	2	0	2
4.	Mavanda Kalan	0	3	0	3
5.	Godwas	0	1	0	1
6.	Jugalpura	0	2	0	2
7.	Kawant	0	1	0	1
	Total	0	16	1	17

Table 5 exhibits the distribution of project-affected families by religious faith in project affected villages in Sikar district. It is evident from the table that near about all the project affected families follow the Hindu mythology in all surveyed villages. Hence, the region seems to be Hindu dominated.

S			Livestock Size							
No	Villages	Cow	Ox	Buffalo	Sheep	Goat	Total			
					-		Heads			
1	Ringus	5	Nil	4	Nil	10	19			
2	Shiv Colony	Nil	Nil	2	Nil	Nil	2			
3	Makari	1	Nil	1	Nil	1	3			
4	Mavanda Kalan	4	5	3	Nil	2	14			
5	Godwas	Nil	2	Nil	Nil	3	5			
6	Jugalpura	Nil	Nil	2	Nil	1	3			
7	Kawant	1	1	8	Nil	6	16			
	Total	11	8	20	0	23	62			
	Percentage	18	13	32	0	37	100			

Table-6 Distribution of Livestock Holdings in Project Affected Villages

Table 6 shows the distribution of livestock holdings in different project affected villages in Sikar district. It shows that on an average each family raises one cattle at its house. The study shows that 37% of the total domestic animals are goat followed by Buffalo. About 28% of the total cattle are cow and ox.

 Table-7 Distribution of Project Affected Villages by Agricultural Implements

		Farmi	ing Implem	ents		
Villages	Tractor	Pump Set	Electric Pump	Thresher	Power triller	Total
Ringus	0	0	0	0	0	3
Shiv Colony	0	0	0	0	0	0
Makari	Nil	Nil	Nil	Nil	Nil	0
Mavanda Kalan	1	Nil	Nil	1	Nil	2
Godwas	Nil	Nil	Nil	Nil	Nil	0
Jugalpura	1	1	1	Nil	Nil	3
Kawant	Nil	1	Nil	Nil	Nil	1
Total	4	3	1	1		9
Percentage	45	33	11	11	0	100

Table 7 exhibits the distribution of project affected families by agricultural implements in different project affected villages in Sikar district. The study shows that the level of agricultural technology is good in these villages. It is more evident from the fact that only 45% of the families own tractor in these project affected villages. About 33% of the families possess pump sets and about 11% of the families have electric pumps in the project area.

	House	hold Amei	nities						
Villages	TV	Radio	Fridg e	Mixer	Electri c Cooker	Geyser	Electri c Fan	Others	Total
Ringus	6	2	5	5	2	Nil	6	Nil	6
Shiv	2	1	2	1	Nil	Nil	2	Nil	2
Colony									
Makari	2	1	2	Nil	Nil	Nil	2	Nil	2
Mavanda	2	1	1	Nil	Nil	Nil	2	Nil	3
Kalan									
Godwas	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	1
Jugalpur	2	1	2	1	Nil	Nil	2	Nil	2
a									
Kawant	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1
TOTAL	14	6	12	7	2	Nil	14	0	17

Table-8 Distribution of Project Affected Villages by Household Amenities

Table-8 shows the distribution of project-affected families by household amenities available in the house of project-affected villages in Sikar district. The study reveals that about 95% of the project affected families have television facility in their houses. It is also observed that television is the popular source of Information in these villages than radio.

Not even a single family in Godwas and Kanwat village has fridge facility. The statistics available on household items brings out that mixer is used only in 40% of total surveyed families

S.No.	Villages		Other Assets					
		Scooter / Motor Cycle	Jeep/Car	Truck	Cycle	Total		
1	Ringus	4	Nil	Nil	1	5		
2	Shiv Colony	1	Nil	Nil	Nil	1		
3	Makari	Nil	Nil	Nil	Nil			
4	Mavanda Kalan	3	Nil	Nil	Nil	3		
5	Godwas	Nil	Nil	Nil	Nil			
6	Jugalpura	1	1	Nil	Nil	2		
7	Kawant	Nil	Nil	Nil	1	1		
	Total	9	1		2	12		
	Percentage	75	8	0	17	100		

Table-9 Distribution of Project Affected Families by Other Assets

Table 9 shows the distribution of project affected families by other assets available in the house of project affected families in Sikar district. The study reveals that only 75% of the families have scooter or motor cycle. Insignificant proportions of the families have been observed owning jeep/car and truck in the project affected villages. It is observed that only 17% of the surveyed families have bicycles.

	Sources of Potable Water							
Villages	Dig Well	Dig Well	Pump Well	Private	Tap water	Others	Total	
_	(Private)	(Common)	(Common)	pump well	_		Total	
Ringus	0	0	0	0	0	0	7	
Shiv Colony		Nil	2	Nil	Nil	Nil	2	
Makari	2	Nil	Nil	Nil	Nil	Nil	2	
Mavanda Kalan		Nil	Nil	3	Nil	Nil	3	
Godwas	1	Nil	Nil	Nil	Nil	Nil	1	
Jugalpura	2	Nil	Nil	1	Nil	Nil	3	
Kawant	1	Nil	Nil	Nil	Nil	Nil	1	
Total	10	0	3	5	1	0	19	
Percentage	53	0	16	26	5	0	100	

 Table-10 Distribution of Project Affected Families by Access to Drinking Water

Table 10 represents the distribution of project affected families by access to potable water across different project affected villages. About six sources of water have been witnessed in the project affected villages. The study indicates that about 53% of the families depend on private dig wells for their drinking water needs. If examine at the village level, the study reveals that naximum of the families in study area in Sikar district depend on well for drinking water.

The study shows that tap water which is considered relatively hygienic source of water is drunk by only 5% of the surveyed families. Such families have been observed in Ringus only The others sources which include tanker and hand pumps are used by 26% of the families as source of water.

S.No.	Villages	Electricity not available	Electricity available	Total
1.	Ringus	yes	Nil	6
2.	Shiv Colony	yes	Nil	2
3.	Makari	yes	Nil	2
4.	Mavanda Kalan	yes	Nil	3
5.	Godwas	yes	Nil	1
6.	Jugalpura		Nil	2
7.	Kawant	yes	Nil	1
	Total		Nil	17

Table-11 Distribution of Project Affected Families by Access to Electricity

Table 11 presents the distribution of project affected families by access to electricity facility across different project affected villages. The study reveals that only one mode i.e. electricity is used in these villages. The study shows that 100% of the families have access to the electricity

 Table-12 Distribution of Project Affected Families by Awareness Regarding DFC

S. No.	Villages	Aware	Total
1.	Ringus	yes	6
2.	Shiv Colony	yes	2
3.	Makari	yes	2
4.	Mavanda Kalan	yes	3
5.	Godwas	yes	1
6.	Jugalpura	yes	2
7.	Kawant	yes	1
	Total		17

During the socio-economic survey of project affected families some questions were asked in all project affected villages. The first question was "Are you aware that Government of India has initiated Dedicated Freight Corridor Project in which a separate railway line will be laid for transportation of goods between Delhi and Mumbai and Delhi and Howrah"?

Regarding this question about 100% respondents stated they were aware about the proposed dedicated freight corridor railway line. It shows that majority of people of the area were quite aware about the introduction of dedicated freight corridor project in the state.

S.No.	Villages	Wage	Business	Industry	Comments	Total
		Employment	Opportunity	Establishment	Declined	
1	Ringus	1	1		3	5
2	Shiv Colony	2		1		3
3	Makari	Nil	Nil	Nil	2	2
4	Mavanda	2	1	NU1	NL1	2
	Kalan	2	1	INII	1111	5
5	Godwas	Nil	1	Nil	Nil	1
6	Jugalpura	Nil	2	Nil	Nil	2
7	Kawant	1	Nil	Nil	Nil	1
Total		6	5	1	5	17
Perc	centage	36	29	6	29	100

Table-13 Distribution of PAFs by Type of Economic Benefits Expected

It is evident from the above table that 36 of the respondents stated that dedicated freight corridor project will provide wage employment to the local inhabitants, people think that wages would be available to the local residents after implementation of the dedicated freight corridor project. About 29% of the respondents opined that if the project is implemented, there would be ample trade and business opportunities.

Only 6% of the families feel that there are also chances of industrialization. About 29% of the respondents have been observed comments declined. These families have been found in two villages namely Ringus and Makri.

		Preferences					
S.No	Villages	Componention	Resettlement/Rehabilitation	Both Compensation and	Total		
		Compensation	(R&R)	R&R			
1	Ringus	3	2	1	6		
2	Shiv Colony		2	Nil	2		
3	Makari	2	Nil	Nil	2		
4	Mavanda Kalan	1	Nil	2	3		
5	Godwas	1	Nil	Nil	1		
6	Jugalpura	2	Nil	Nil	2		
7	Kawant	1	Nil	Nil	1		
	Total	10	4	3	17		
	Percentage	58	24	18	100		

 Table-14 Distribution of PAFs by Preferences
 Regarding Resettlement and Rehabilitation

Table 14 presents the distribution of project-affected families by preferences regarding resettlement and rehabilitation likely to result from proposed dedicated freight corridor across different project affected villages. The study brings out that about 58% of total surveyed families stated they should be properly compensated.. About one-fourth of the families opined they would be requesting to the implementing agency for full rehabilitation and resettlement. The proportion of families demanding both compensation and resettlement and rehabilitation is 18% at the district level. There are remarkable variations in this regard across the project-affected villages. (6) Photographs in Sikar District



100m in eastern side



School, Location : Porawali Ki dhani Distance : 14m in western direction



PAP's / PAF's, Location : Renwal, Distance : App 20 to 25m in eastern side

2. Jaipur District

(1) 2nd Stage of District Level Stakeholder / Public Consultation Meeting in Jaipur District

1.0 District - JAIPUR

Jaipur is a district of the state of Rajasthan in Western India. Jaipur is the Capital of Rajasthan and district headquarters. It is a largest city.

Jaipur District has an area of 11,152 km² and a population of 5,252,388, with a population density of 471 persons per km². It is bounded by Sikar District on the North, Haryana state on the extreme Northeast, Alwar and Dausa districts on the East, Sawai Madhopur District on the Southeast, Tonk District on the South, Ajmer District on the West, and Nagaur District on the Northwest.

	JECT SUMMARY SHEET
Title of the Project	C onducting 1st Round Village Level Stakeholder/Public Consultation M eeting For Development Study Regarding the Dedicated M ultimodal High Axle Freight Corridor For M inistry of R ailway, Govt. of India
Date and Place of M eeting	02 Agust 2007 Bagar Bhawan, Dadu Dwara Vill.Narayna, Dist: - Jaipur, Rajasthan, India
Local Consultant	Mantec Consultant Pvt. Ltd., New Delhi
M eeting Facilitator	Samaj Vikash Sewa Sanstha B -334\D, New Ashok Nagar Delhi-110096 Cont. No.:-9868574356
Supporting Agency	Japan International Cooperation Agency, (JICA)
Covering Districts	Jaipur
N um ber of Invitees	144
N umber of Presence	137
M ethods U sed for Information	Personal Meet
D issem in a tion	Dispatching Letters/Invitation
	Newspaper, Advertisements, Announcement by Auto/Rickshaw
Stationary Served to the	Writing Pad - 1 Piece.
P articip ants	B all Pen - 1 Piece. Plastic File - 1 Piece. Questionnaire - 1 Piece. Literature -2 Pieces.
M ethods adopted for	Slide Presentation
d isc ussion	Lecture Group Discussion Question/Answer
Methods Adopted for	Still Photography
Documentation	Audio/Video Recording
	Preparation of minutes of M eeting
M edia Coverage	N av -Joyoti R ajasthan Patrika D ainik – B hasakar N ews T od ays
Time Schedule of Meeting	Arrival: 5.00 p.m. Welcome: 5.15 p.m. Discussion: 7.00 p.m. to 7.30 p.m.
Videography	Enclosed CD form Separately
President of the Meeting	Sarpanch, Narayna
C hief G uest	District Chief
M antec and JIC A	Team Members
R epresentative	

2.0 **Project Summary Sheet**

2.1 Selection of Stakeholders (Invitees) and List of Invitees of Stakeholder/Public Consultation Meeting

In Jaipur district 41 villages are supposed to be affected by this proposed alignment and near about 181 persons supposed to be affected by this project Kandeoli, Narayana, Renwal, Badhal villages some structure would be affected and in rest villages no structure will be affected however in this villages land would be acquired. So in giving invitation special consideration was given to those villages, which are affected in terms of structures.

Around 144 persons were invited in Stakeholder/Public Consultation Meeting.

2.2 Method of Selection of Stakeholder

As per direction of the guidelines for conducting the 3rd stage of the Stakeholder/ Public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 08-01-2007 to facilitate these meetings for III Meeting in July detailed survey was done along the Railway track. We also contacted the affected people Gate wise. This survey was done with the previous information that we had calculated the No. of villages and families 30 Mt. from the Railway boundary in this connection many villages were affected. But now considering the 24 m ranges from the center point of the last track the affected villages would be less.

Local facilitator (Samaj Vikas Sewa Sansthan) also met and requested Panchayat Samiti to help in organizing the public meeting successfully. They assured to our Sansthan. All the stakeholders along the railway line, affected farmers, businessmen, private service and employers were invited to attend the meeting.

Public participation was undertaken to make explicit the social and other factors that affect development impact of dedicated freight corridor and mediate project.

Before starting the III PCM meeting survey forms were filled in by our team during field visit and track survey in month of july07. A track-to-track survey was done. It was noted that at every railway Gate, how many persons are affected. Their details were taken. Personal contact was also done. The representative also informed the affected families to attend the meeting.

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major Stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Board were contacted to participate in the Meetings. Other State Government Departments were also apprised and approached and were invited to participate in the Stakeholders / Public Consultation Meetings.

The meeting facilitator team visited all the affected Villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project.

The Non Governmental Organizations were appointed for facilitation the Stakeholders/Public Consultation meetings for conducting the meetings: SAMAJ VIKASH SEWA SANSTHAN

2.3 Selection of Meeting Facilitator

Simultaneously extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the Stakeholders / Public Consultation Meetings. Preference was given to appoint Non Government Organization (NGO's) who had local presence, popularity and experience of social and public works and is well acquainted with multifarious cross section of society to help in the selection of the right type of the stakeholders for the meetings as well as for facilitating other related activities i.e.

- 1. Venue for the meetings
- 2. Arrangements to be made
- 3. Assisting in local Publicity,
- 4. Invitations to the Stakeholders motivating them for participation.
- 5. Maintaining and compilation of record and feedback
- 6. Other local arrangements like transport, hospitality, security and smooth conduct of the meeting proceedings.

2.4 Method of Information Dissemination

METHOD OF NOTIFYING THE MEETING TO THE PARTICIPANTS:

- 1. Notified the date and venue of the Stakeholder \ Public Consultant Meting in local Newspaper, radio or T.V and requesting people to attend the meeting.
- 2. With help of local NGO we try to paste handout the information of the project on the public places in the area.
- 3. With help of local NGOs we tried to disseminate the information of the project to the local people by face-to-face meeting as much as possible.
- 4. 4With help of local media the summary of Stakeholder \Public Consultation meeting in newspaper, T.V or radio was published.

2.5 VENUE OF STAKEHOLDER/PUBLIC CONSULTATION MEETING

BAGAR BHAVAN, DADU DWARA, Village - NARAINA, District - Jaipur, Rajasthan.

Chose this place due to following reasons:

- 1. It is a Well Known and Famous Place.
- 2. Central location in the affected area in district Jaipur.
- 3. It is situated between Kishanman Pura and Gehlota.
- 4. It is the central point of affected Villages where Public can reach easily by train or by bus.

3.0 List of Participants of Stakeholder/Public Consultation Meeting

Around 137 invitees were participated in Stakeholder/Public Consultation Meeting.

3.1 Details of Stakeholder/Public Consultation Meeting

Minutes of Meeting

5.00 PM Arrival of the distance village's public.

5.15 PM Welcome to the Chief Guest, Guard (District. Chief), representative from JICA study team and other honorable guests by Social Worker on Behalf of Samaj Vikas Sewa Sanstha.

5.30 PM Representative of Samaj Vikas Sewa Sanstha made a presentation of DFC Project to the participants and requested to G.M. Mantec Consultants Pvt. Ltd. to deliver his speech and show details presentation on screen through Projector.

6.45 PM Lunch Break - Distribution of Tea, Snacks etc.

7.00 PM Question /Answer and Group Discussion

Started among the participants. a member of sansthan was involved in writing question /answer and other members were covering the gathering with mike. Sociologist Mantec was busy in answering the question raised by the participants.

7.30 PM Meeting ended with vote of thanks.

Here are the details of the welcome note and brief description of the project given by Social Worker of Samaj Vikas Sewa Sanstha and G.M. Mantec Consultants Pvt. Ltd.

A very pleasant good evening to all of you. I am and I am a Social Worker welcome all of you on behalf of Samaj Vikas Sewa Sanstha, the NGO. First of all I would seek the honour to the all Japan International Cooperation Agency {JICA} and it's our immense pleasure and honour to have you here amongst us. Thank you so much for being a part of our endeavour.

We all have gathered here today for a very progressive and futuristic cause as we all know and face the mundane reality of life every single day in the form of complexities, challenges and problem in the way of our psychological, physical and economical growth, we are always in the hunt of solutions to it and ways to grow.

We all are here today to join hands and move from the darkness of problems and complexities to the light of solutions and growth.

Way backing April 2005 Indo Japan High level summit meeting was held between the Prime Ministers of both the countries .The view was mutually shared that Japanese Special Terms of Economic Partnership (STEP) could be an effective medium of forwarding large scale priority projects in infrastructure in India. Both the sides decided to check the feasibility of dedicated multi model high axle load Freight corridors with computerized train control systems on the Delhi- Mumbai and Ludhiana- Howarah routs utilizing STEP with Japanese Technology and their expertise in the field. So a committee on infrastructure was formed chaired by the Prime Minister to prepare a concept paper on (Delhi-Mumbai of Western Railway corridor and Ludhiana-Howarah of Eastern Railway corridor). Dedicated Freight Corridor Project suggesting new organization structure for planning, Financing, construction and operation of these corridors. The task force was constituted and chaired by Mr. Anwarul Hooda member –Planning Commission and included experts and representatives from the Railway board, Planning Commission and Ministry of Finance.

Further ahead recommendations of this report were approved in February 2006 and their implementation has been initiated with numerous benefits to follow the challenging task has began. Our Indian Ministry of railways has taken an initiative in the same direction with the help of JICA (Japanese International Cooperate in Agency) with a project called DFC project for development of multimodal high axle load freight corridors with computerized control.

We all know that Railways is the biggest mode of transport in India we all know equally well that it doesn't only carry people across it helps us carry goods as well but the unfortunate fact of the day is that in India till date we don't have dedicated network for freight movement which is a big handicap in the growth of our nation and its economy that is where the agenda of this stakeholder /Public consultation meeting lies. The agenda is that DFC project.

This project forwarded by the Indian Ministry of Railways and funded by JICA is being strengthened by Mantec Consultants Pvt.Ltd. and Samaj Vikas Sewa Sanstha., the NGO that cares

The DFC project is definitely going to be a boon to our nation considering the huge growth of Indian business and economy .Their has been an ever-growing demand and requirement of better services and conveniences in transporting goods which are incessantly growing in quantity. There is an urgent need of capacitating and facilitating our transport network making it capable enough to handle the freight issues.

Saving time and money offering growth and relief, today as well as tomorrow. With this futuristic note I would like to invite GM of Mantec Consultants Pvt. Ltd to help all of us understand the details of the project. I would request to GM of Mantec kindly take over the podium and enlighten the issue.

GM of Mantec said, because of the ever-growing economy of India, improvement of physical ability for moving goods by means of Railways within the country is considered urgently needed over the years, the Railways share in the field of freight movement has been falling drastically to nearby about 20% at present annually.

Therefore, Government of India decided to build a separate Dedicated freight Corridors in Ludhiana-Howrah and Delhi- Mumbai route along with exiting rail line. Along with rail line, station, bridges, signals and control system, electricity supply system, rehabilitation of cargo handling yards, also have to develop. The freight corridor passing through Delhi- Haryana- Rajasthan -Gujarat -Maharashtra (Mumbai).

Expressing the objective of the public consultation meeting, Mr. Sharma said that Stakeholder/Public Consultation meeting is one of the tools to reflect the opinions of the public as well as those concerned with the project that are ranging from the central and local government organization to commercial and industrial sectors of the society as whole. It is an important tool in terms of information dissemination during the planning stage of the project.

The work of Stakeholder\Public Consultation meeting is carried out as a part of social consideration as per JICA Guidelines, which it is subject to application as JICA study is one of the many projects internationally, funded by JICA.

Further he said that still in India, there is no time schedule for goods trains. The project is proposed for specially goods trains and will maintain its time schedule also which will certainly attract to the public businessman to prefer railways far transportation. He show Detail information with help of projector and gave details description.

3.2 Statistical Analysis of Participants

Sl. No.	Name of Village/City	Total Respondent	% of Total
1	Naraina	71	51.80
2	Renwal	14	10.20
3	Bingolaw	13	9.50
4	Aashthikala	02	1.50
5	Jaisinghpura	04	2.90
6	Mindi	03	2.20
7	Baghal	05	3.60
8	Shambhalpura	01	0.70
9	Sanota ka bas	02	1.50
10	Nadri	02	1.50
11	Sinodiya	03	2.20
12	Kabro ka bas	03	2.20
13	Baislana	03	2.20
14	Kishanpura	01	0.70
15	Itawa	01	0.70
16	Malikpura	04	2.90
17	Kandevali	03	2.20
18	Phulera	02	1.50
	TOTAL	137	100.00

Distribution of Respondents from Villages

3.3 Summary Profile of Participants Based on the Distributed Questionnaire

Sl. No.	Item	No. of Participant	% Percentage
1	General	38	27.70
2	OBC	62	45.30
3	SC	35	25.50
4	ST	02	1.50
Total		137	100.00

Table 1 Social Structure of the Participants

The data show that the representation of OBC castes was the highest i.e. 45.3% followed by General caste (27.7%), Schedule castes (25.5%) and Schedule Tribes (1.5%).

Sl. NO. (A)	Item	No. of Participant	% Percentage
1	Native	137	100.00
2	Non-Native	00	0.00
	Total	137	100.00
Sl. No. (B)	Item	No. of Participant	% Percentage
1	Majority	135	98.54
2	Minority	02	1.46
	Total	137	100.00

Table 2 Origin of the Participants

Table 2 points out that 98.54% participant belongs to majority community and the remaining 1.4% of people belong to minority community.

Sl. No.	Item	No. of Participant	% Percentage
1	Illiterate	00	0.00
2	Under Matric	65	47.40
3	Matric	50	36.50
4	Graduate	22	16.10
5	Other Proff.	00	0.00
	Total	137	100.00

Table 3 Education Level of the Participants

Table 3 shows the distribution of participants by level of education attainments.

The level of educational attainments would be taken as indicator of social development. The statistics about 47.05% highest proportion of respondent have observed as undermatric The analysis shows that as the education level increase the proportion of the respondent decrease. As only 16.1% of respondents have been reported as Graduate

Sl. No.	Item	No. of Participant	% Percentage
1	Agriculture	34	24.80
2	Private Service	27	19.70
3	Govt. Service	11	8.00
4	Business	65	47.40
5	Both	0	0.00
	Total	137	100.00

Table 4 Occupation of the Participants

Table 4 Distribution of Participants of Stakeholder meeting by occupation. It is evident that highest proportions of the respondents are engaged in business activities followed by agriculture, private service and Govt. service.

Sl. No.	Item	No. of Participant	% Percentage
1	Less than 25000	35	25.50
2	Less than 50,000	53	38.70
3	Less than 75,000	40	29.20
4	75000 Above	09	6.60
	Total	137	100.00

Table 5 Distribution of Participants by Level of Yearly Income

Table 5 describes the distributaries of participants by level of annual household income. Considering the range of income of the respondents the entire population has been divided into four categories. The data reveals that the level of annual household income varies from less than rupees 25,000 to more than 100,000. The analysis brings about 25.5% of the total respondents earn less than Rs. 25,000 per year. The highest proportion of the participant falling between Rs. 25,000 – Rs. 50,000 category and is about 38.7% of the total respondent. Only 6.6 respondents earn more than one lakh rupees.

Tuble of Distribution of Furtherputits by Fulling Size			
Sl. No.	Item	No. of Participant	% Percentage
1	Less than 4	63	46.00
2	Less than 6	61	44.50
3	More than 6	13	9.50
	Total	137	100.00

Table 6 Distribution of Participants by Family Size

Table 6 brings out that the family size varies from less than 4 persons to more 6 persons in the region. The respondent having moderate family size i.e. less than 4 person family size have witnessed highest 46 % participation whereas those having large family size i.e. more than 6 persons have shown about 9.5% of participation.

	•				
SI. NI.	Item	No. of Participant	% Percentage		
1	Right of way	133	97.10		
2	Diversion	04	2.90		
3	ROB	00	-		
4	RUB	00	_		

Table 7 Location of Participation

Table 7 shows that maximum people are living right of the way from proposed track.

Total

Table 8	Sever	ness	of tl	he	Projects	5

137

100.00

Sl. No.	Item	No. of Participant	% Percentage
1	Significant Impact	47	34.30
2	Relatively Significant Impact	09	6.60
3	Insignificant Impact	06	4.40
4	Negligible Impact	75	54.70
	Total	137	100.00

The Table 8 shows that the maximum people get negligible impact from this project.

Sl. No.	Item	No. of Participant	% Percentage
1	Loss of Land	88	64.20
2	Loss of Occupation	12	8.80
3	Loss of Liveihood	20	14.60
4	Other	17	12.40
	Total	137	100.00

 Table 9 Kinds of Impact due to Proposed Project

Table 9 shows that max people loss their land 64.2% &8.8 loss of occupation and14.6% Loss their livelihood.

Sl. No.	Item	No. of Participant	% Percentage
1	Land	12	8.80
2	Case	95	69.30
3	Home	17	12.40
4	Other	13	9.50
	Total	137	100.00

Table 10 Compensation PAP's Wants

Maximum people want cash against their loss of land or occupation.

3.3 Question/Answers and Suggestions

During the proceedings of the Project affected public consultation meeting a lot of discussion took place among affected public/ stakeholders and local politicians. Transport union leaders, representative of NGO, Media persons and organizer of the meeting. The major issues that emerged during the discussions and suggestions are as following.

Request A Villager, Haripura "please tell me us in language Hindi because participants are came from villages and they don't know English.

Q.1 Villager from Samota Ka Bas "the from where the rail will passes and what will be the compensation of land provided by Govt. of India"?

Ans. Land will be acquired from the existing rail line, only 24 meter and where build up new track, the land will be required 45 meter. After completion of the survey, govt. will be paid 30 % extra amount from the present market value of land and 10 % bonus.

Q.2 Villager from Shrirampura- Naraina asked about those public who have build up their houses on agreemental land but they have no right as a house owner. How will pay the compensation to them? **Ans.** The Govt. will be paid evaluated cost of house and 10 thousand extra for shifting for charges.

Q. 3 Villager from Hirnoda asked that between Hirnoda and Bhavsa from where rail line passes?Ans. The land survey is going on in process, so after completion of the survey work, we can tell

you exact position, so it is impossible to say the exact land with their land number, but we can say there is no any house is affected. Only land will be acquired.

Q. 4 Villager from Naraina he said about the propaganda of 200 meter land requirement for this DFC project. What is the real position?

Ans. It is false news for requirement of land 200 or 250 meter one side or both. Only 24-meter lands are required for this DFC project from the existing rail line.

Q.5 Sarpanch of Dantri He asked how much land are required at Minda and Renwal Village, East or West or both side?

Ans. Only 24 meter East side in dist Jaipur.

- **Q.6** Villager from Naraina he asked about the facility of crossing the road line?
- **Ans** There will be under bridge or over bridge .no any gate or fatak are proposed.
- Q.7 Villager from Bingilaw asked about the compensation for religious land / campus.
- **Ans** The compensation will be good and high.

Q.8 Villager from Naraina asked if the land is the name of temple (i.e. Shiv Mandir)/church etc. then to whom the compensation will be paid?

Ans. Compensation will be given in the name of trustee of the temple.

3.3 Summary of Stakeholder/Public Consultation Meeting

A public consultation meeting had been conducted on Proposed Dedicated Freight Corridor Project (D.F.C) for the Environment & social impact mitigation study in District Jaipur – Rajasthan on –02th August 2007 At "Bagar Bhawan, Dadu Dwara, Village Narayna" Extensive Publicity was done through distribution of pamphlets, Announcement through loudspeakers in villages, Public places and newspapers releases.

Approximately 144 people directly and many more times indirectly were invited for the program. Around 137 persons present in the meeting from affected villages and different other associations, i.e. market association, Transport association, local leaders, Industries associations, media, Govt. department employees etc. the Date, time and Place for the meeting was published before 02 day on all the leading News papers like – Dainik Nov Joyti, Rajasthan Patrika, News Today. On 31st July 2007.

The program was started according to the – scheduled time with welcome address by Social worker.on behalf of Samaj Vikash Sewa Sanstha (Regd) Guard (District Chief0 was present as a chief guest, G.M. from Mantec Consultants Pvt. Ltd.and representative from JICA Study team gave details about the project through power point presentation and invited views from participants.

Following main points were discussed during the meeting:

- 1. How much areas would be acquired by the Railways.
- 2. Alignment of the new Railway line and affected villages / urban areas.
- 3. About the Compensation packages for affected people.
- 4. Where and how many diversion, station, ROB and detours would be made.
- 5. When would the work begin?
- 6. How can you say that the project would provide economic growth to the area and people residing here?
- 7. Benefits of the DFC- Project on general and specific.
- 8. Negative Impact of the project on specific sector and villages
- 9. Technique / Method for the Control of Noise and pollution.

Many questions were asked on the above mentioned points and answered by GM Mantec and project Experts. The whole meeting proceedings were recorded on Audio- Video and Still – Photographs. The main point was also noted and Published by different leading news papers on 03 August 2007.

(2) 3rd stage of District Level Stakeholder / Public Consultation Meeting in Jaipur District

1.0 District - JAIPUR

Jaipur is a district of the state of Rajasthan in Western India. Jaipur is the Capital of Rajasthan and district headquarters. It is a largest city.

Jaipur District has an area of 11,152 km² and a population of 5,252,388 with a population density of 471 persons per km². It is bounded by Sikar District on the North, Haryana state on the extreme Northeast, Alwar and Dausa districts on the East, Sawai Madhopur District on the Southeast, Tonk District on the South, Ajmer District on the West, and Nagaur District on the Northwest.

PRO	JECT SUMMARY SHEET
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M eeting Facilitator	Samaj Vikash Sewa Sanstha B -3 3 4 \D, New Ashok Nagar Delhi-1 1 0 0 9 6 C ont. No.:-9868574356
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N umber of Presence	137
M ethods Used for Information	Personal Meet
D isse m in a tion	Dispatching Letters/Invitation
	Newspaper, Advertisements, Announcement by Auto/Rickshaw
Stationary Served to the	Writing Pad - 1 Piece.
Participants	Ball Pen - 1 Piece. Plastic File - 1 Piece. Questionnaire - 1 Piece. Literature -2 Pieces.
M ethods adopted for	Slide Presentation
d 1sc u ss10 n	Lecture Group Discussion Question/Answer
M ethods A dopted for	Still Photography
Documentation	Audio/Video Recording
	Preparation of minutes of M eeting
M edia C overage	N av-Joyoti Rajasthan Patrika Dainik – B hasakar N ews T odays
Time Schedule of Meeting	Arrival: 5.00 p.m. Welcome: 5.15 p.m.
	Discussion: 7.00 pm to 7.30 pm
V ideography	Enclosed CD form Separately
President of the Meeting	Sarpanch, Narayna
Chief Guest	District Chief
Mantec and JIC A	Team Members
Representative	

2.0 Project Summary Sheet

2.1 Selection of Stakeholders (Invitees) and List of Invitees of Stakeholder/Public Consultation Meeting

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Around 144 persons were invited in Stakeholder/Public Consultation Meeting.

2.2 Method of Selection of Stakeholder

As per direction of the guidelines for conducting the 3rd stage of the Stakeholder/ Public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 08-01-2007 to facilitate these meetings for III Meeting in July detailed survey was done along the Railway track. We also contacted the affected people Gate wise. This survey was done with the previous information that we had calculated the No. of villages and families 30 Mt. from the Railway boundary in this connection many villages were affected. But now considering the 24 m ranges from the centre point of the last track the affected villages would be less.

Local facilitator (Samaj Vikas Sewa Sansthan) also met and requested Panchayat Samiti to help in organizing the public meeting successfully. They assured to our Sansthan. All the stakeholders along the railway line, affected farmers, businessmen, private service and employers were invited to attend the meeting.

Public participation was undertaken to make explicit the social and other factors that affect development impact of dedicated freight corridor and mediate project.

Before starting the III PCM meeting survey forms were filled in by our team during field visit and track survey in month of july07. A track-to-track survey was done. It was noted that at every railway Gate, how many persons are affected. Their details were taken. Personal contact was also done. The representative also informed the affected families to attend the meeting.

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major Stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Board were contacted to participate in the Meetings. Other State Government Departments were also apprised and approached and were invited to participate in the Stakeholders / Public Consultation Meetings.

The meeting facilitator team visited all the affected Villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project.

The Non Governmental Organizations were appointed for facilitation the Stakeholders/Public Consultation meetings for conducting the meetings: SAMAJ VIKASH SEWA SANSTHAN

2.3 Selection of Meeting Facilitator

Simultaneously extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the Stakeholders / Public Consultation Meetings. Preference was given to appoint Non Government Organization (NGO's) who had local presence, popularity and experience of social and public works and is well acquainted with multifarious cross section of society to help in the selection of the right type of the stakeholders for the meetings as well as for facilitating other related activities i.e.

- 1. Venue for the meetings
- 2. Arrangements to be made
- 3. Assisting in local Publicity,
- 4. Invitations to the Stakeholders motivating them for participation.
- 5. Maintaining and compilation of record and feedback
- 6. Other local arrangements like transport, hospitality, security and smooth conduct of the meeting proceedings.

2.4 Method of Information Dissemination

METHOD OF NOTIFYING THE MEETING TO THE PARTICIPANTS:

- 1. Notified the date and venue of the Stakeholder \ Public Consultant Meting in local Newspaper, radio or T.V and requesting people to attend the meeting.
- 2. With help of local NGO we try to paste handout the information of the project on the public places in the area.
- 3. With help of local NGOs we tried to disseminate the information of the project to the local people by face-to-face meeting as much as possible.
- 4. 4With help of local media the summary of Stakeholder \Public Consultation meeting in newspaper, T.V or radio was published.

2.5 VENUE OF STAKEHOLDER/PUBLIC CONSULTATION MEETING

BAGAR BHAVAN, DADU DWARA, Village - NARAINA, District - Jaipur, Rajasthan.

Chose this place due to following reasons:

- 1. It is a Well Known and Famous Place.
- 2. Central location in the affected area in district Jaipur.
- 3. It is situated between Kishanman Pura and Gehlota.
- 4. It is the central point of affected Villages where Public can reach easily by train or by bus.

3.0 List of Participants of Stakeholder/Public Consultation Meeting

Around 137 invitees were participated in Stakeholder/Public Consultation Meeting.

3.1 Details of Stakeholder/Public Consultation Meeting

Minutes of Meeting

5.00 PM Arrival of the distance village's public.

5.15 PM Welcome to the Chief Guest, Guard (District. Chief), representative from JICA study team and other honorable guests by Social Worker on Behalf of Samaj Vikas Sewa Sanstha.

5.30 PM Representative of Samaj Vikas Sewa Sanstha made a presentation of DFC Project to the participants and requested to G.M. Mantec Consultants Pvt. Ltd. to deliver his speech and show details presentation on screen through Projector.

6.45 PM Lunch Break - Distribution of Tea, Snacks etc.

7.00 PM Question /Answer and Group Discussion

Started among the participants. a member Of sansthan was involved in writing question /answer and other members were covering the gathering with mike. Sociologist Mantec was busy in answering the question raised by the participants.

7.30 PM Meeting ended with vote of thanks.

Here are the details of the welcome note and brief description of the project given by Social Worker of Samaj Vikas Sewa Sanstha and G.M. Mantec Consultants Pvt. Ltd.

A very pleasant good evening to all of you. I am a Social Worker welcome all of you on behalf of Samaj Vikas Sewa Sanstha, the NGO. First of all I would seek the honour to the all Japan International Cooperation Agency {JICA} and it's our immense pleasure and honour to have you here amongst us. Thank you so much for being a part of our endeavour.

We all have gathered here today for a very progressive and futuristic cause as we all know and face the mundane reality of life every single day in the form of complexities, challenges and problem in the way of our psychological, physical and economical growth, we are always in the hunt of solutions to it and ways to grow.

We all are here today to join hands and move from the darkness of problems and complexities to the light of solutions and growth.

Way backing April 2005 Indo Japan High level summit meeting was held between the Prime Ministers of both the countries .The view was mutually shared that Japanese Special Terms of Economic Partnership (STEP) could be an effective medium of forwarding large scale priority projects in infrastructure in India. Both the sides decided to check the feasibility of dedicated multi model high axle load Freight corridors with computerized train control systems on the Delhi- Mumbai and Ludhiana- Howarah routs utilizing STEP with Japanese Technology and their expertise in the field. So a committee on infrastructure was formed chaired by the Prime Minister to preparea concept paper on (Delhi-Mumbai of Western Railway corridor and Ludhiana-Howarah of Eastern Railway corridor). Dedicated Freight Corridor Project suggesting new organization structure for planning, Financing, construction and operation of these corridors. The task force was constituted and chaired by Mr. Anwarul Hooda member –Planning Commission and included experts and representatives from the Railway board, Planning Commission and Ministry of Finance.

Further ahead recommendations of this report were approved in February 2006 and their implementation has been initiated with numerous benefits to follow the challenging task has began. Our Indian Ministry of railways has taken an initiative in the same direction with the help of JICA (Japanese International Cooperate in Agency) with a project called DFC project for development of multimodal high axle load freight corridors with computerized control.

We all know that Railways is the biggest mode of transport in India we all know equally well that it doesn't only carry people across it helps us carry goods as well but the unfortunate fact of the day is that in India till date we don't have dedicated network for freight movement which is a big handicap in the growth of our nation and its economy that is where the agenda of this stakeholder /Public consultation meeting lies. The agenda is that DFC project.

This project forwarded by the Indian Ministry of Railways and funded by JICA is being strengthened by Mantec Consultants Pvt.Ltd. and Samaj Vikas Sewa Sanstha., the NGO that cares

The DFC project is definitely going to be a boon to our nation considering the huge growth of Indian business and economy .Their has been an ever-growing demand and requirement of better services and conveniences in transporting goods which are incessantly growing in quantity. There is an urgent need of capacitating and facilitating our transport network making it capable enough to handle the freight issues.

Saving Time and money offering growth and relief, today as well as tomorrow. With this futuristic note I would like to invite GM of Mantec Consultants Pvt. Ltd to help all of us understand the details of the project. I would request to GM of Mantec kindly take over the podium and enlighten the issue.

GM of Mantec said, because of the ever-growing economy of India, improvement of physical ability for moving goods by means of Railways within the country is considered urgently needed. Over the years, the Railways share in the field of freight movement has been falling drastically to nearby about 20% at present annually.

Therefore, Government of India decided to build a separate Dedicated freight Corridors in Ludhiana-Howrah and Delhi- Mumbai route along with exiting rail line. Along with rail line, station, bridges, signals and control system, electricity supply system, rehabilitation of cargo handling yards, also have to develop. The freight corridor passing through Delhi- Hariyana- Rajasthan -Gujrat -Maharastra (Mumbai)

Expressing the objective of the public consultation meeting, Mr. Sharma said that Stakeholder/Public Consultation meeting is one of the tools to reflect the opinions of the public as well as those concerned with the project that are ranging from the central and local government organization to commercial and industrial sectors of the society as whole. It is an important tool in terms of information dissemination during the planning stage of the project.

The work of Stakeholder\Public Consultation meeting is carried out as a part of social consideration as per JICA Guidelines, which it is subject to application as JICA study is one of the many projects internationally, funded by JICA.

Further he said that still in India, there is no time schedule for goods trains. The project is proposed for specially goods trains and will maintain its time schedule also which will certainly attract to the public businessman to prefer railways far transportation. He show Detail information with help of projector and gave details description.

3.2 Statistical Analysis of Participants

Sl. No.	Name of Village/City	Total Respondent	% of Total
1	Naraina	71	51.80
2	Renwal	14	10.20
3	Bingolaw	13	9.50
4	Aashthikala	02	1.50
5	Jaisinghpura	04	2.90
6	Mindi	03	2.20
7	Baghal	05	3.60
8	Shambhalpura	01	0.70
9	Sanota ka bas	02	1.50
10	Nadri	02	1.50
11	Sinodiya	03	2.20
12	Kabro ka bas	03	2.20
13	Baislana	03	2.20
14	Kishanpura	01	0.70
15	Itawa	01	0.70
16	Malikpura	04	2.90
17	Kandevali	03	2.20
18	Phulera	02	1.50
	TOTAL	137	100.00

Distribution of Respondents from Villages

3.3 Summary Profile of Participants Based on the Distributed Questionnaire

Sl. No.	Item	No. of Participant	% Percentage
1	General	38	27.70
2	OBC	62	45.30
3	SC	35	25.50
4	ST	02	1.50
Total		137	100.00

Table No. 1.1 Social Structure of the Participants

The data show that the representation of OBC castes was the highest i.e. 45.3% followed by General caste (27.7%), Schedule castes (25.5%) and Schedule Tribes (1.5%).

Sl. NO. (A)	Item	No. of Participant	% Percentage
1	Native	137	100.00
2	Non-Native	00	0.00
	Total	137	100.00
Sl. No. (B)	Item	No. of Participant	% Percentage
1	Majority	135	98.54
2	Minority	02	1.46
	Total	137	100.00

 Table 1.2 Origin of the Participants

Table 1.2 points out that 98.54% participant belongs to majority community and the remaining 1.4% of people belong to minority community.

Sl. No.	Item	No. of Participant	% Percentage
1	Illiterate	00	0.00
2	Under Matric	65	47.40
3	Matric	50	36.50
4	Graduate	22	16.10
5	Other Proff.	00	0.00
	Total	137	100.00

 Table 1.3 Education Level of the Participants

Table 1.3 shows the distribution of participants by level of education attainments.

The level of educational attainments would be taken as indicator of social development. The statistics about 47.1% highest proportion of respondent have observed as undermatric The analysis shows that as the education level increase the proportion of the respondent decrease. As only 16.1% of respondents have been reported as Graduate.

 Table No. 1.4 Occupation of the Participants

Sl. No.	Item	No. of Participant	% Percentage
1	Agriculture	34	24.80
2	Private Service	27	19.70
3	Govt. Service	11	8.00
4	Business	65	47.40
5	Both	0	0.00
	Total	137	100.00

Table 1.4 Distribution of Participants of Stakeholder meeting by occupation. It is evident that highest proportions of the respondents are engaged in business activities followed by agriculture, private service and Govt. service.

Sl. No.	Item	No. of Participant	% Percentage
1	Less than 25000	35	25.50
2	Less than 50,000	53	38.70
3	Less than 75,000	40	29.20
4	75000 Above	09	6.60
	Total	137	100.00

Table 1.5 Distribution of Participants by Level of Yearly Income

This Table 1.5 describes the distributaries of participants by level of annual household income. Considering the range of income of the respondents the entire population has been divided into four categories. The data reveals that the level of annual household income varies from less than rupees 25,000 to more than 1, 00,000. The analysis brings about 25.5% of the total respondents earn less than Rs. 25,000 per year. The highest proportion of the participant falling between Rs. 25,000 – Rs. 50,000 category and is about 38.7% of the total respondent. Only 6.6 respondents earn more than one lakh rupees.

Sl. No.	Item	No. of Participant	% Percentage	
1	Less than 4	63	46.00	
2	Less than 6	61	44.50	
3	More than 6	13	9.50	

Total

 Table 1.6 Distribution of Participants by Family Size

Table 1.6 brings out that the family size varies from less than 4 persons to more 6 persons in the region. The respondent having moderate family size i.e. less than 4 person family size have witnessed highest 46 % participation whereas those having large family size i.e. more than 6 persons have shown about 9.5% of participation.

137

100.00

SI. NI.	Item	No. of Participant	% Percentage
1	Right of way	133	97.10
2	Diversion	04	2.90
3	ROB	00	-
4	RUB	00	-
	Total	137	100.00

 Table No. 1.7 Location of Participation

Table 1.7 shows that maximum people are living right of the way from proposed track.

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Sl. No.	Item	No. of Participant	% Percentage
1	Significant Impact	47	34.30
2	Relatively Significant Impact	09	6.60
3	Insignificant Impact	06	4.40
4	Negligible Impact	75	54.70
	Total	137	100.00

Table 1.8 shows that the maximum people get negligible impact from this project.

Sl. No.	Item	No. of Participant	% Percentage
1	Loss of Land	88	64.20
2	Loss of Occupation	12	8.80
3	Loss of Liveihood	20	14.60
4	Other	17	12.40
	Total	137	100.00

Table 1.9 Kinds of Impact due to Proposed Project

Table 1.9 shows that max people loss their land 64.2% &8.8 loss of occupation and 14.6% loss their livelihood.

Sl. No.	Item	No. of Participant	% Percentage
1	Land	12	8.80
2	Case	95	69.30
3	Home	17	12.40
4	Other	13	9.50
	Total	137	100.00

 Table 1.10 Compensation PAP's Wants

Maximum people want cash against their loss of land or occupation.

3.3 Question/Answers and Suggestions

During the proceedings of the Project affected public consultation meeting a lot of discussion took place among affected public/ stakeholders and local politicians. Transport union leaders, representative of NGO, Media persons and organizer of the meeting. The major issues that emerged during the discussions and suggestions are as following.

Request AVillager, Haripura "please tell me us in language Hindi because participants are came from villages and they don't know English.

Q.1 Villager from Samota Ka Bas "the from where the rail will passes and what will be the compensation of land provided by Govt. of India"?

Ans. Land will be acquired from the existing rail line, only 24 meter and where build up new track, the land will be required 45 meter. After completion of the survey, govt. will be paid 30 % extra amount from the present market value of land and 10 % bonus.

Q.2 Villager from Shrirampura- Naraina asked about those public who have build up their houses on agreemental land but they have no right as a house owner. How will pay the compensation to them? **Ans.** The Govt. will be paid evaluated cost of house and 10 thousand extra for shifting for charges.

Q.3 Villager from Hirnoda asked that between Hirnoda and Bhavsa from where rail line passes? **Ans**. The land survey is going on in process, so after completion of the survey work, we can tell you exact position, so it is impossible to say the exact land with their land number, but we can say there is no any house is affected. Only land will be acquired.

Q. 4 Villager from Naraina he said about the propaganda of 200 meter land requirement for this DFC project. What is the real position?

Ans. It is false news for requirement of land 200 or 250 meter one side or both. Only 24-meter lands are required for this DFC project from the existing rail line.

Q.5 Sarpanch of Dantri He asked how much land are required at Minda and Renwal Village, East or West or both side?

Ans. Only 24 meter East side in dist Jaipur.

Q.6 Villager from Naraina asked where central point at Pipli Ka Bas is. **Ans.**

- **Q.7** Villager from Naraina he asked about the facility of crossing the road line?
- Ans There will be under bridge or over bridge .no any gate or fatak are proposed.
- Q.8 Villager from Bingilaw asked about the compensation for religious land / campus.
- Ans The compensation will be good and high.

Q.9 Villager from Naraina asked if the land is the nameof temple (i.e. Shiv Mandir)/ church etc. then to whom the compensation will be paid?

Ans. Compensation will be given in the name of trustee of the temple.

3.3 Summary of Stakeholder/Public Consultation Meeting

A public consultation meeting had been conducted on Proposed Dedicated Freight Corridor Project (D.F.C) for the Environment & social impact mitigation study in District Jaipur – Rajasthan on –02th August 2007 At "Bagar Bhawan ,Dadu Dwara, Village Narayna" Extensive Publicity was done through distribution of pamphlets, Announcement through loudspeakers in villages, Public places and newspapers releases.

Approximately 144 people directly and many more times indirectly were invited for the program. Around 137 persons present in the meeting from affected villages and different other associations, i.e. market association, Transport association, local leaders, Industries associations, media, Govt. department employees etc. the Date, time and Place for the meeting was published before 02 day on all the leading News papers like – Dainik Nov Joyti, Rajasthan Patrika, News Today on 31st July 2007.

The program was started according to the – scheduled time with welcome address by Social worker.on behalf of Samaj Vikash Sewa Sanstha (Regd) Guard (District Chief0 was present as a chief guest, G.M. from Mantec Consultants Pvt. Ltd.and representative from JICA Study team gave details about the project through power point presentation and invited views from participants.

Following main points were discussed during the meeting:

- 1. How much areas would be acquired by the Railways.
- 2. Alignment of the new Railway line and affected villages / urban areas.
- 3. About the Compensation packages for affected people.
- 4. Where and how many diversion, station, ROB and detours would be made.
- 5. When would the work begin?
- 6. How can you say that the project would provide economic growth to the area and people residing here?
- 7. Benefits of the DFC- Project on general and specific.
- 8. Negative Impact of the project on specific sector and villages
- 9. Technique / Method for the Control of Noise and pollution.

Many questions were asked on the above mentioned points and answered by GM Mantec and project Experts. The whole meeting proceedings were recorded on Audio- Video and Still – Photographs. The main point was also noted and Published by different leading news papers on 03 August 2007.
(3) Village Level Meeting in Jaipur District

Record of Meeting

Village: Renwal (Town)

Date: 24/7/2007

Timing: 12.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Renwal to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m land would be acquired.
3.	Compensation of Structure would be given according to current rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	When will work Start	Work will start in 2008-9

Village: Malikpura

Date: 25/7/2007

Timing: 2.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Malikpura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m land would be acquired.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Badhal

Date: 25\7/2007

Timing: 9.30 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Badhal to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected	Compensation amount would be given as per
	families	NRP -2006 and their suggestion for the same
		would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m land would be acquired.
3.	Resettlement scheme for the affected	It will be according to NRP-2006
	family	

Village: Kandeoli

Date: 26/7/2007

Timing: 12.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Renwal to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected	Compensation amount would be given as
	families	per NRP -2006 and their suggestion for
		the same would also be incorporated
		24 meter of land would be acquired from
2.	Land requirement for the DFC project	the middle of the existing track and in
		detour route 43.5m.
3.	Compensation of Structure would be	We will forward this suggestion to higher
	given according to current rate	authority
4.	Resettlement scheme for the affected	It will be according to NRP-2006
	family	
5.	Give exact route map of detour	At present we can not give you exact
	section	location. We will provide it later

Village: Gahlota

Date: 25/7/2007

Timing: 2.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Gahlota to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Sali

Date: 25\7/2007

Timing: 3.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sali to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

RECORD OF MEETING

Village: Deopura

Date: 25\7/2007

Timing 9.30 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Deopura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same
		would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

RECORD OF MEETING

Village: Hatoopura

Date: 25\7/2007

Timing: 2.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Gahlota to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Bokarawas

Date: 25\7/2007

Timing: 3.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bokarawas to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Beegalao

Date: 25\7/2007

Timing: 1 2.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Beegalao to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village: Jhalokar

Date: 26\7/2007

Timing: 9.30 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jhalokar to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Kothar

Date: 26\7/2007

Timing: 10.00 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kothera to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected	Compensation amount would be given as
	families	per NRP -2006 and their suggestion for
		the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from
		the middle of the existing track and in
		detour route 43.5m.
3.	Compensation of land would be given	We will forward this suggestion to higher
	according to market rate	authority
4.	Resettlement scheme for the affected	It will be according to NRP-2006
	family	

Important issues and suggestion during feed back meeting

Village: Narayana

Date: 26\7/2007

Timing: 2.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Naraina to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Like Phulera a detour would be constructed in Narayana also	We will forward your suggestion to higher authority

Village: Haripura

Date: 26\7/2007

Timing: 3.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Haripura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Please give exact route map of detour section	At present we can not give you exact location. We will provide it later

Village: Samalpura

Date: 26\7/2007

Timing: 5.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Samalpura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Please give exact route map of detour section	At present we can not give you exact location. We will provide it later

Important issues and suggestion during feed back meeting

Village: Shysinghpura

Date: 27/7/2007

Timing: 9.30 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Shysinghpura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Please give exact route map of detour section	At present we can not give you exact location. We will provide it later

Village: Shardulpura

Date: 27\7/2007

Timing: 11.00 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Shardulpura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected	Compensation amount would be given as
	families	per NRP -2006 and their suggestion for
		the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given	We will forward this suggestion to higher
	according to market rate	authority
4.	Please give exact route map of detour	At present we can not give you exact
	section	location. We will provide it later

Village: Samota Ka Bas

Date: 27/7/2007

Timing: 12.30PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Samota ka Bas to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Please give exact route map of detour section	At present we can not give you exact location. We will provide it later

Village: Kanchorda

Date: 27/7/2007

Timing: 2.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kanchorda to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Please give exact route map of detour section	At present we can not give you exact location. We will provide it later

Village: Itawa

Date: 27/7/2007

Timing: 3.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Itawa to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Please give exact route map of detour section	At present we can not give you exact location. We will provide it later

Important issues and suggestion during feed back meeting

Village: Pipli Ka Bas

Date: 27/7/2007

Timing: 5.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Pipli Ka Bas to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Please give exact route map of detour section	At present we can not give you exact location. We will provide it later

Important issues and suggestion during feed back meeting

Village: Jaitpura

Date: 28/7/2007

Timing: 10.00 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jaitpura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated.
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village: Prithivipura

Date: 28/7/2007

Timing: 11.30 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Prithivipura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families Land requirement for the DFC project	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated 24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village: Khandel

Date: 28\7/2007

Timing: 12.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Khandel to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Sinodhiya

Date: 28\7/2007

Timing: 1.00 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sinodhiya to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Dodawadiyon Ka Bas

Date: 28\7/2007

Timing: 2.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Dodawadiyon Ka Bas to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Bhookhron Ki Dhani

Date: 28\7/2007

Timing: 4.00 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bhookron Ki Dhani to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Mendi

Date: 28\7/2007

Timing: 5.00 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Mendi to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Charanwas

Date: 29\7/2007

Timing: 10.00 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Charanwas to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Kabron Ka Bas

Date: 29\7/2007

Timing: 11.00 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kabron Ka Bas to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Badhol

Date: 29\7/2007

Timing: 12.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Badhol to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Kanwarpura

Date: 29\7/2007

Timing: 2.30PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kanarwarpura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected	Compensation amount would be given as
	families	per NRP -2006 and their suggestion for the
		same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from
		the middle of the existing track and in
		detour route 43.5m.
3.	Compensation of land would be given	We will forward this suggestion to higher
	according to market rate	authority
4.	Resettlement scheme for the affected	It will be according to NRP-2006
	family	-

Village: Asti Kalan

Date: 30\7/2007

Timing: 10.00 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Asti Kalan to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Nagal Govind

Date: 30\7/2007

Timing: 11.00 AM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Nagal Govind to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Kishanpura

Date: 26\7/2007

Timing: 12.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kishanpura to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Village: Bagri Date: 30\7/2007

Timing: 3.30 PM

The public consultation meeting was organized by "Samaj Vikash Sewa Santha to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of NGO in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bagri to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
(4) Socio-economic Survey in Jaipur

Sub Dis	trict:							1	PHUL	ERA &	DUDU						PHULERA							СН	OMU																
Pancha	yat Samiti:									DUDU																		SAMBH	IAR										(OVIN	DGARE
		Gahlota	Sali	Deopura	Hatoopura	Bokarawas	Beego la o	Ihakolar	Kothera	Narayana	Haripur	Kandeoli	Samalpura	Shyosinghpura	Shardulpura	Samota ka bas	Kanchroda	Itawa	Pipali Ka bas	Jaitpura	Prithivipura	Khandel	Dodawadiyon Ka Bas	Sinodiya	Brij amiyon Ka bas	Bhainslana	Paharpura	Bhookhron ki dhani	Mendi	Kishanpura (Renval) Town	Kisharpura(Nath i Ka Bas)	Malikpura	Bajiyon ka bas	Charanwas	Kabren Kabas	Bathat	ltawa	Kanwarpura	Astikalan	Nagal G ovin d	Ksharpura
	Comme Village Con	****	****	****	***	1 11	****	****	***	0.00	www.		www.	***	###	***	###	""		um	***	###	" www	###	1 10	###	<i>ww</i>	*	###		www.	****	***	***	***	***	***	****	***	1111	***
1 P	APs with Titles	R	*	R	÷	*	R	*	R	*	8	*	8	*	*	*	R	R	₽£	*	*	R	8	æ	2	*	~	#	æ		8	R	*	*	*	æ	R	*	*	*	*
1) T	ype of Sett Ite																																								
a	Urban- City	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
ь	Urban- Small Town	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
а	Regular Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Yes	Yes	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Yes	Yes	Yes	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Yes	Yes	Nil	Yes	Yes	Nil	Nil	Nil	Yes
ь	SC * Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Nil	Nil
c	ST** Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2) T	ype of Current Land U	se Pat	tern		A11	217	110		A111			N171					117	N/7	N71		A111	A171		A121		A111	A1/2		217	A171	111	217	217	A111	A111		111				A111
a	Residential Land	NII	NII	Nil	NII	NI	NI	NII	NI	NI	NI	NII	NI	NI	NII	NII	NI	NI	NII	NII	NII	NI	NI	Nil	NII	Nil	NII	NI	NI	Nu	NI	NI	NI	NII	NII	NI	Nil	NI	Nil	Nil	Nil
c	Commercial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Nil	Nil
d	Agricultural Land	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes	Nil	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Yes	Yes
c	Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
f	Water Bodies (Lake / River/ Pond/ etc)								Nil	Ni	Nil	Nil						Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Nil	Nil
3) N	o. of Affected "Titled"	Struc	tures	_																																		\vdash			
a	Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	12	Nil	4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	21	Nil	2	Nil	Nil	Nil	2	Nil	Nil	Nil	Nil	Nil
ь	Shop (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	17	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	Office (Own/ Bented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Nil	Nil
E.	Factory (Own/ Bantad)	NEL	NO	NO	NO	Na	Na	NO	NO	Na	Na	Na	Na	Na	NU	NG	Ma	Na	NEL	NO	Mil	Na	Na	No	NU	Ma	NO	Na	Ma	1	NG	Na	Na	NO	NU	Na	NEL	NO	NU	NU	NO
u	Storage (Own/	1811	NI	NI	NI	Nu	15 H	NI	NI	RSWC	NI	Nu	NI	Nu	NI	NII	NI	NI	isu.	NI	NI	NI	Nu	NI	inii	NI	NI	19.0	Nu		NI		N II	NI	NI	NI	NI	.su	NI	NI	NI
e f	Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	/PWD	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4) N	o. of Affected People of	f the "	Titled	' Struc	tures																																				
а	Number of PAPs	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	60	Nil	12	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	85	Nil	12	Nil	Nil	Nil	12	Nil	Nil	Nil	Nil	Nil
ь	Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Nil	Nil
	Number of Encroachers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2	Nil	Ni	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil
	Number of Families																																								
d	Line	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	10	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil
5) N	umber of Affected Pub	dic Fa	cilitites	/ Com	non Prop	erties																								2								\vdash			
а	Temple/ Mosque/ Church	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	l Temple	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Templ e	Nil	Nil	Nil	Nil	Nil	l Temple	Nil	Nil	Nil	Nil	Nil
ь	Crematorium	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
c	Well/ Hand Pump	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Handp ump	Nil	l well	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Hand pump	Nil	H and p ump	Nil	Nil	Nil	1 well	Nil	Nil	Nil	Nil	Nil
d	Community Building	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Nil	Nil
F	Police Station/ Govt									1 Police		111																		Govt.o											
e f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	NI	Ni	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nil
Ľ	Schools/																																								
g	Educational Institute	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	l school	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Ni	Nil	Nil	Nil	Nil	Nil
h	Others								Nil	Nil	Nil	Nil						Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Gaush	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil			Nil
6) C	urrent Price of Land	_								Rs/sa					Rs/sa				55 375			Rs/Rig	Rs/Rie							500		R s/sa				Rs/sa		\vdash			
a	Market Price									meter					meter				/bigha			ha	ha							Rs/gaj		meter				meter					
ь	Govt. Price/ Circle Rate per bigha									35875					35875		774 Rs/ya rd																					\Box			
2 0	lassification of PAPs w	ithout	Titles	Squatt	ers		⊢		L																													\vdash			
а	Occupation	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2	Nil	Nil	Nil	Nil	Nil
ь	Shops/Kiosks	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil		Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
c	Seasonal labour i. Agricultural	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	5	Nil	Nil	Nil	Nil	Nil	5	Nil	Nil	Nil	Nil	Nil
\vdash	labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	5	Nil	10	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2	Nil	Nil	Nil	10	Nil	Nil	Nil	Nil	Nil
	ii. Industrial labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	8	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	10	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

(5) Questionnaire Compilation in Jaipur

101	$ROW = 1$: ROB_2 : Squatter_3					
102	Date of Interview :					
102	Place of Interview :					
104	Name of Interviewer :					
101	Checked by Supervisor					
105	What is the type of house likely to be affected?					
100	Single detached one-storey (1)					
	Single detached two-storey (2)					
	Single detached three-storey or more (3)					
	Apartment/Row house duplex (4)					
	Shanties connected to each other (5)					
	Tents or tentative simple hut (6)					
107	Please write the description of the house appearance/housing					
107	Poof (G.L. shoets 2: Tiles 2: Ning or other natural materials 2: Concrete 4:					
Questtio nnaire	Others - 4)					
FormQ						
	Walls (All concrete -1; Concrete and wood-2; All wood -3;					
	Nipa or other natural materials-4; Others-5)					
108	(Own land and house-1; Rent land and own house-2; Rent land and house-3;					
	Illegal occupancy of land and own house-4; Others-5)					
109	What is the Land status? (Privately own land-1; Public land-2)					
110	BASIC PROFILE OF PAP					
А	Name of Interviewee (only adult members):					
В	Administrative Location:					
i	State :					
ii	District :					
iii	Panchayat:					
iv	Village :					
С	Location					
C.1	Type of Location					
	Parallel to railways - 1					
	Near Diversion - 2					
	Near ROB - 3 (for ROB only)					
	Others - 4					
C.2	Specific Location:					
	If parallel, specify the given section No.					
	If diversion, specify the given section No.					
	(for ROB only)					
	If ROB, specify nearest station name(s) where ROB are located					
	Right-hand side/Left-hand side from Mumbai (Western Corridor)/Delhi					

	(Eastern Corridor)	
D	Relation to Head of Family :	
E	How long have you been living here? Please provide approx. no. of years	
F	How long are you planning to live here (in years)? (for Squatters only)	
G	Profile of Head of Family:	
	Head of Family (Name)	
	Sex	
	Age	
	Marital Status	
	Occupation (If he/she is unemployed, please describe as "unemployment") Use code - 1.Govt. Service; 2.Private Service; 3.Business; 4.Wage Employee; 5.Agriculture; 6.Daily wage labour; 7.Unemplyed; 8.Others (specify)	
	Attainment Level of Education Use code - 1.Illiterate; 2.Can Read only; 3.3. Can read and write both; 4.Upto Class 5 5.Upto Class 12 or Plus 2; 6.Graduate & above; 7.ITI, Diploma/Degree, CA, ICWA, MBA, etc; 8.Others (specify)	
	Religion Use code - 1.Hindu; 2.Muslim; 3.Christian; 4.Jain; 5.Sikh; 6. Boudh; Other (specify)	
	Social Category Code – 1. General; 2. SC; 3. ST; 4. OBC	
	Total number of family members (including infants and children)	

111) HOUSEHOLD BUDGET

A) Income

Source of Income of from		Average Income in (Rs.)
various sources	Daily	Monthly	Yearly
a. Agriculture			
b. Wage Labour			
c. Business/Trading			
d. Service			
e. Livestock & Animal			
f. Fishing & Aquaculture			
g. Cottage Craft			
h. Forestry			
i. Other (specify			
Total Income			

B) Assets

Livestock holding of the family (Write the 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)	

C) Agricultural Implements

Agricultural implements owned by the family	Yes	No
1. Tarctor	1	2
2. Power Triller	1	2
3. Thresher	1	2
4. Harvester	1	2
5. Genset Sprayer	1	2
6. Pump Set	1	2
7. Electric Pump	1	2
8. Others Specify	1	2

D) Household Items

Household items owned by the family	Yes	No
1. TV	1	2
2. Fridge	1	2
3. Mixer	1	2
4. Electric Cooker	1	2
5. Geyser	1	2
6. Electric Fan	1	2
7. OTG	1	2
8. Toaster	1	2
9. Microwave	1	2
10. Radio	1	2
11. Others Specify	1	2

E) Other Assets of Family

Other assets owned by the family	Yes	No
1. Scooter/Motorcycle	1	2
2. Jeep/Car	1	2
3. Truck	1	2
4. Bus	1	2
5. Bullock/Camel Cart	1	2
6. Others Specify	1	2

F) Total Annual Saving: ----- (Rs.)

G) Loan

a. Have you taken any loan?b. If yes, then please tell us the following:2. No,3. Don't Know

Na	me of the loan provider	Amount (in Rs.)	Re-paid (in Rs.)	Balance (in Rs.)
1.	Bank			
2.	Relative/Friend			
3.	Mahajan			
4.	Other (specify)			

112 PRODUCTION AND EMPLOYMENT

A-1	Land Title	Response
	Own with Title (1)	
	Own without Title (2)	
A-2	Tenure Status: If Own with Title, please select one or	
	more:	
	Borrow at No Charge (1)	
	Rent from Authorities (2)	
	Rent from Individuals (3)	
	Other Status (4)	

B) Area of Land: If Own with Title, please answer the questions below: (for Non-Squatters)

B.1) Do you have agricultural land? a. Yes b. NoB.2) If Yes, please tell us the total land owned by you (in local unit).

Type of Land	Area							
	Sqm.	Bigha	Biswa	Hectare				
1. Agricultural land								
2. Orchard								
3. Others (specify)								
Total Land								

In case of farmers, list names of your 3 major products (for Non-Squatters)

- 1.
- 2.
- 3.

D-1) In case of other occupations, specify main income source?

D-2) Select the observed type of squatters (for Squatters)

Category of squatter	Please write response
Illegal residents with station-related occupation (1)	
Shops of illegal occupancy (2)	
Seasonal labour (Agriculture) (3)	
Seasonal labour - Factory/Construction (4)	
Gangmen's colony (5)	
Migrant Tribe (6)	

E) What is the most serious problem on your livelihood?

113 ACCESSIBILITIES

Accessibilities in Normal Conditions

	Status in Normal Conditions Distance							
	Average	Frequency	Frequency to cross	Mode	(km)			
	Time per	1: 1 Day	the level crossing	1: Foot				
	Trip	2: 2-3 days	per day. Specify	2: Bicycle				
	(mins)	3: 1 Week	the number	3: Ox Cart				
Destination		4: 2 Weeks	(e.g. 3 times/day).	4: Horse Cart				
		5: 1 Month		5: Camel Cart				
		6: 2 Months		7: Motor Bike				
		7. 6 Months		8: Car				
		8: 1 Year		9. Bus				
				10. Others				
District Center								
Large Market								
Small Market								
High School								
Secondary								
School								
Primary School								
Farming Land								
Health Clinic								
Hospital								
Religious								
Center								

A) How often do you cross ROBs? Specify the number (e.g. 3 times/day). (Only for ROBs)

B) How often do you cross ROBs with Non-motorized Vehicles (NMVs)? Specify the number (e.g. 3 times/day). (Only for ROBs)

114 UTILITIES

A) Access to Potable Water

Please check the status of access to potable water.

Kind of Facilities	Please check.
Dig Well (Private)	
Dig Well (Common)	
Pump Well (Private)	
Pump Well (Common)	
Bought from Water Vendors	
Other Facilities ()	
Other Natural Water Sources ()	

B) Access to Toilet Facilities

Please check the status of access to toilet facilities.

Kind of Facilities	Please check.
In-door Toilet	
Out-door Toilet (Private)	
Out-door Toilet (Common)	
Not Available	

C) Access to Electricity

Please check the status of access to electricity.

Kind of Facilities	Please check.
Power line	
Generator (Private)	
Generator (Common)	
Car Battery	
Not Available	

115 COMMENTS ON RESETTLEMENT & REHABILITATION

Questions	Response
A. Are you aware that Govt. of India has initiated Dedicated Freight Corridor Project in which a separate railway line will be laid for transportation of goods between and Mumbai and Delhi and Howrah?	 Yes No (If No, go to C).
B. If Yes , what has been your source of information for DFC Project?	 TV Radio News Paper Word of Mouth Friend/Relative Others (specify)
C. Do you think the project will provide economic benefit in the area?	 Yes No No comment
D. In your opinion what kind of economic benefit would take place?	 Wage employment Business opportunity Industry establishment

	4.	Others (specify)
E. In case you are to be displaced by the project what	1.	Self relocation or voluntary relocation
would be your choice?	2.	Protest displacement
	3.	Conditional
	4.	Can't say now
	5.	Others (specify)
F. As regards resettlement and rehabilitation what would	1.	Compensation
be your request to the Project Implementing Authority or	2.	Resettlement and Rehabilitation
Project Owner?	3.	Compensation & R&R both
	4.	Other (specify)

116 OPEN QUESTIONS

A) If DFC line passes your neighbourhood, what kind of likely impacts caused by the project would be expected? Tick as many as desired.

Impacts on water right of irrigation (1)	Response
Community severance (2)	
Impacts on commuting to school (3)	
Accidents when crossing railway tracks (4)	
Impacts on unauthorized vehicles caused by construction of ROBs (5)	
Others: Describe (6)	

Brief Socio-economic study of Project Affected Families in Jaipur district are as follows:-

S.No	Villages	Number of surveyed Families	Percent to total
1	Kandeoli	1	6.67
2	Narayana	8	53.33
3	Renwal	5	33.33
4	Badhal	0	0.00
5	Malikpura	1	6.67
	Total	15	100

Table No:01 Distribution of project affected families

Table 1 indicates the distribution of dedicated freight corridor project affected families in Jaipur district of Rajhasthan. It is evident that Five villages namely Kandeoli, Narayana, Renwal, Badhal, Malikpur are the project affected villages in Jaipur district. In total, fifteen project affected families have been surveyed in these villages. The survey shows that Naryana is the severely affected in Jaipur district where more than half (53.3%) of total surveyed families are getting affected. The Renwal and Badhal& Malikpur are the second and third largely affected villages.

S.No	Village	Single detached one storey	Single detached two storey	Appartment/Row house Duplex	Single detached three storey or more	Tenantes or Tentative Simple Hut	Not Affected	Total Survey Families
1	Kandeoli	1	nil	nil		nil	nil	1
2	Narayana	6	1		1			8
3	Kishangarh (Renwal)	1	1	nil	3			5
4	Malikpura	nil	2	nil	nil	nil		2
5	Badhal	nil	nil	nil	nil	nil		0
	Total	8	4	0	4	0	nil	16
	Percentage	50.00	25.00	0.00	25.00	0.00	0.00	100.00

 Table 2 Distribution of Project affected families by the type of houses affected

Table 2 represents the distribution of project affected families by type of houses being affected during the implementation of dedicated freight corridor railway line. It is evident form the table that four types of houses have been observed in the project affected villages as discussed. The statistics show that more than half (50%) houses getting damaged are single detached one storey structures in all seven project affected villages in Jaipur. About 25% of the dwellings getting affected are single detached with two storeys and 25 percent Single detached three storey or more.

Sr.			Occupational Structure						
No	Villages	Govt. Job	Private Service	Business	Agriculture	Wages	Oth er		
1	Kandeoli	Nil	Nil	Nil	1	Nil	Nil	1.0	
2	Narayana	3	Nil	3	Nil	1	1	8.0	
3	Kishangarh (Renwal)	1	Nil	Nil	Nil	Nil	Nil	5.0	
4	Malikpura	Nil	Nil	Nil	Nil	1	Nil	1	
5	Badhal	Nil	Nil	Nil	Nil	Nil	Nil	0	
	Total	4	0	3	1	2	1	11	
	Percentage	36.4	0.00	27.3	9.1	18.2	9.1	100.0	

 Table 3 Distribution of Project Affected Families by Occupation

Table 3 exhibits the distribution of project affected families by occupational structure in project affected villages in Jaipur district. Accordingly, project affected families have been divided into five categories of economic activities. Interestingly, Govt Service seems to be the chief occupation in the area followed by business.

			Educational Level						
Sr. No.	Villages	Illiterate	Can read and write	Primary	Plus Two	Upto Class-5	Graduate & Above		
1	Kandeoli	1	Nil	Nil	Nil	Nil	Nil	1	
2	Narayana	2	1	Nil	2	2	1	8	
3	Kishangarh(R enwal)	Nil	Nil	Nil	2	2	1	5	
4	Malikpura	1	Nil	Nil	Nil	Nil	Nil	1	
5	Badhal	Nil	Nil	Nil	Nil	Nil	Nil	0	
	Total	4	1	0	4	4	2	15	
		26.7	6.7	0.0	26.7	26.7	13.3	100	

 Table-4
 Distribution of Project Affected Families by Educational Status

Table 4 presents the distribution of project affected families by level of education in project affected villages in Jaipur district. The study reveals that only 26.67% of the project affected families have been registered illiterate. The share of literate persons (who could both read and write any passage in any language with understanding) without any formal educational level is only about 6.67%. As the educational level increases the share of educated persons decreases in the project affected areas. It is evident from the fact that only 13.3% of the project affected respondents have been reported graduates and post graduates.

 Table-5
 Distribution of Project Affected Families by Religion

			Religion		
S No	Villagos			Total	
5.110.	v mages	Musilm	Hindu	Others	Surveyed Families
1.	Kandeoli	Nil	1	Nil	1
2.	Narayana	Nil	8	Nil	8
3.	Kishangarh(Renwal)	1	4	Nil	5
4.	Malikpura	Nil	Nil	1	1
5.	Badhal	Nil	Nil	Nil	Nil
	Total	1.00	13.00	1.00	0.00
	Percentage	6.67	86.67	6.67	0.00

Table 5 exhibits the distribution of project affected families by religious faith in project affected villages in Jaipurdistrict. It is evident from the table that all the project affected families follow the Hindu mythology in all surveyed villages. Hence, the region seems to be Hindu dominated

Table-6: Distribution of Livestock Holdings in Project Affected Villages

Villages		Livestock Size					
	Cow	Ox	Buffalo	Sheep	Goat	Camel	Total Surveyed Families
Kandeoli	2	Nil	1	Nil	2	Nil	
Narayana	Nil	Nil	Nil	Nil	11	Nil	1
Kishangarh	Nil	Nil	1	Nil	Nil	Nil	8
(Renwal)							
Malikpura	5	1	2	Nil	5	1	5
Badhal	Nil	Nil	Nil	Nil	Nil	Nil	1
Total	7	1	4	0	18	1	
Percentage	22.6	3.2	12.9		58.0	3.2	15

Table 6 shows the distribution of livestock holdings in different project affected villages in Jaipur district. It is evident from the table that only 15families have been surveyed in the area. The study shows that more than half of the total domestic animals are buffalo. About 25% are cow and ox.

		Total			
Villages	Tractor	Pump Set	Electric Pump	Power triller	Surveyed Families
Kandeoli	1			1	1
Narayana	Nil	Nil	Nil	Nil	8
Kishangarh(Renw	Nil	Nil	Nil	Nil	5
al)					
Malikpura	Nil	1	1		1
Badhal	Nil	Nil	Nil	Nil	
Total	1	6	8	1	15
Percentage	6.25	37.50	50.00	6.25	100

Table-7 Distribution of Project Affected Villages by Agricultural implements

Table 7 exhibits the distribution of project affected families by agricultural implements in different project affected villages in Jaipur district. The study shows that the level of agricultural technology is very poor in these villages. It is more evident from the fact that only 6.25% of the families own tractor in these project affected villages. About 37% of the families possess pump sets and about 50% of the families have electric pumps in the project area.

		Household Amenities					Total		
Villages	TV	Radio	Fridge	Mixer	Electric Cooker	Geyser	Electric Fan	Others	Surveyed Families
Kandeoli	1	1	1	Nil	Nil	Nil	1	Nil	1
Narayana	6	1	Nil	Nil	Nil	Nil	7	2	8
Kishangarh(Re	5	1	3	1	Nil	Nil	5	5	5
nwal)									
Malikpura	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1
Badhal	Nil	Nil	Nil	Nil					
Total	12	3	4	1	0	0	13	7	40
Percentage	30	7.5	10	2.5	0	0	32.5	17.5	100

 Table-8: Distribution of Project Affected Villages by Household Amenities

Table 8 shows the distribution of project affected families by household amenities available in the house of project affected villages in Jaipur district. The study reveals that about 30% of the project affected families have television facility in their houses. It is also observed that television is the popular source of Information in these villages than radio. It is evident from the fact that only 7.5% of the families enjoy radio facility in these villages.

It is also evident from the table that geyser facility is not found in any families

			Other Assets					
S.No.	Villages	Scooter/ Motor Cycle	Jeep/Car	Truck	Cycle	Surveyed Families		
1.	Kandeoli	1	Nil	Nil	Nil	1		
2.	Narayana	3	Nil	Nil	5	8		
3.	Kishangarh(Ren	2			1	5		
	wal)							
4.	Malikpura	1	Nil	Nil	Nil	1		
5.	Badhal	0			2			
	Total	7			8	15		
	Percentage	46.67	0	0	53.333	100		

 Table 9 Distribution of Project Affected Families by Other Assets

Table 9 shows the distribution of project-affected families by other assets available in the house of project-affected families in Jaipur district. The study reveals that only 46.67 of the families have scooter or motorcycle. Insignificant proportions of the families have been observed owning jeep/car and truck in the project-affected villages.

		Sources of Potable Water					
Villages	Dig Well (Private)	Dig Well (Common)	Pump Well (Commo n)	Private pump well	Tap water	Others	Total Surveyed Families
Kandeoli	Nil	1	Nil	Nil	Nil	Nil	1
Narayana	Nil	2	2	Nil	2	Nil	8
Kishangarh	Nil	Nil	1	4		Nil	5
(Renwal)							
Malikpura	1	Nil	1	Nil	Nil	Nil	1
Badhal	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total	1	2	4	4	4	Nil	15
Percentage	6.67	13.33	26.67	26.67	26.67	0	100.00

 Table 10 Distribution of Project Affected Families by Access to Drinking Water

Table 10 represents the distribution of project affected families by access to potable water across different project affected villages. About six sources of water have been witnessed in the project affected villages. The study indicates that about source are used in project area

 Table 11 Distribution of Project Affected Families by Access to Electricity

S.No.	Villages	Electricity not available	Electricity available	Total Surveyed Families
1.	Kandeoli		yes	1
2.	Narayana		yes	8
3.	Kishangarh		yes	5
	(Renwal)			
4.	Malikpura		yes	1
5.	Badhal		yes	0
	Total			15

Table 11 presents the distribution of project affected families by access to electricity facility across different project affected villages

Comments on Resettlement and Rehabilitation:

During the socio-economic survey of project affected families some questions were asked in all project affected villages. The first question was "Are you aware that Government of India has initiated

Dedicated Freight Corridor Project in which a separate railway line will be laid for transportation of goods between Delhi and Mumbai and Delhi and Howrah"?

Regarding this question about 96% respondents stated they were aware about the proposed dedicated freight corridor railway line It shows that majority of people of the area were quite aware about the introduction of dedicated freight corridor project in the state.

S. No.	Villages	Aware	Total Surveyed Families
1.	Kandeoli	yes	1
2.	Narayana	yes	8
3.	Kishangarh(Renwal)	yes	5
4.	Malikpura	yes	1
5.	Badhal	nil	0
	Total		15

 Table 12 Distribution of Project Affected Families by Awareness Regarding DFC

Table 13	Distribution	of PAFs by	Type of Eco	nomic Benefits	Expected
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S.No.	Villages		Type of Benefits				
		Wage	Business	Industry	Comments	Surveyed	
		Employment	Opportunity	Establishment	Declined	Families	
1.	Kandeoli	Nil	Nil	Nil	1	1	
2.	Narayana	2	2	Nil	4	8	
3.	Kishangarh(Renwal)	2	3	Nil	Nil	5	
4.	Malikpura	Nil	Nil	Nil	1	1	
5.	Badhal	Nil	Nil	Nil	Nil	0	
	Total	4	5	0	6	15	
	Percentage	26.67	33.33	0.00	40.00	100.00	

While examining the economic benefits likely to be accrued from dedicated freight corridor project multiple responses have also been kept in individual key field. Hence, the proportion of each field is not 100.00%. It is evident from the above table that little less than 27 of the respondents stated that dedicated freight corridor project will provide wage employment to the local inhabitants.. About 33% of the respondents opined that if the project is implemented, there would be ample trade and business opportunities.

About 40% of the respondents have been observed comments declined.

Table 14 -Distribution of PAFs by Preferences Regarding Resettlement and Rehabilitation

			Preferences					
S.	Villages		Resettlement /	Both	Surveyed			
No.	v mages	Compensation	Rehabilitation	Compensation	Families			
			(R&R)	and R&R	T unines			
1.	Kandeoli	1	Nil	Nil	1			
2.	Narayana	6	Nil	2	8			
3.	Kishangarh(Renwal)	3	Nil	2	5			
4.	Malikpura	1	Nil	Nil	1			
5.	Badhal	Nil	Nil	Nil	0			
	Total	11	0	4	15			
	Percentage	73.33	0.00	26.67	100.00			

Table 14 presents the distribution of project affected families by preferences regarding resettlement and rehabilitation likely to result from proposed dedicated freight corridor across different project affected villages. The study brings out that about 73% of total surveyed families stated they should be

properly compensated The proportion of families demanding both compensation and resettlement and rehabilitation is 26.67% at the district level. There are remarkable variations in this regard across the project affected villages.

(6) Sketch & Photos in Jaipur District





SR1 at Naraina Railway Station on eastern side



SR3 & SR4: on the right side of the track PAF1-5 : on the right side of the track



track

PAF6-12, : on the right side of the track





Photos of Affected Structures at Renwal Station



PAFs at Renwal Railway Station



PAF 1-12 on the eastern side of the track



SR5 near Renwal Station Location:27º12.034' N & 75º 23.331' E Residence Residence Residence Residence All Structure fall within 25 m Distance from centre line of the existing track Ξ and to be Acquired Wit PAF 2 Agricultural Land Residence PAF 1 SR1: Residence N Malikpur Station 5 m Gate No.126 C To Renwal 🔫 To Badhal Sketch No. 003 Pachar Malikpur Station Survey Date: 24/07/2007 Not to scale



Photos of Affected Structures at Naraina Station



Gate No.119 C: SR2 near crossing



PAF1, PAF2 AND SR1 near RS

3. Ngaur District

(1) 2nd Stage of District Level Stakeholder / Public Consultation Meeting in Nagaur District

1.0 Brief Description of State Rajasthan

Rajasthan is located in the north-western part of the subcontinent. It is bounded on the west and northwest by Pakistan, on the north and northeast by the states of Punjab, Haryana, and Uttar Pradesh, on the east and southeast by the states of Uttar Pradesh and Madhya Pradesh, and on the southwest by the state of Gujarat. The Tropic of Cancer passes through its southern tip in the Banswara district. The state has an area of 132,140 square miles (342,239 km²). The capital city is Jaipur.

In the west, Rajasthan is relatively dry and infertile; this area includes some of the Thar Desert, also known as the Great Indian Desert. In the south-western part of the state, the land is wetter, hilly, and more fertile. The climate varies throughout Rajasthan. On average winter temperatures range from 8° to 28° C (46° to 82° F) and summer temperatures range from 25° to 46° C (77° to 115° F). Average rainfall also varies; the western deserts accumulate about 100 mm (about 4 in) annually, while the south-eastern part of the state receives 650 mm (26 in) annually, most of which falls from July through September during the monsoon season. Rajasthan has a single-chamber legislative assembly with 200 seats. The state sends 35 members to the Indian national parliament: 10 to the Rajya Sabha (Upper House) and 25 to the Lok Sabha (Lower House). Local government is based on 30 administrative districts.

1.1 Brief Description of District Nagaur

Glorified by the bards, the history of Nagaur finds mention even in the Mahabharata. The kingdom of Ahichhatrapur, which Arjun is said to have conquered and subsequently offered to his Guru Dronacharya, was perhaps some of the area of the Nagaur district. The birthplace of Meera and Abul Fazal, Nagaur district has a charbhuja and Parsawanath Temple at Merta and the Dargah of Sufi Saint Tarkin at Nagaur city. Nagaur also witnessed the valour of Great Rao Amar Singh Rathor who challenged the mighty Mughal Empire. The large old Fort has many glorious tales of bravery of the erstwhile rulers of the states.

Nagaur District is situated between $26^{0.25}$ " & $27^{0.40}$ " North Latitude & $73^{0.10}$ " & $75^{0.15}$ " East Longitude. It is situated amidst seven districts namely Bikaner, Churu, Sikar, Jaipur, Ajmer, Pali, Jodhpur. Nagaur is the fifth largest district in Rajasthan with a vast terrain spreading over 17,718 sq. K.M. Its geographical spread is a good combine of plain, hills, sand mounds & as such it is a part of the great Indian Thar Desert.

The present district of Nagaur finds a place in the heart of the Rajasthan state. If we draw a cross over the map of Rajasthan the centre of this cross is bound to fall in the district of Nagaur. Before the merger of the states, Nagaur was a part of the erstwhile Jodhpur State.

After independence, Nagaur had the honour of being selected as the place in the country from where the Democratic Decentralisation process was launched by the late Shri Jawaharlal Nehru, the first Prime Minister of India on the 2nd October 1959.

The town of Ladnu in the district has gained its place on the map of the country being the headquarters of the famous 'Jain Vishwa Bharti' which has become a centre of spiritual learning & knowledge under the leadership of Acharya Tulsi, a great Jain saint, who has propagated the philosophy of "ANUVRAT" in order to enlighten people in this area of the country. **Nagaur** is in Center of Rajasthan. In north there is Sikar District. , In west Bikaner & Churu District., In South Jodhpur & Pali, In East Jaipur & Ajmer District. Its area is 17718 Sq. km. Marwari is the local language spoken there & Hindi is official language.

1.	Tehsil	8
2.	Population	2,773,894
3.	Male/Female Ratio-	951
4.	Literacy Rate-	58.26%
5.	Roads-	3508 Km.
6.	Crops	Bajara, Jawar
7.	Minerals	Marble Production Area

1.2 Brief Description of the Project

Western route (Mumbai-Delhi route) of dedicated freight corridor will be traversing Jawaharlal Nehru Port Trust (JNPT) -Ahmedabad-Palanpur-Rewari-Asaoti-Dadri. Down direction of this corridor is considered towards Delhi and UP direction towards JNPT. The proposed alignment passes through the states of Maharashtra, Gujarat, Rajasthan, Haryana, Delhi and Uttar Pradesh involving Thane and Raigarh districts of Maharashtra, Valsad, Navsari, Surat, Bharuch, Vadodara, Anand, Kheda, Ahmedabad, Gandhinagar, Mahesana and Banas Kantha districts of Gujarat; Sirohi, Pali, Ajmer, Nagaur, Jaipur, Alwar and Sikar districts of Rajasthan, Mahendragarh (Narnaul), Rewari, Gurgaon and Faridabad districts of Haryana, South Delhi district of Delhi and Gautam Budhnagar district of Uttar Pradesh.

The Stakeholder/ Public consultation Meeting for the proposed DFC project was conducted in the hall of secondary school village Minda, Tehsil Nava, Panchayat Samiti Kuchaman City District. Nagaur on dated 18/06/07 to disseminate general information to public about the proposed project. Three villages namely Minda, Takiya, Bawari, are mostly affected by the proposed Railway corridor in Nagaur District.



PROJECT SUMMARY SHEET			
Title of the Project	Conducting 2nd Stage of Stakeholder/Public Consultation		
	Meeting (District Level) for Feasibility Study Regarding the		
	Dedicated Multimodal High Axle Freight Corridor for Ministry of		
	Railways.		
Date and Place of Meeting	18-06-07 Secondary School Minda distt. Nagaur tehsil Nava P.S.		
	Kuchaman City.		
Local Consultant	Name of the Local Consultant: -		
	Mantec Consultant Pvt. Ltd. New Delhi.		
Local Organizer	SWEET INSTITUTE BANSWARA		
	167 Matra Sadan Commercial Area Banswara Ph. No. 9414219698		
Organizing Place	Village Minda Teh. Nava Distt. Nagaur		
No. Invitees	120		
No. Of Presence	84		
Methods Used for Information	Personal Contact: -		
Dissemination	Dispatching Invitation Letter:-		
	Information in Newspaper:-		
	Invitation to Distt. Office by Letters		
	Information at Panchayat office and Teh. Office		
	Others - Press media		
Stationary Served to the	Writing Pad		
Participants	Ball Pen		
	Questionnaire		
Methods Adopted for Discussion	Slide Presentation		
	Lecture		
	Group Discussion		
	Question/Answer Session		
Methods Adopted for	Still Photography		
Documentation	Audio/Video Recording		
	Minutes of Meeting		
Media Coverage	Newspaper: - Danik Bhasker		
	Rajasthan Patrika & Other Local Papers		

2.0 Project Summary Sheet

2.1 Selection of Stakeholder

Around 120 people were invited for the stakeholder meeting.

2.2 Method of Selection of Stakeholder

The latest version of JICA Guidelines for Environment and Social Consideration has been developed in 2004 in order that JICA funded feasibility study incorporates due consideration of the environmental protection and safeguards the sectors of society directly or indirectly affected by the project. Current feasibility study is carried out applying these guidelines.

In order to encourage participation of the local residents, Stakeholder/ Public consultation meeting is considered as a tool that should play an important role during the project design stage. It is designed to:

- Disclose information on project for open discussion
- Disseminate information to the lowest possible hierarchy of the social system
- Obtain interaction of the participants of stakeholder/public consultation meeting
- Reflect the valid comments elicited from the open discussion to the design of the project
- Build a consensus on the project implementation and associated

There are three stages of stakeholder and public consultation meeting. The first stage of stakeholder/public consultation is held on state level, followed by second stage of Stakeholder/ Public consultation held in the districts, and the third stage of stakeholder/ public consultation meeting held on the villages directly affected by the project

The Mantec Consultants Pvt. Ltd has already organized first stage of stakeholder / public consultation meeting in state of Rajasthan.

To organized the second stage of Stakeholder/ Public consultation meeting Mantec consultants have authorized "Sweet Institution" to meet the concerned government authority and collect relevant data for carrying forward study of social environment and organize second stage of stakeholder/Public Consultation Meeting for information dissemination about the project As per direction of the guidelines for conducting the 2nd stage of the Stakeholder/ Public Consultation meetings a formal order of the Ministry of Railways was have been issued vide their letter dated 01-06-2007 to facilitate these meetings. Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Boards were contacted to participate in the Meetings. State Government Department were also apprised and approached and were invited to participate in the Stakeholders/Public Consultation Meetings including the State Public Works Department, Irrigation and Power, Urban Development and Poverty Alleviation Department, industries, telecommunication and Information technology Trade and Commerce, Surface Transport, Tourism, Container/Corporation of India, Port Trusts etc.

Our meeting Facilitator Team visited all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. In Nagaur district only three villages-Minda, Takiya and Bewari will be directly affected by the proposed DFC project Our meeting facilitator team preferred to invite the people who will be affected directly by this project. Our team also met & informed the distt. Administration and requested to help in organising the public meeting successfully. Local stakeholders along the railway line, affected farmers, businessmen, private service and Govt. service employers were invited in the meeting. Our study team also contacted Tehsildar of affected Tehsil, Panchayat Samiti Pramukh, Gram Pradhan, local MLA and requested them to attend the meeting and also gave necessary support in conducting second stage of stakeholder and public consultation meeting

2.3 Selection of Meeting Facilitators

Simultaneously, extensive surveys were conducted for the identification of suitable local agencies for the

Successful organization of the second stage of Stakeholders/Public Consultation Meeting in Nagaur district of Rajasthan.

Preference was given to appoint Non Government Organisations (NGO's) who had local presence, popularity and experience of social and public works and is well acquainted with multifarious cross section of society to help in the selection of the right type of the stakeholders for the meetings as well as for facilitating other related activities i.e.

- Venue for the meetings;
- Arrangements to be made;

- Assisting in local publicity;
- Invitations to the Stakeholders and motivating them for participation;
- Maintaining and compilation of record and feed back; and
- Other local arrangements like transport, hospitality, security and smooth conduct of the meeting proceedings.

The Non Governmental Organizations were appointed for facilitating the Stakeholders/Public Consultation meetings for conducting the meetings:

2.4 Method of Information Dissemination

1. Method of Notifying the Meeting to the Participants

- (1) Local newspapers about the venue and date of meeting
- (2) Information of DFC Project to the local stakeholders by face to face for meeting
- (3) Invitation letter to the affected stakeholders during the survey of Railway track
- (4) Information to Sarpanch /Public representatives by official letters.
- (5) Pasted handout containing the information of the project on the public place of the affected area.

2.5 Venue of the Meeting

The Hall of Secondary School Minda was decided the venue for Stakeholder/Public Consultation meeting in Nagaur district.

3.0 Participant of Stake holder/Public Consultation Meeting

Around 84 people participated in the stakeholder meeting.

3.1 Minutes of Meeting

Firstly introduction Session was held

- Then inauguration was done by local MLA
- Meeting facilitator gave the information and details of working of Sweet Sansthan Banswara and the purpose of the meeting
- Representative from Mantec Consultants gave the detail description of the DFC Project

Mantec representative explained that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed; he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for Freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel, and fertilizer is anticipated on Ludhiana-Delhi-Howrah route.

He also said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, Delhi upto Ludhiana. On average approximately 9000-loaded trucks move daily over the corridor, i.e. Delhi-Mumbai Western Corridor and Ludhiana-Howrah eastern corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai-Delhi, from Palanpur upto Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan, because of the congested areas, change all the way upto Mahesana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

Mantec representative cleared the misunderstanding of stakeholders regarding the acquisition of land along the track. He told that the corridor would be laid down in the eastern part of rail line in Nagaur district for which only 20 to 26 m (26 m at Detour) lands would be acquired from the centre of the existing track. He further added that it would save time in the process of transportation of goods, which will be benefited to the people.

With help of projector Mantec representative show the alignment of proposed DFC project of Naguar district. He said that only three revenue villages would be affected by this proposed DFC project in the Nagaur district and also added that it is only feasibility study.

He also told that in Nagaur district there is no junction station or crossing station as well as no detour and ROB/RUB are proposed but he also cleared that it is not final decision. After completion of the study the final picture will come out.

In the last the chief guest (MLA) expressed his view and gave thanks to the JICA study team, Mantec consultants and Sweet institute for providing knowledge about the project. He also gave thanks to the participants for attending the meeting.

3.2 Summary Profile of Participants

The Stakeholder/ Public consultation Meeting for the proposed DFC project was conducted in the hall of secondary school village Minda, Tehsil Nava, Panchayat Samiti Kuchaman City District. Nagaur on dated 18/06/07 to disseminate general information to public about the proposed project. Three villages namely Minda, Takiya, Bawari, are mostly affected by the proposed Railway corridor in Nagaur District.

The major observations of stakeholders/public consultation meeting held at Minda Village distt. Nagaur on date 18.06.07 recorded through questionnaire is as follows:

Sl. No.	Name of Village/City	Total Respondent	% of Total
1	Minda	37	44.05
2	Takiya	29	34.52
3	Thikariya	2	2.38
4	Bawari	15	17.86
5	Nagaur	1	1.19
	Total	84	100.00

 Table 1.1 Distributions of Respondents by Village

Table 1.1 reveals that there were 84 respondents present, natives of 5 villages/towns participated in the public consultation meeting on dedicated frieght corridor, which held on dt. 18.06.07. The Minda Village has shown the highest participation (44.05%) while the lowest participation (1.19%) was observed from Nagaur distt. and from Thikariya village respondent percentage was 2.38. The participation of respondent of other villages hovered between these two extreme values. Two villages Takiya and Bawari were represented well (34.52%) and 17.86% respectively.

 Table 1.2 Distributions of Respondents by Level of Social Structure

Sl. No.	Categories	Total Respondent	% of Total
1	Scheduled Caste	3	3.57
2	Scheduled Tribes	14	16.67
3	Other Backward Class	59	70.24
4	General	8	9.52
	Total	84	100.00

Table 1.2 reveals that the maximum participation was belonged to other backward class (70.24%) as the public consultation meeting was organized in Minda secondary school at gram panchayat head quarter.

The representation of S.C. listed II (16.67%) and IIIrd listed general (9.52%) and the last one 4th listed S.T. (3.57%). The data show that less percentage of S.T. was present. The general percentage was three times more then S.T. percentage 3.6%. The O.B.C. percentage was the highest (70.24%)

Sl. No.	Categories	Total Respondent	% of Total
1	Less then 4	8	9.52
2	Less then 6	26	30.96
3	Less More then 6	50	59.62
	Total	84	100.00

 Table 1.3 Distribution of Participants by Family Size

Table 1.3 brings out that the family size varies from less than four persons to more than six persons in the District. The respondents having lowest representation that is less than four persons family size was 9.52%.

The maximum respondent size is less than six persons in family were 30.96 %.

The maximum respondent having highest family size that is more than six persons represented by 59.62%. It reveals the fact that 60% families have more than six persons.

Sl.No.	Categories	Total Respondent	% of Total
1	Native	74	88.10
2	Migrated	10	11.90
	Total	84	100.00

 Table 1.4 Distribution of Participants by Origin

Figures in Parentheses show the percentage to total respondents

The Table 1.4 points out that majority 88.10% of the respondent are original or native inhabitants of Nagaur District. Only 11.90% participants have reported that they are migrated from out side the district.

No views were given on majority and minority issues in the public consultation.

Sl. No.	Categories	Total Respondent	% of Total
1	Literate	66	78.57
2	Illiterate	18	21.43
	Total	84	100.00
1	Under Matric	43	51.19
2	Matric	14	16.67
3	Graduate	5	5.95
4	Professional	4	4.76
	Total	66	78.57

 Table 1.5 Distribution of Participants by Literacy Status

Table 1.5 Shows that 78.57% people participated in public consultation meeting were literate while 21.43% were illiterate.

It shows that distribution of participant educational attainment is high, it can be taken as an indicator of social development of any district. The professional category has been only 4.76% the highest proportion of respondent was observed in under metric they are from labour class or agriculture. The

analysis shows that as the educational level increases the proportion of the respondent decreases the graduates only 5.95% and B.Ed qualified were only (4.76%) the public consultation meeting was participated by under metric 51.19%.

Sl. No.	Categories	Total Respondent	% of Total
1	Agriculture	70	83.34
2	Private Service	5	5.95
3	Govt. Service	5	5.95
4	Business	4	4.76
	Total	84	100.00

Table 1.6 Distribution of Participants by Occupation

The Table 1.6 shows that the highest proportion of the respondent are engaged in agriculture, which is their main occupation. As per data only 5.95% are engaged in private sector and 5.95% are in government service. 4.76% of total participants are engaged in business activities

Sl. No.	Categories	Total Respondent	% of Total
1	5000-10000	18	21.43
2	10000-25000	41	48.81
3	25000-50000	18	21.43
4	50000-100000	3	3.57
5	100000 and Above	4	4.76
Total 84		84	100.00

 Table 1.7 Distribution of Participants by Level of Yearly Income

Table 1.7 Entire respondents have been divided into five categories. The data reveals that 21.43% people fall under the slab of 5000-10000 annual incomes, 48.81% people are under the category of 10000-25000, 21.43\% under 25000-50000, 3.57\% under 50000-100000 and 4.76\% are under 100000 – above. It shows that the people are financially weak and facing hard ship.

Sl. No.	Categories	Total Respondent	% of Total
1	Significant	22	26.19
2	Relatively Significant	39	46.43
3	Insignificant Impact	2	2.38
4	Negligible Impact	21	25.00
	Total	84	100.00

Table 1.8 Distributions of Participants by Impacts of Project

Table 1.8 shows that 22 respondent (26.19%) told that the impact of project would be significant and 39 respondent (46.43%) replied that the impact would be relatively significant. 72 % respondent think that the affect of project will be either significant or relatively significant. 27.38% told that there would be no affect.

 Table 1.9 Distribution of Participants by Type of Impacts of Proposed Project

Sl. No.	Categories	Total Respondent	% of Total
1	Loss of Land	34	40.48
2	Loss of Occupation	12	14.29
3	Loss of Lively hood	13	15.48
4	Others	25	29.75
	Total	84	100.00

Table 1.9 shows that 34 respondents (40.48%) will loss their agriculture land, which is the source of their income, as agriculture is their prime occupation, while 12 respondent (14.29%) reported that they are going to loss their occupation. 13 respondents (15.48%) replied that they will loss livelihood while others 29.75% told that they will face other difficulties.

Sl. No.	Categories	Total Respondent	% of Total
1	Land	23	27.38
2	Cash	39	46.43
3	House		
4	Others	22	26.19
	Total	84	100.00

 Table 1.10 Distributions of Participants by Type of Compensation by Govt.

The Table 1.10 shows that if Govt. acquires the land what type of compensation they wanted. 23 respondents (27.38%) wanted that they should be given land for land while 39 respondents (46.43%) replied that they want cash compensation for land. No body has given choice for the house, 22 respondents (26.19%) wanted other facilities for the land.

3.3 Suggestions to the Project Owner in Terms of Engineering Social and Environmental Concern

- 1. Railway over bridge should be made on Bawari and Minda Station
- 2. Compensation should be given fairly
- 3. Goods godown should be made on Minda Station
- 4. DFC Project should start as early as possible, corridor construction is good for Nagaur distt.
- 5. The route should not be discontinued during the work.
- 6. Better infrastructure for Minda station.
- 7. Allotment of land for land.
- 8. People want good services from railways
- 9. Compensation should be 5 lakh per bigha.
- 10. The local people should be employed.
- 11 A Station should be constructed in Minda of DFC so that salt industries, onion farmers and Mica industries will be benefited. This proposal eas given by local MLA

3.4 Question /Answer during the Meeting

Question 1 Participant from Minda "please tell me, what are the benefits of the project?"

Answer 1 Mantec representatives replied "The project would lead to the overall development of the village. People will get the employment, goods will be provided in cheaper rates. The freight Corridor is proposed to be comprising of exclusively reserved railway tracks laid out for the Freight Trains only where the Freight Trains would be moving at a very high speed of over 100 km. an hour. At present it takes almost two days for a container train to make the journey from Mumbai to New Delhi-one of the most saturated corridors in the country. It will take just 24 hours after the completion of the project to do this journey. Further, the Freight Trains will also be carrying much more freight than the present container trains. Besides, this project is also expected to create 680000 new jobs directly and indirectly.

Question 2 Participant from Takia "Sir, I want to know about the remuneration to be paid to land losers, will it be according to market or govt. rates?"

Answer 2 Mantec representatives replied "All affected person of DFC Project would be compensated according to NPRR-2006. Committee consisting of local, M.P., MLA, D.M. and other representatives will decide the structure for land remuneration and according to that payment will be made. All efforts will be made to limit the project within the Railway land. Along most of the length of the corridor, the alignment is parallel to the existing railway track, but diversions are unavoidable in a number of

stretches, for reason such as (i) avoiding heavily built up area (ii) other technical or land acquisition constraints. In addition a number of small diversions would be required at station and near major bridges to facilitate construction of new bridges for DFC line in such cases the Govt. will acquire land. Compensation will be given as per the rules and regulations of Govt. of India. There is no diversion proposed in Nagaur district".

Question 3 Participant from Minda "Sir what is the time period for finishing the project work"?

Answer 3 Mantec representatives replied "this corridor project has started working in 2005 and survey work has been in progress. The govt. of India would take up the work in 2009 and will be completed in 2014. Freight Corridor from Son Nagar to Ludhiana, via Khurja with a connection from Khurja to proposed Western Corridor at Dadri Terminal Yard; Son Nagar – Howrah of Eastern Corridor and from Mumbai to Ahmedabad-Jaipur-Ajmer-Delhi of Western Corridor, the Government of India would complete this project within 5 years i.e. the Government would take up the work in 2009 and will be completed in the year 2014.

Question 4 Participant (Sarpanch) "What is the compensation system"?

Answer 4 Mantec representatives replied "All the Stakeholders affected by the DFC Project would be compensated according to NPRR-2006. To ensure adequate rehabilitation package and expeditious implementation of the rehabilitation process with the active participants of displaced persons. Special care is taken for protecting the rights of, and ensuring affirmative State action for weaker segments of society, especially members of SCs and STs and to create obligations on the State for their treatment with concern and sensitivity.

Question 5 Participant from Takiya "Why this track /corridor is being made"?

Answer 5 Mantec representatives replied "As I earlier said this need has been felt due to the growing economy of India requiring improvement in physical movements of goods by means of railways within the country. At present, the high-density Eastern and Western corridors are already saturated in terms of line capacity utilization. Therefore, on an average, approx. 9000 loaded trucks move daily over the corridor, i.e Delhi-Mumbai Western corridor and Ludhiana- Howrah Eastern Corridor and most important matter is that, over the years, the railway's share in the field of freight movement has been falling drastically to about 20% at present annually"

Question 6 Participant (Sarpanch) "If there is no station in Nagaur district than how people of Nagaur will be benefited from this project. Therefore I requested you that a Station should be constructed in Minda so that salt industries, onion farmers and mica industries will be benefited. Mr. Harish Kunawat local MLA also has same view"?

Answer 6 Mantec representatives replied "Only two Railway stations are proposed in Rajasthan, one is in Phulera and other in Marwar Junction as I mentioned it earlier. However I will mention this point in the report.

Question 7 Participant "Railway over bridge should be made on Bawari and Minda station, so that people of that area could safely cross the railway track?

Answer 7 Mantec representatives replied "At present, there is no provision of ROB or RUB in Bawari and Minda. I will mention this point in the report.

Question 8 Participant "Godown should be made on Minda Station"?

Answer.8 Mantec representatives replied "I will mention also this point in the report.

JICA is studying about the track demands on the railway cargos between Mumbai-Delhi, and, between Son Nagar-Ludhiana, every 5 years starting from 2008 to 2032. In the next 25 years they are trying to work out the railway tracks in demand for sending cargos. The existing railway tracks are having no more capacity to carry cargos. That is why freight corridor system is necessary to construct. The decision in principal has already been taken by the Govt. of India to undertake this project after having high-level discussions with the Govt. of Japan. The Govt. of India has conducted studies at its own level also. It has been accepted that this project will be playing important and essential role in maintaining and adding further to the present economic growth of the country. Considering the

importance of this project the government is keen to implement this project at the earliest. The groundwork has, therefore, started and the present meetings are being conducted to create and spread general awareness. These will help in undertaking further studies concerning actual implementation of the project. All efforts are being done to complete these basic studies at the earliest and a time frame has been projected to complete these studies in as short a time as possible.

3.5 Summary of Major Findings

There was gathering of about 200 hundred people. We invited 120 stake holders but hearing the news in the news papers some uninvited persons attended the meeting, 84 stake holders fill in the from.

84 respondents of 5 village participated in the public consultation meeting aimed DFC project. The Minda village has shown the highest participation (44.05%), while the lowest participation was observed from Nagaur (1.19%),

It is noted that there are 70.24% belongs to OBC while 3.57% from S.T. Caste. It shows that majority consists of O.B.C. and S.C. Caste (16.67%) The people are villagers and doing agriculture and labour work.

The people having more than 6 children percentage is 59.62 it is difficult to run their family and belongs to poor caste. So they want employment for their lively hood.

The analysis reveals that majority 88.10% of the respondent in the meeting are original inhabitants. The literacy percentage is 78.57% but under metric percentage is 51.19% it reveals the fact that people are less in govt. service.

The study shows that higher educational level witnesses the decreasing proportion of the respondent because they are less worried about the DFC project.

It is also investigated that the occupational pattern is quite diversified. 83.34% respondents are engaged in agriculture while 4.76% is engaged in business; agriculture is main occupation of the villagers. The level of income reveals the fact those 21.43 + 48.81% despondent ranges in the group of 5000 to 25000 Rs. while only 4% respondents have more then 1 lakh income. Which shows that the people of the village lack basic amenities of life?

The table 8 shows that only 26.19% people have significant effect and 27.38 said insignificant. 40.48% would get loss of land and 14.29% said there would be loss of occupation.

In Nagaur District. Only three major villages (Bawri, Minda and Takiya) are mainly affected. Majority people are interested for DFC project because they would get employment and are in favor of DFC Corridor. However they said that if a depot and station will not construct in Minda or any other place in Nagaur than how can the people of Nagaur will be benefited. Therefore a depot and station must be constructed in Nagaur. Everyone wants that ROB or RUB will be constructed on every railway-road crossing to avoid any type of accidents and delay in transportation. They also said that if government acquired only 20-meter land from middle of the existing railway line in eastern side than in Nagaur no one will be directly affected.



(2) 3rd stage of Village Level Stakeholder / Public Consultation Meeting in Nagaur District

1.0 Brief Description of State and District (Nagaur)

The Rajasthan State International forties of 140 kms with Pakistan. Arawali Hill range runs diagonally from south, west through its middle. Nearly 61 % area of state lies west of the Arawali, which is characterized by extremes in temperature and scanty rain fall varying annually from 20 to 40 cm. average.

Areas East of Aravali has comparatively fertile soil and good annual rainfall varying 40 to 80 cms. The Geographical diversities of the state have made it vulnerable to drought and Scarcity condition.

Nagaur is in Center of Rajasthan. In North there is Sikar District. , In west Bikaner and Churu District. In South Jodhpur and Pali, In East Jaipur and Ajmer District. Its area is 17,718 km². Marwari is the local language spoken there and Hindi is official language.

1	Tehsil	8
2.	Population	2,773,894
3.	Male/Female Ratio-	951
4.	Literacy Rate-	58.26%
5.	Roads-	3,508 km.
6.	Crops	Bajara, Jwar
7.	Minerals	Marbel Production Area

The Stakeholders Public Consultation final and last meeting for the proposed DFC project was conducted in the hall of secondary school village Minda, Tehsil Nava, Panchayat Samiti Kuchaman City District. Nagaur on dated 08/08/07 to disseminate general information to public about the proposed project and to get final suggestions. Two villages namely Minda and Bawari, are affected by the proposed Railway corridor in Nagaur District.

There is no affected area in Minda within Seven Kms. People were not interested to attend the meeting because they are not affected. Mr. Prabhash Mishra and Shigeru Sai of Japan dev. Service Co. Ltd. Japan. has also visited the site. They also told that no body is affected. They told that we are taking only 24 m from Meter Gauge. If Broad Gauge work is also started to work. It is considered that 24 m would taken from the center of Broad Gauge even than only 2 to 5 Meter agriculture land would be affected. This was told by Sociologist of Mantec. He also told that we have also seen your area. No house is affected so the participants did not attend & only 40 respondents attended the meeting.

2.0 Project Summary Sheet

PROJECT SUMMARY SHEET		
Title of the Project	Conducting 3 rd Round Final Meeting of Nagaur District Level Stakeholder/Public Consultation Meeting for Development Study Regarding the Dedicated Multimodal High Axle Freight Corridor for Ministry of Railway Govt.	
Date and Place of Meeting	08-08-07 Secondary School Minda Distt. Nagaur Tehsil Nava P.S. Kuchaman City.	
Local Consultant	Name of the Local Consultant : Mantec Consultant Pvt. Ltd. New Delhi.	
Local Organizer	Name of N.G.O. : SWEET INSTITUTE BANSWARA 167 Matra Sadan Commercial Area Banswara Ph. No. 9414219698	
Organizing Place	Village Minda Tehsil Nava Distt. Nagaur	
No. Invitees	68	
No. of Presence	40	
Methods Used for Information	Personal Contact :	
Dissemination	Dispatching Invitation Letters to affected villages	
	Press news in Newspaper:-	
	Information at Panchayat office and Teh. Office	
	Mike announcement by jeep	
	Others	
Stationary Served to the	Writing Pad	
Participants	Ball Pen	
	Questionnaire	
Methods Adopted for Discussion	Slide Presentation – L.C.D.	
	Lecture	
	Group Discussion	
	Question/Answer Session	
Methods Adopted for	Still Photography by Camera	
	Audio/ video Kecording Minutes of Meeting	
Media Coverage	Newspaper : Danik Bhansker	
	Rajasthan Patrika and Other Local Papers	

3rd Stage Meeting

2.1 Method of Selection of Stakeholder

First stage of Stakeholder/Public Consultation Meeting has already been organized by the Mantec Consultants Pvt. Ltd. They have authorized "Sweet Institute" to meet the concerned government authority and collect relevant data for carrying forward social environment and organize Public Consultation Meeting for Mantec Consultants Pvt. Ltd. the letter No. 2007/infra/31/1 Pt. dated 01/06/07 issued by Ministry of Railways.

In continuous efforts second round PCM was held on 18.06.07 at Minda now the third meeting was being held on dated 08.08.07 at Minda to get the final suggestions from the people. Our team visited

the affected Tehsil, Panchayat Samiti for organizing the third stage of Stakeholder and Public Consultation Meeting.

Our team also met and requested Panchayat Samiti to help in organizing the public meeting successfully. They assured us. All the Stakeholders along the railway line affected farmers, businessmen, private employee and employers were invited to attend the meeting. Public participation was undertaken to make explicit the social and other factors that affect development impact of dedicated freight corridor and mediate project. We sent our volunteers along the railway line & affected public and house holds to attend the meeting through invitation letters.

Before starting the III PCM meeting survey forms were filled in by Mahesh Sharma during field visit and track survey in month of july07. A track to track survey was done. It was noted that at every railway gate how many persons are affected. Their details were taken. Personal contact was also done. We also informed the affected families to attend the meeting on dated 08.08.07 at 01.00 PM. A survey along the Railway line was done by our team leader on motor bike and jeep and took some photographs and contacted the affected people.

Results

Through public participation, stake holders meeting, key social issues were identified and replied by Mantec consultant Mr. Prabhash Mishra. There was confusion about the affected area. Mr. Mishra told that 24 m areas along the Railway line are affected. The main issue was addressed how poor and vulnerable groups may benefit from the project. Our facilitator team visited the affected villages of Nagaur and requested Primary and Secondary stake holder's to attend the meeting. We have to invite the Limited No. of stake holders. So we invited the most affected stake holders but reading the news papers, uninvited and interested persons attended the public consultation meeting. It was good that the people are interested to know more about the DFC project it was good sign.

2.2 Selection of Meeting Facilitators

1. Venue of the Meeting

Looking to the stakeholders facility and Local Advice, the venue was decided the Hall of Secondary School Minda (Village) where stake holder can sit comfortably.

2. All the arrangement were made comfortable for sitting, drinking water, Tea and Snack, Photographer, Video grapher etc by our santhan. For local publicity invitation letters through our facilitator were sent in three villages. In Dainik Bhasker and other local news paper & wide massage was given through mike announcement.

3. Invitation to public representatives and affected stake holders were sent by hand to ensure the stake holders participation in the meeting during the field visit & survey work.

4. Four facilitator were appointed for the participation meeting as follows:

- Team leader
- Programme organizer
- Record keeper to write the proceeding of the meeting
- One Translator to assist the Programme
- Looking to the local situation and weather all necessary arrangements were made by our team

2.3 Selection of Stakeholders (Invitees)

Around 48 persons were invited for the stakeholder meeting.

2.4 Method of Information Dissemination

1. Local news papers about the venue and date of meeting.

2. Information of DFC Project to the local stake holders by face to face during village level meeting.

3. Invitation letter to the affected stake holders during the survey of Railway track.

4. Information to Sarpanch /Public representatives by official letters.

3.0 Participant of Stakeholder/Public Consultation Meeting

Around 40 participants attend the Stakeholder/Public Consultation Meeting.

3.1 Detail of the Stakeholder/Public Consultation Dated 08.08.07 District. Nagaur Village Minda

Stake holders/Public consultation Meeting is a bottom up approach in this gigantic Freight Corridor project. It is one of the tools to reflect the views of general public as well as those connected with the project- Central and local Govt. organization to farmers and commercial and industrial sectors of the society. It is an important tool of information dissemination and to get the final suggestions from the villages.

3.2 Time - 3.00PM to 5.00PM

1) Firstly introduction Session was held.

Representative of Sweet Sansthan welcomed all the guests of Mantec and JICA Study Team and Participant.

- 2) Then inauguration was done by (X-Sarpanch Minda).
- 3) Programme officer Sweet Sansthan Banswara gave the information and details of working of Railway Survey.
- 4) Programme officer Sweet requested to Sociologist of Mantec to give detail information of the DFC project.

They told that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed; he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for Freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel, and fertilizer is anticipated on Ludhiana-Delhi-Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, Delhi upto Ludhiana. On an average approximately 9000 loaded trucks move daily over the corridor, i.e. Delhi-Mumbai Western Corridor and Ludhiana-Hawrah Eastern corridor. He added that Freght Corridor is basically constructed alongside existing double track from Mumbai-Delhi, from palanpur up to Ahmedabad routes. From the city Vadodara adjoing the existing areas drawing up from Rajasthan, because of the congested areas, change all the way up to Mehsana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines

He also told the Project Detail of Naguar District.

- 1. Dedicated Freight Western Corridor enters in Nagaur in Minda Village from Phulera to Ringus.
- 2. In Nagaur District. DFC goes along the existing railway line in eastern side.
- 3. Length of DFC corridor in Nagaur dist. Is approximately 7 kms.
- 4. DFC alignment will cross the Minda Railway station in Nagaur District.
- 5. Maximum 24 meters of land will be taken from the central line of the extreme track (existing/under conversion as BG on eastern side). The existing ROW of railway will be used, if available and Land Acquisition will be done for the balance land.
- 6. 45 Meters of land strip will be acquired for the detour route as per the drawings shown.
- 7. Compensation will be made as NRR Policy, 2003. However the draft policy NRR policy, 2006 will also be considered for compensation, if applicable at the time of acquisition. He also said about the benefits of the project :

	1 5		
1.	Economic Riffle Effect	:	840 x 100Cr.
2.	Total Investment	:	240 x 100 Cr.
3.	Jobs Created	:	68000
4.	Household Income	:	215.2 x 100 Cr.
5.	Tax Revenue	:	17.64 x 100 Cr.

Along with Rail line, stations, bridges, signals and control system, electricity supply system rehabilitation of cargo handling yards also have to be developed. Programme Officer (Sweet sansthan) thanked to representative of Mantec for giving the detail information of the project & people work very happy.

3.3 Question /Answer

After Listening the lecture of Sociologist (Mantec), Programme Officer (Sweet Sansthan) invited the participant to ask question one by one.

Name Villager, Minda

Q.1 Sir, you have earlier told that only 26 m would be taken. And you're now telling to acquire 24 m lands. Why it is so?

Ans. As we are studying the possibilities of acquiring the land from the center of the last track. It is technically done. We are not taking the land from the boundary line so in this you will get benefits of land.

Name Villager, Minda

Q.2 Whether ROB or RUB will be built, what is your opinion?

Ans It is technical question. What our is needed it will be decided by the expert. Right decision will be taken as per need of the situation and as per the demand of the villagers. Every condition will be in favour of you.

Name Villager, Thikariya.

Q.3 Will there be railway station at Minda?

Ans. There is provision to construct railway station after 40 km. if it is needed. As per your suggestions we have noted it and forward to the higher authorities in the report. Your suggestion is good.

Name Villager, Thikariya.

Q.4 Will there be ROB at Thikariya khurd?

Ans. Representative of Mantec said that he has cleared all the points. If there is needed and demand of the people, looking to their difficulty it can be considered by the expert we have noted down your point.

Name Villager, Takia.

Q.5 At what rate the compensation of the land /house and shops would be given?

Ans. Representative of Mantec told that compensation will be made as NRR Policy, 2003 however the draft police NRR policy, 2006 will also be considered for compensation, if applicable at the time of

acquisition. If you get the compensation amount late, you will be paid @ of 12% interest of the amount. If land is available near by, you will get the land. But if land is not available you will get compensation.

Name Villagers, Thikariya

Q.6 Will there be National highway along the corridor?

Ans. Representative of Mantec said that there is no provision of National Highway.

Name Panchayat Samiti Members Kuchaman City

Q.7 If there is no earning member in the family, will he get service in the railway?

Ans. Representative of Mantec told that your Question is very good. We have note down in the report and suggest the Govt. You can get the jobs according to your experience, ability and qualification. As I have already told that 680000 jobs will be created from the corridor I hope you will be employed.

Name Person from Gram Panchayat, Kiya

Q.8 If Govt. Change will this project continue to work or not?

Ans. Representative of Mantec said that your question is good. If the project is passed in the parliament by the Govt. This project will continue to work as per agreement of the Govt. India and Japan. I don't think it will affect the project work and you will be benefited.

Name Villager, Bawari.

Q.9 Earlier you have said 20 to 26 m lands will be acquired. Now you are telling 24 m and some where you told 45 m land would be acquired. Why it is so?

Ans. Representative of Mantec told that it is good question on your part but don't confuse your self and the people. In this meeting we are clearly telling that only 24 m of land will be taken from the central line of the extreme track. 45 m land strip will be acquired for the detour as per the drawing shown. This is the last meeting of the survey. So we have invited you to attend the meeting and to give your valuable suggestions. Thank you.

Name Villager, (Bawari).

Q.10 Will this corridor we made in the Eastern part only, Are there any chances to go in the west? Is 24 meter is sufficient or afterward you may demand some more land

Ans. Representative of Mantec told that the corridor will be made only in Eastern part of the railway track. If B.G. is laid down, from the last track of center point only 24 Mt. land will be acquired.

Name Villager, (Minda).

Q.11 Is there any provision of gate in present corridor?

Ans. Representative of Mantec told that on the DFC 140 trains will go in a day 70 up and 70 down. The speed up the train would be 100 km. per hour. The route would so busy that no body can pass on the track there is provision of ROB / RUB for the facility of the people they will be constructed as and where needed. There is no provision of gate in the present's corridor.

Name Villager, (Minda)

Q.12 When this Project will start to work & when the compensation would be given?

Ans. Representative of Mantec told that the survey work is going to complete and the project will start to work in 2009 and would complete its work in 2014. The compensation would be given in time, the process is going on you need not to worry. You will get good compensation and good amount. Representative of Mantec also told the Sarpanch that why you not asking more question? The people said that we are not affected so why to ask unnecessary question.

Name Villager, (Minda)

Q.13 There is Renwal Railway station in the East will it be removed?

Ans. Representative of Mantec aid that any structure whether it is Govt. or Pvt. If it comes within 24 Mt. Area and in the Eastern part, it will be removed & new construction will be made.

Name Villager, Takia

Q.14 If there is well in the west and land is on the east side, what will be done?

Ans. Representative of Mantec told that the facility of both the sites will be kept in mind. If there is needed RUB to passed canal or water flow. There is provision for RBU nothing will damage. You may use your facility in the west as well as in the East.

Name Villager, (Takia)

Q.15 Will there be any more meeting for it?

Ans. Representative of Mantec told that No. This is the last & final meeting. You have been invited for good suggestions. We are here to note down your points and to give report to higher authorities. It will help us also and to you. Since there was no other point to discuss and stake holders were happy to listen the Mantec presentation. They agreed that the DFC project would be beneficial for villages of Nagaur. So the meeting ended with a vote of thanks to the chair.

3.4 Profile of Participants

The major observations of Stakeholders/Public consultation meeting held in the Hall of Secondary School Minda Village District. Nagaur on dt. 08.08.07 recorded through questionnaire are as follows:

Sl. No.	Name of Village/City	Total Respondent	% of Total
1	Minda	12	30.00
2	Takiya	12	30.00
3	Thikariya	06	15.00
4	Bawari	10	25.00
5	Nagaur	-	-
Total		40	100.00

 Table 1.1 Distribution of Respondents by Village

Table 1.1 reveals the fact that there were 40 respondents present of 4 villages/towns. Present. The public consultation meeting was held on dt. 08.08.07 on dedicated freight corridor project to get the final suggestions from the affected villages. The Minda and Takia Village has shown the highest participation (30.00 and 30.00%) while the lowest participation was from Thikariya (15.0%) was observed. 10 respondent attended from bawari and the percentage was 25%. The participation of respondents of 4 villages hovered between 15% and 30%. Only Minda and Bawari are affected so the percentage of the respondent was less.

 Table 1.2 Distribution of Respondents by Level of Social Structure

Sl. No.	Categories	Total Respondent	% of Total
1	Scheduled Caste	01	2.50
2	Scheduled Tribes	05	12.50
3	Other Backward Class	31	77.50
4	General	03	7.50
Total		40	100.00

Table 1.2 reveals the fact that the maximum participation was belonged to other backward class (77.50%). The public consultation meeting was organized in Minda secondary school at Gram

Panchayat head quarter. The representation of S.T. listed II (12.50%) and III^{rd} listed general (7.50%) and IV^{th} listed S.C. (2.50%). The data shows that less percentage of S.C. was observed. The general percentage was three times more than S.C. percentage 2.50%. The O.B.C. percentage was the highest (77.50%).

Sl. No.	Categories	Total Respondent	% of Total
1	Less then 4	04	10.00
2	Less then 6	16	40.00
3	More Less then 6	20	50.00
Total		40	100.00

 Table 1.3 Distribution of Participants by Family Size

Table 1.3 brings out that the family size varies from less than four people to more than six persons in the meeting. The respondents having lowest representation that is less than four persons family size was represented by 10%. The less than 6 members family size was 40 %.

The maximum respondent having highest family size that was more than 6 persons represented by 50 %. It reveals the fact that 50% families have more than 6 Members people belong to agriculture and they are not adopting family planning.

Sl. No.	Categories	Total Respondent	% of Total
1	Native	40	100.00
2	Migrated	-	-
Total		40	100.00

 Table 1.4 Distribution of Participants by Origin

Table 1.4 points out that majority 100 % of the respondents were original or native inhabitants of Nagaur District. No participants have reported that they are migrated from outside the District. No views were given on majority and minority issues in the III public consultation meeting

Sl. No.	Categories	Total Respondent	% of Total
1	Literate	32	80.00
2	Illiterate	08	20.00
Total		40	100.00
1	Under metric	20	62.50
2	Metric	12	37.50
3	Graduate	-	-
4	Professional	-	-
Total		32	100.00

Table 1.5 Distribution of Participants by Literacy Status

Table 1.5 Shows that 80.00% people participating in the III public consultation meeting were literate while 20.00% were illiterate. It shows that literacy percentage is high. It shows that distribution of participant educational attainment is high; it can be taken as an indicator of social development of any district. The professional category has been 0%, the highest proportion of respondent was observed in under metric 62.5%. They are from labor class or agriculture. The analysis shows that as the educational level increases the proportion of the respondent decreases. The metric pass respondents were 12 only (37.5%) but they are not employed they did not get any job and doing agriculture work. They were interested to get jobs from the DFC project.

Sl. No.	Categories	Total Respondent	% of Total
1	Agriculture	39	97.50
2	Private Service	-	-
3	Govt. Service	-	-
4	Business	01	2.50
Total		40	100.00

Table 1.6 shows that the highest proportions of the respondent were engaged in primary activities of agriculture. Agriculture is the main occupation of 97.5 % respondents. As per data no person is engaged in private service or Govt. service. The businessmen were only 1 (2.5%) it is the lowest percentage of the respondent. The people are poor and depend on agriculture so they want some kind of service from the railway. Agriculture depends on rains. So they wanted employment.

Fable 17	Distribution of Partici	nants hv Level	of Vearly Income
Table 1./	Distribution of Fartici	pants by Level	of fearly flicome

Sl. No.	Categories	Total Respondent	% of Total
1	5000-10000	10	25.00
2	10001-25000	12	30.00
3	25001-50000	18	45.00
4	50001-100000	-	-
5	100001 and above	-	-
Total		40	100.00

In Table 1.7 total respondents level of yearly income was divided in to 5 categories. The data reveals that the level of annual house hold income 5000-10000 (25.00%) and II 10001-25000 was 30.00%, and III stands in the range 25001-50000 (45.00%). No respondents were from 50001 to -100000 and 100001- to above. It shows that maximum people are in the lowest range while 18 respondents were having 25001 to 50000 It shows. That the people are poor and facing hard ship.

Table 8	Distribution	of Partici	ipants by	Impacts	of Project
			1		

Sl. No.	Categories	Total Respondent	% of Total
1	Significant	16	40.00
2	Relatively Significant	04	10.00
3	Insignificant Impact	12	30.00
4	Negligible Impact	08	20.00
Total		40	100.00

Table 1.8 shows that the 16 respondent (40.00%) told the impact of project would be significant and 4 respondents (10%) replied that the impact would be relatively significant. 50% respondents told that there would be insignificant impact or Negligible Impact because only 24 Mt. land is acquired from the center of the last track.

 Table 1.9 Distribution of Participants by Type of Impacts of Proposed Project

Sl. No.	Categories	Total Respondent	% of Total
1	Loss of Land	32	80.00
2	Loss of Occupation	03	7.5
3	Loss of livelihood	03	7.50
4	Others	02	5.00
Total		40	100.00

Table 1.9 Shows that 32 respondents (80.00%) will have loss of land because it is their primary occupation while 3 respondent told that loss of Occupation & Loss of livelihood (7.5%). and 2

respondent replied that they will have others impact from the proposed project. There percentage is 5.00%. They are in loss of land occupation and livelihood.

Sl. No.	Categories	Total Respondent	% of Total
1	Land	34	85.00
2	Cash	04	10.00
3	House		
4	Others	02	5.00
Total		40	100.00

 Table 1.10 Distribution of Participants by Type of Compensation by Govt.

Table 1.10 shows that if Govt. acquires the land what type of compensation they wanted. 34 respondents (85.00%) wanted that they should be given land for land while 4 respondents (10.00%) replied that they want cash compensation for land. No body has given choice for the house, 2 respondents (5.00%) wanted other facilities for the land.

3.5 Suggestions to the Project Owner in Terms of Engineering, Social and Environmental Concern

- 1. Proper and fair compensation should be given and it should be given by market rate because land rates are increasing day by day and we have to pay more for that.
- 2. The Farmers wanted that their children should get employment in the DFC railway project.
- 3. A DFC Station should be constructed in Minda.
- 4. ROB should be made on Bawari and Minda Station because we have land on both the sides. They have land in the east & wells in the west.
- 5. Minda Station should be made big. The rout should not be discontinued during the project work.
- 6. Go down should be made on Minda station so people would get employment. The local person should be given preference in jobs.
- 7. We should be given land near with primary facilities.
- 8. DFC project is good for Nagaur so work should start as early as possible.

3.6 Summary of Findings

The Stakeholders Public Consultation final and last meeting for the proposed DFC project was conducted in the hall of secondary school village Minda, Tehsil Nava, Panchayat Samiti Kuchaman City District. Nagaur on dated 08/08/07 to disseminate general information to public about the proposed project and to get final suggestions. Two villages namely Minda and Bawari, are affected by the proposed Railway corridor in Nagaur District.

There is no affected area in Minda within Seven Kms. People were not interested to attend the meeting because they are not affected. Representative of Mantec and Japan dev. Service co. 6Ltd. Japan. have also visited the site. They also told that no body is affected. They told that we are taking only 24 m from Meter Gauge. If Broad Gauge work is also started to work. It is considered that 24 m would taken from the center of Broad Gauge even than only 2 to 5 Meter agriculture land would be affected. This was told by representative of Mantec 9Sociologist). He also told that we have also seen your area.

There was gathering of 40 people. We have invited 68 stake holders but reading the news in the news papers some uninvited persons attended the meeting. 40 stake holders filled in the form. 40 respondents of 4 village participated in the III public consultation meeting aimed DFC project to get final suggestion from the villagers. The Minda and Bawari villages have shown the highest participation (30.00%), while the lowest participation was observed from Thikariya (15.00%). These villages are not affected by the DFC project. Infact Minda and Bawari are only affected.

It was noted that there were 77.5% belongs to OBC while 12.5% from S.T. Caste. The lowest percentage was from S.C. Caste (2.5%). The General percentage tree times more 7.5% from S.C. 2.5%. The people are villagers and doing agriculture and labour work. The people having more than 6 children percentage was 50% it is difficult to run their family and belong to poor caste. So they wanted employment for their lively hood. The analysis reveals that majority 100% of the respondent in the meeting were original in habitants. The literacy percentage was 80% but under metric percentage is 62.5%. It reveals the fact that people are less in Govt. Service & Private Service.

The study showed that higher educational level witnesses the decreasing proportion of the respondent because they are less worried about the DFC project. It was also investigated that the occupational pattern is quite diversified. 97.5% respondents are engaged in agriculture while business man's percent is 2.5% only. Agriculture is main occupation of the villagers. The level of income reveals the fact that 25% respondent were in 5000 to 10000 yearly income while 30% respondent were from 10001 to 25000. 45% respondent was in the range of 25001 to 50000. It shows that the area belongs to poor people & they have lively hood problems.

The table 1.8 shows that only 40 % people have significant effect and 10% said that they have relatively significant effect. Exactly 50% People told that they have negligible impact. In Nagaur District, only 2 major villages (Bawri and Minda) are mainly affected, but after considering 24 m land no village is being affected. The Nagaur District. People were very happy. They wanted to start the project work at the earliest. They would get employment and were in favor of DFC Corridor.

(3) Record of Village Meeting in Nagaur District

Village	:	Minda
Date	:	28/7/2007
Timing	:	10.30 AM

RECORD OF VILLAGE MEETING

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Minda to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track
3.	When will the work start	Work will start from 2009
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	Job for the project affected people in Railways	We will consider your comment and will pass it to the concerned department and appropriate care will be taken

Important issues and suggestion during feed back meeting

RECORD OF VILLAGE MEETING

Village	:	Naya Bas
Date	:	28/7/2007
Timing	:	5.00 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Naya Bas to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track
3.	When will the work start	Work will start from 2009
4.	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

4. Ajmer District

(1) 2nd Stage of District Level Stakeholder / Public Consultation Meeting in Ajmer District

1.1 Brief Description of District-Ajmer

Area

8,481 sq. km. (2.48% of the State)

Location

Ajmer district is situated in the center of Rajasthan and is surrounded by Jaipur and Tonk districts in the east and Pali in the west. Nagaur district touches its north boundaries while Bhilwara district is in the south.

Climate and Rainfall

- The maximum temperature was recorded at 46.0 degrees Celsius.
- The normal annual rainfall is 60.18 cms.

Administrative Setup

The district is divided into four sub-divisions viz., Ajmer, Beawar, Kekri and Kishangarh. The subdivisions are further divided into six tehsils namely Ajmer, Beawar, Nasirabad, Kekri, Kishangarh and Sarwar and eight panchyat samities.

Human Resources

Population	Persons	21,80,526		
Density of population	Persons Per Sq.kms.	257		
Literacy	Per cent	65.06		
Total Working Population	Per cent	25.27		
Percentage distribution of work force				
Cultivators	Per cent	63.89		
Agricultural Labourers	Per cent	14.55		
Manufacturing, Processing				
Servicing and Repairs	Percent	3.05		
Other workers	Per cent	18.51		

Transport

1) Road Transport

National Highway Number 8 running between Delhi and Mumbai passes through the district and covers a distance of about 147 kms., and the route also provides direct road link from Beawar to Delhi via Jaipur and Ajmer and to Ahmedabad via Udaipur. The length of the State highway roads is 340 kms. Major district road is 170 kms, and other roads are 797 kms. The total road length was 2901 kms, as on 31 March 2000.

2) Rail Transport

Delhi-Ahmedabad (via Ringas) railway line is a meter gauge line passing through the Ajmer district. Ajmer, Kishangarh, Beawar towns of the district is the important stations of the meter gauge line.

Conversion of this meter gauge into broad gauge is under progress in the district. The district is also directly linked with Ratlam and Indore by meter gauge. Important railway stations on Ajmer-Khandwa rail line are Ajmer, Nasirabad and Bijaynagar. The total railway line is 2261 Kms.

3) Air Transport

Air transport facility is not available in the district. The nearest airport is Jaipur at a distance of 138 kms.

1.2 Project Features in AJMER

- Dedicated Freight Western Corridor enters in Ajmer district near Tiloniya Railway station and exists near Beawar.
- Length of DFC corridor in Ajmer district is approximately117 km.
- In Ajmer district DFC goes along with existing railway line i.e through Tiloniya, Ladpura, Ajmer and Bewar and has detour at Kishangarh.
- In Durai one ROB will be constructed.
- In Kishangarh, Ladpura, Sardhana, Adarshnagar areas some people are supposed to be affected.
- There is some major and minor railway-road crossing in the district

1.3 Proposed DFC Alignment in Ajmer District





(Above provided is the map showing district boundaries, roads, highway and railway networks) Sheet No. 5







2.0	Project	Summarv	Sheet
	IIUjeet	Summary	Direct

PROJECT SUMMARY SHEET			
Title of the Project	2nd Stage of Stakeholder/Public Consultation Meeting for Development Study Regarding the Dedicated Multimodal High Axle Freight Corridor for Ministry of Railway Govt.		
Date and Place of Meeting	22-06-07 Raj Palace Near Nagina Bagh Ajmer		
Local Consultant	Mantec Consultant Pvt. Ltd., New Delhi.		
Local Organizer	Society For Environment & Development UG-3,E77,West Vinod Nagar, Delhi-110092		
Organizing Place	Raj Palace Near Nagina Bagh		
No. of Invitees	160		
No. of Presence	135		
Methods Used for Information Dissemination	Personal Contact: - Dispatching Invitation Letter, Information in Newspaper, Invitation to Distt.Office by Letters Information at Panchayat Office and Teh. Office Others - Press News Dainik Bhaskar and Rajasthan Patrika, Danik Navjoyti, Rashtradoot.		
Stationary Served to the Participants	Writing Pad Ball Pen Questionnaire		
Methods Adopted for Discussion	Lecture Group Discussion Question/Answer Session		
Methods Adopted for Documentation	Still Photography Audio/Video Recording Minutes of Meeting		
Media Coverage	Newspaper- DanikBhansker, DanikNavjyoti, Rajasthan Patrika, Rashtrdoot.		

2.1 Selection of Stakeholder (Name of Invitees)

Around 160 people were invited to attend the stakeholder meeting.

2.2 Method of Selection of Stakeholders

The latest version of JICA Guidelines for Environment and Social Consideration has been developed in 2004 in order that JICA funded feasibility study incorporates due consideration of the environmental protection and safeguards the sectors of society directly or indirectly affected by the project. Current feasibility study is carried out applying this guideline

In order to encourage participation of the local residents, stakeholder/ public consultation meeting is considered as a tool that should play an important role during the project design stage. It is designed to

- Disclose information on project for open discussion.
- Disseminate information to the lowest possible hierarchy of the social system.
- Obtain interaction of the participants of stakeholder/public consultation meeting.
- Reflect the valid comments elicited from the open discussion to the design of the project.
- Build a consensus on the project implementation and associated.

There are three stages of stakeholder and public consultation meetings. The first stage of stakeholder/public consultation meeting is held on state level, followed by second stage of stakeholder/ public consultation held in the districts, and the third stage of stakeholder/ public consultation meeting will be held on the villages for directly affected people by the project

The Mantec Consultants Pvt. Ltd has already organized first stage of stake holder/public consultation meeting in the state of Rajasthan.

To organize the second stage of stakeholder/ public consultation meeting Mantec consultants has authorized "Society For Environment and Development" to meet the concerned government authorities and collect relevant data for carrying forward study of social environment and organize second stage of Stakeholder/Public Consultation Meeting for information dissemination of the project. As per the directions of the guidelines for conducting 2nd stage stakeholder/ public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 01-06-07 to facilitate these meetings.

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Boards were contacted to participate in the Meetings. State Government Department were also apprised and approached and were invited to participate in the Stakeholders/Public Consultation Meetings including the State Public Works Department, Irrigation and Power, Urban Development and Poverty Alleviation Department, industries, telecommunication and Information technology Trade and Commerce, Surface Transport, Tourism, Container/Corporation of India, Port Trusts etc.

Our meeting Facilitator Team visited all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project. Our team also met & informed the distt. Administration and requested to help in organizing the public meeting successfully. Local stakeholders along the railway line, affected farmers, businessmen, private service and Govt. service employers were invited in the meeting. Our study team also contacted Tehsildar of affected Tehsil. Panchayat Samiti Pramukh. Gram Pradhan, local MLA and requested them to attend the meeting and also gave necessary support in conducting second stage of stakeholder and public consultation meeting. Public Consultation meeting on proposed Dedicated Fright Corridor (DFC) was held in Ajmer district of Rajasthan on 20th June, 2007 at Raj Palace, Near Nagina Bagh, and Ajmer. Extensive propaganda was made one week prior to programme through distribution of pamphlets, one to one meetings, announcement through loudspeakers in villages and newspapers. Around 160 people directly and many more times indirectly invited for the programme. Around 135 persons from affected villages, members of market associations, transport unions, industry associations, media and government departments participated. Press Conference was held on 19th June and News was published in all leading newspapers like Rajasthan Patrika, Dainik Bhaskar, Dainik Navjyoti, and Rastradoot etc. on both 20th & 21st June 2007.

The main objective of the second stage of Stakeholder/public Consultation meeting is to disseminate the information in affected areas. In the State of Rajasthan seven Districts will be affected by this DFC project. Affected districts are Alwar, Sikar, Nagaur, Jaipur, Ajmer, Pali & Sirohi. In the district of Ajmer DFC does follow the existing rail line with one detour of 13 km. at Kishangarh and small diversion in Adarsh Nagar, Ajmer due to congested areas. Therefore new land will be acquired for DFC project especially in Kishangarh. So that in giving invitation our meeting facilitator team takes consideration the people of that area were present in the meeting. Not only that our meeting facilitator team visited all the affected villages and requested primary and secondary stakeholder to attend the meeting, random sampling method was used for the selection of stakeholder because limited persons were to be invite. Our meeting facilitator team also take care in extend invitation so that the vulnerable group of people residising in affected area attend the present in the meeting.

2.3 Selection of Meeting Facilitators

Simultaneously extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the Stakeholders/Public Consultation Meetings. Preference was given to appoint Non Government Organizations (NGO) who had local presence, popularity and experience of social and public works. It has to be well acquainted with multifarious cross section of society to help in the selection of the right type of stakeholders for the meetings as well as for facilitating other related activities i.e.

- Venue for the meetings
- Arrangement to be made
- Assisting in local publicity;
- Invitation to the stakeholders and motivating them for participation;
- Maintaining and compilation of record and feed back; and
- Other local arrangements like transport, hospitality, security and smooth conduct of the meeting proceedings.

An NGO Society for Environment & Development was therefore appointed for facilitating the Stakeholders/ Public Consultation meeting.

2.4 Method of Information Dissemination

1) Method of Notifying the meeting to the participants:

- Notify the date and venue of the stakeholders/ public consultant meeting in local newspaper, Radio, TV and requesting people to attend the meeting.
- With help of local NGO we try to paste handout the information of the project on the public place on the area.
- With the help of the local NGOs we try to dissemination the information of the project to the local people by face meeting as much as possible.
- With the help of local media we try publish the summary of stakeholders and public consultation meeting in newspaper, TV, Radio.

2.5 Venue of Stakeholder and Public Consultation Meeting

Raj Palace near Nagina Bagh, Ajmer

3.0 Participant of Stakeholder/Public Consultation Meeting

Around 135 people participated in the stakeholder meeting.

3.1 Minutes of Meeting

The Executive Director, "Society for Environment & Development" Started the programme with welcome Address. Sr. Divisional Engineer (Coordination), Ajmer Zone of Indian Railways was present as Chief Guest. Sociologist from MANTEC Consultants gave details about the project through power point presentation and invited views from participants. Following were the main points of discussion during the programme:

- 1. Alignment of the new railway line and affected villages/urban areas.
- 2. Area to be acquired by the Railways.
- 3. Compensation package for the affected farmers, shop & house Owners etc.

- 4. Diversions, Stations & Detour to be constructed at Kishangarh in the district.
- 5. When work will start & completion of project.
- 6. Economic development of area
- 7. Benefits of the project to general public at large and specific people.
- 8. Negative impact of the project to specific sector/service.

Many questions were asked on the above-mentioned points and answered by Mantec representatives.

Stakeholders/Public consultation meeting is a bottom up approach in this gigantic freight corridor project. It is one of the tools to reflect the views of the general public as well as those concerned with the project ranging from the central and local government organization to commercial and industrial sectors of the society as a whole. It is an important tool of information dissemination during the planning stage of project.

4:00 pm Representative from Society for Environment & Development, introduced Sr. Chief Engineer (Coordination), DRM, Ajmer, Representatives from Mantec Consultants, New Delhi to the participants. He also gave brief introduction and objectives of organizing the programme.

4:10 pm Mantec representative made brief presentation on DFC project to the participants and showed detailed PowerPoint presentation.

4:20 pm Mantec representative, explained that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed, he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel and fertilizer is anticipated on Ludhiana- Delhi – Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, Delhi upto Ludhiana. On an average approximately 9000-loaded truck move daily over the corridor, i.e. Delhi- Mumbai Western Corridor and Ludhiana – Howrah Eastern Corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai –Delhi, from palanpur upto Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan, because of the congested areas, change all the way upto Mehsana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

4:50 pm Question/Answer session (Detail of question and answer is given separately)

5.30 pm Distribution of snacks and tea and the meeting ended with vote of thanks by chair.

Profile Description of Participants

The major observations of the stakeholders/public consultation meeting held at Ajmer on 20-06-2007 recorded through questionnaire are as follows:

Sl. No.	Name of Village/ City	Total Respondent	% of Total
1	Narwer	1	0.75
2	Gegal	19	14.07
3	Bubani	11	8.14
4	Akhari	14	10.37
5	Muhami	14	10.37
6	Gudda	7	5.18
7	Pusker	2	1.48
8	Ajmer	17	12.60
9	Ladpura	32	23.70
10	B hudal	9	6.67
11	Adarshnagar	1	0.75
12	Jatali	8	5.92
	Total	135	100.00

 Table 1.1 Distributions of Respondent by Village

Table 1.1 reveals that there were total seventy one respondents present, natives of seven villages /towns participated in the public consultation meeting on dedicated freight corridor project. The Ladpura village has shown the highest participation (23.70%) while the lowest participation (0.75%) was observed from Narwer village. The participation of respondents of other villages hovered between these two extreme values. Affected village - Jatli, Akhari, Muhami, Gogwana, Bhudol.

 Table 1.2 Distribution of Participation by Level of Caste Structure

Sl.No.	Name of Caste Structure	Total Respondent	% of Total
1	Scheduled Caste	11	8.15
2	Scheduled Tribe	6	4.45
3	Other Backward Class	106	78.52
4	General	12	8.88
	Total	135	100.00

On Overall the maximum participation was belong to OBC (78.52%), as the public consultation meeting was organized in the one of the backward district. The representation of general listed second i.e. 8.88 percent. The data show that Scheduled caste is represented third while Scheduled tribe is fourth.

Sl.No.	Categories	Total Respondent	% of Total
1	Less than 4	115	85.18
2	Less than 6	17	12.60
3	More than 6	3	2.22
	Total	135	100.00

 Table 1.3 Distributions of Participants by Family Size

Table 1.3 brings out that the family size varies from less than four persons to more than six persons in the region. The respondents having highest representation (i.e. less than 4 persons) family size, represented 85.18%. The minimum respondent family size is the more than 6 persons in family (2.22%).

S1. No.	Categories	Numbers	% of Total
1	Native	116	85.92
2	Migrated	19	14.07
	Total	135	100.00

 Table 1.4 Distributions of Participants by Origin

Table 1.4 points out that majority (85.92 %) of the respondents are original inhabitants of the region. Only about 14.07% participants have reported as migrated from outside. No views were given on majority issues in the public consultation meeting.

Sl. No.	Categories	N um bers	% of Total
1	Literate	135	100.00
2	Illiterate	0	0.00
	Total	135	100.00

Table -1.5 Distribution of Participants by Literacy Status

Table 1.5 indicates that all the people participating in the public consultation meeting were literate.

Sl. No.	Categories	Numbers	% of Total
1	Under Matric	64	47.40
2	M etric	3 1	22.96
3	Higher Secondary	15	11.11
4	Graduate	16	11.65
5	Other Profession Qualification	9	6.66
	Total	135	100.00

 Table 1.6 Distribution of Participants by Level of Education

Table 1.6 shows the distribution of participants by level of educational attainments. The level of educational attainment could be taken as an indicator of social development of any region. The statistics indicates that the proportion of respondents at the below matriculation level and other professional qualified categories have been about 15%. The highest proportion of respondent has observed as under matriculates (47.40%). The Analysis shows that as the educational level increases the proportion of the respondent's decreases except in one level is graduation (11.65%). It is ascribed to the primitive economy of the regions evident from the table 7. It shows that public consultation meeting has participated by aware and educated people of the area.

 Table 1.7 Distribution of Participants by Occupation

Sl. No.	Categories	Numbers	% of Total
1	Agriculture	113	83.70
2	Private Service	4	2.96
3	Govt. Service	2	1.48
4	Business	10	7.40
5	Others	6	4.44
	Total	135	100.00

Table 1.7 depicts the distribution of participants of stakeholders meeting by occupation. It is evident that highest proportion of the respondents are engaged in primary activities particularly agriculture. Agriculture is the chief occupation of 83.7% respondents in the region. As per the data it shows that

2.96% and 1.48% respondents are engaged in private and govt. services respectively. The proportion of the respondent earning their livelihood from other economically gainful activities is second highest (7.4%) in the area. It indicates that the occupational pattern of the area is diversifying.

S1. No.	Categories	Numbers	% of Total
1	Rs 10,000 to Rs25, 000	64	47.41
2	Rs25,000 to Rs 50,000	30	22.22
3	Rs 50,000 to Rs 100,000	24	17.77
4	Rs 100,001 and Above	17	12.60
	Total	135	100.00

 Table 1.8 Distribution of Participants by Level of Yearly Income (Rupees)

Table 1.8 shows the distribution of participants by level of annual household income of the respondents, the entire population has been divided into four categories. The data reveals that the level of annual household income varies starting from Rs 10,000 to less than rupees 25,000 to more than rupees 1, 00,000 in the region. The analysis brings out that about 47.41% respondents earn less than rupees 25,000 in a year. The highest proportion of the participants is also falling in the same categories. The proportion of household earning more than one lakh in a year is only 12.6%, while the other two categories i.e. between Rs 25,000 to 50,000 and 50,000 to Rs 1, 00,000 shows 22.22 % and 17.77% respectively.

Sl. No.	Item	No. of Participant	% Percentage
1	Significant Impact	118	86.76
2	Relatively Significant Impact	11	8.88
3	Insignificant Impact	1	0.73
4	Negligible Impact	5	4.41
	Total	135	100.00

 Table 1.9 Distributions of Participants by Impact of the Projects

Table shows the significant of the impact from this project.

Table 1.9 shows that 118 respondent (86.76%) told that the impact of project would be significant and 11 respondent (8.88%) replied that the impact would be relatively significant. 0.73 % respondent think that the affect of project will be either significant or relatively significant. 4.41% told that there would be no affect.

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Table 1.10	Distribution	of Participants	by Types	of Impact	Due to	Proposed	Project
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Sl. No.	Item	No. of Participant	% Percentage
1	Loss of Land	57	41.91
2	Loss of Occupation	29	21.32
3	Loss of Live hood	12	8.82
4	Other	37	27.94
	Total	135	100.00

Table 1.10 shows that 57 respondents (41.91%) will loss their agriculture land, which is the source of their income, as agriculture is their prime occupation, while 29 respondent (21.32%) reported that they are going to loss their occupation. 12 respondents (8.82%) replied that they will loss livelihood while others 27.94% told that they will face other difficulties.

Sl.No.	Item	No. of Participant	% Percentage
1	Land	18	13.23
2	Case	63	46.32
3	Home	17	12.50
4	Other	43	27.94
	Total	136	100.00

 Table 1.11 Distribution of participants by Type of Compensation

Table 1.11 shows that if Govt. acquires the land what type of compensation they would want. 18 respondents (13.23%) wanted that they should be given land for land while 63 respondents (46.32%) replied that they want cash compensation for land. While 17 (12.50%) respondents asked for house compensation to be given and 43 respondents (27.94%) wanted other facilities for the land.

3.3 Question/Answer Session

During the proceeding of the public consultation meeting a lot of discussion took place among the stakeholders, local politicians and transport union leaders, representative of NGOs, media persons and organizers of the meeting. The major issues that emerged during the discussion and suggestions regarding the item No 13 of the questionnaire together are enumerated as under:

Question 1 Participant from Bubani asked, "How much land would be needed to construct this new rail facility"?

Answer 1 Mantec representative appreciated his question and replied, "The railway needs only 20 meters land from middle of the existing track on eastern side, and only 20 meters of the land is required for the construction of the new proposed railway track."

Question 2 Participant from Gagal, "When will the project be completed"?

Answer 2 Mantec representative "The project feasibility study has been started in 2006 and the expectation of the completion of this part of the project is around 2013. "He explained, "The decision in principal has already been taken by the Govt. of India and has conducted studies at its own level also. It has been accepted that this project will be playing an important and essential role in maintaining and adding further to the present economic growth of the country. Considering the importance of this project the government is keen to implement this project at the earliest. The groundwork has therefore started and the present meetings are being conducted to create and spread general awareness. These will help in undertaking further studies concerning actual implementation of the project. All the efforts are being made to complete these basic studies at the earliest and a time frame has been projected to complete these studies in as short a time as possible."

Question 3 Participant from Ladpura, "Sir what would a common man get out of this kind of a project"?

Answer 3 In this regard Mantec representative said "The biggest thing is that the common man will get employment from the project." He also added the project aims to generate around 6.80 lac jobs in the country."

Question 4 Participant from Akhari asked, "Why is such a huge project needed?" He also asked, "What kind of compensation is assured to be paid to the land owners. What is going to be the criteria for giving compensations to the affected people"?

Answer 4 To this query Mantec representative replied, "The compensation shall be paid as per National Rehabilitation Policy of 2006 of Government of India."

Question 5 Participant from Bhudal , representative from Business sector asked "What is the time period planned for finishing this project"?

Answer 5 Mantec representative replied "The freight Corridor from Son Nagar to Ludhiana via Khurja with a connection from Khurja to proposed Western Corridor at Dadri Terminal Yard. Son Nagar – Howrah of Eastern Corridor and from Mumbai to Ahmedabad –Jaipur – Delhi of Western Corridor, the Government of India would complete this project within 5 years i.e. the Government would take up the work in 2008 and will be completed in the year 2013"He further informed the people saying" JICA is studying the track demands on the railway cargos between Mumbai- Delhi, between Mundra- Ahmedabad –Delhi, between Son-Nagar-Ludhiana every 5 years starting from 2008 to 2032. In the next 25 years they are trying to work out the railway tracks in demand for sending cargos. The existing railway tracks are having no more capacity to carry cargos. That is why freight corridor system is necessary to be made."

Question 6 Participant from Jatali "Sir actually farmers get registered their land at lower price to save the stamp duty, not only that govt. rate are very low therefore I wanted to know that on what basis will govt. provide compensation?"

Answer 6 Mantec representative "All affected person of DFC Project would be compensated according to NPRR-2006. Committee consisting of local, M.P., MLA, D.M. and other representatives will decide the structure for land remuneration and according to that payment will be made. All efforts will be made to limit the project within the Railway land. Along most of the length of the corridor, the alignment is parallel to the existing railway track, but diversions are unavoidable in a number of stretches, for reason such as (i) avoiding heavily built up area (ii) other technical or land acquisition constraints. In addition a number of small diversions would be required at station and near major bridges to facilitate construction of new bridges for DFC line in such cases the Govt will acquire land. Compensation will be given as per the rules and regulations of Govt. of India"

Question 7 Participant from Ladapura " If houses are there but not have legal title than they will compensation, Sir for NH construction they did not got compensation even they had water and electric connection"?

Answer 7 Mantec representative 'In this project all effected people will get compensation and for non title holder if they have not legal title of the land than they would get compensation of structure, crops or any immovable property but they would not get compensation for land.

Question 8 Participant from Ajmer 'Sir you are telling that it is beneficial to farmer but how it is, when there is no station being constructed in Ajmer?"

Answer 8 Mantec representatives said, "As you know that it is Freight Corridor, therefore it is not possible to construct railway station in every city. Although in Phulera in Jaipur a Railway station will be constructed for this corridor, which is beneficial for Ajmer district also.

Question 9 Participant from Gagal "Sir, you said that in Kishangarh the proposed corridor goes from eastern to western side. Is it crossing existing line and NH-8?"

Answer 9 Mantec representative "Yes the proposed alignment will cross existing main line (Ahmedabad-Delhi) twice in Ajmer district. This alignment crosses NH-8 twice at Kishangarh and Madar where RUB has been proposed.

JICA is studying about the track demands on the railway cargos between Mumbai- Delhi, between Mundra- Ahmedabad –Delhi, between Son-Nagar-Ludhiana every 5 years starting from 2008 to 2032. In the next 25 years they are trying to work out the railway tracks in demand for sending cargos. The existing railway tracks are having no more capacity to carry cargos. That is why freight corridor system is necessary to be constructed.

Since there was no other point to discuss the meeting ended with a vote of thanks to the chair.

3.4 Summary of Major Findings

About one hundred thirty five respondents of twelve villages participated in the public consultation meeting aimed at construction of dedicated freight corridor. The Ladpura village has shown the highest participation while the lowest participation was observed from Narwer village. It is noted that there are 4.45% participated belong to scheduled tribes. The scheduled caste (8.15 percent) and OBC (78.52%) is recorded major participation.

It is also investigated that the occupational pattern in the region is quite diversified. People are engaged in various economic activities. However, agriculture is still the main occupation of the people. The examination of the level of annual household income reveals that there is marked difference in this regard. About majority of the respondents reported meager income level i.e. less than rupees 25,000 per year. However, majority of people have earning between Rs 25000 to Rs 50,000. About majority percent respondent reported that they have access to the roads in the area. Majority people are having railway line. Interestingly more than eighty percent of respondents are in favour of this multi modal dedicated freight corridor.

(2) 3rd stage of Village Level Stakeholder / Public Consultation Meeting - Ajmer

1.1 Brief Description of District: AJMER

Area

• 8,481 sq.km. (2.48% of the State)

Location

Ajmer district is situated in the center of Rajasthan and is surrounded by Jaipur and Tonk districts in the east and Pali in the west. Nagaur district touches its north boundaries while Bhilwara district is in the south.

Climate and Rainfall

- The maximum temperature was recorded at 46.0 degrees Celsius.
- The normal annual rainfall is 60.18 cms.

Administrative Setup

The district is divided into four sub-divisions viz., Ajmer, Beawar, Kekri and Kishangarh. The subdivisions are further divided into six tehsils namely Ajmer, Beawar, Nasirabad, Kekri, Kishangarh and Sarwar and eight punchiest samitis.

Indicators of Human Resources					
Population	persons	21,80,526			
Density of population	persons per sq.kms.	257			
Literacy	per cent	65.06			
Total working population	per cent	25.27			
Percentage distribution of won Cultivators	k force	63.89			
Cultivators	per cent	63.89			
Agricultural labourers	per cent	14.55			
Manufacturing, processing, servicing					
and repair	per cent	3.05			
Other workers	per cent	18.51			

Table 1.2: Human Resources

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Transport

Road Transport

National Highway Number 8 running between Delhi and Mumbai passes through the district and covers a distance of about 147 kms. and the route also provides direct road link from Beawar to Delhi via Jaipur and Ajmer and to Ahmedabad via Udaipur. The length of the State highway roads is 340 kms. major district road is 170 kms. and other roads are 797 kms. The total road length was 2901 kms. as on 31 March 2000.

• Rail Transport

Delhi-Ahmedabad (via Ringas) railway line is a meter gauge line passing through the Ajmer district. Ajmer, Kishangarh, Beawar towns of the district and the important stations of the meter gauge line. Conversion of this meter gauge into broad gauge is under progress in the district. The district is also directly linked with Ratlam and Indore by meter gauge. Important railway stations on Ajmer-Khandwa rail line are Ajmer, Nasirabad and Bijaynagar. The total railway line is 2261 Kms.

• Air Transport

Air transport facility is not available in the district. The nearest airport is Jaipur at a distance of 138 kms.

1.3 Brief description of the DFC Project

Due to the growing economy of India, the need of improvement in physical movement of goods by means of railways within the country has been felt. Henceforth the Ministry of Railways,- Government of India- has planned to develop dedicated multimodal high axle freight corridor project on Eastern (Ludhiana to Hawrah) and Western (Delhi to Mumbai) corridors. The Japan International Cooperation Agency is undertaking a development study of this dedicated freight corridor project for the Indian government. Western route (Mumbai-Delhi route) of dedicated freight corridor will be traversing Jawaharlal Nehru Port Trust (JNPT)-Ahmedabad-Palanpur-Rewari-Asaoti-Dadri. Down direction of this corridor is considered towards Delhi and up direction towards JNPT. The proposed alignment passes through the states of Maharastra, Gujarat, Rajasthan, Haryana, Delhi and Uttar Pradesh involving Thane and Raigarh districts of Maharastra, Valsad, Navsari, Surat, Bharuch, Vadodra, Anand, Kheda, Ahmedabad, Gandhinagar, Mahesana and Banas Kantha districts of Gujarat; Sirohi, Pali, Ajmer, Nagaur, Jaipur, Alwar and Sikar districts of Rajasthan, Mahendragarh (Narnaul), Rewari, Gurgaon and Faridabad districts of Haryana, South Delhi district of Delhi and Gautam Budhnagar district of Uttar Pradesh.



Project features in Ajmer

- Dedicated Freight Western Corridor enters in Ajmer district near Tiloniya Railway station and exists near Bewar.
- Length of DFC corridor in Ajmer district is approximately117 km.
- In Ajmer district DFC goes along with existing railway line i.e through Tiloniya, Ladpura, Ajmer and Beawar and has detour at Kishangarh.
- In Durai one ROB will be constructed.
- In Kishangarh, Ladpura, Sardhana, Adarsh Nagar areas some people are supposed to be affected.
- There is some major and minor railway-road crossing in the district.

1.4: Alignment of Ajmer District







 Table 2: Project summary sheet:

	PROJECT SUMMARY SHEET				
Title of the Project					
The of the Project	3 th stage of stakeholder/public consultation meeting for				
	development study regarding the dedicated multimodal high axie				
	freight corridor for ministry of ranway govt.				
Date and place of meeting	13-08-2007 Agrsen Bhawan, NH-8, Kishangarh, Ajmer				
Local Consultant	Mantec Consultants Pvt. Ltd. New Delhi.				
Local Organizer	Society For Environment & Development,				
	UG-3,E77,West Vinod Nagar,Delhi-110092				
Organizing Place	Agrsen Bhawan, NH-8, Kishangarh, Ajmer				
No. Invitees	125				
No. of presence	100				
Methods Used for Information	Personal Contact: -				
Dissemination	Dispatching Invitation Letter:-				
	Information in Newspaper:-				
	Invitation to distt. office by letters				
	Information at Panchayat office and Teh. Office				
	Others - Press News Dainik Bhaskar and Rajasthan Patrika, Danik				
	Navjoyti, Kishangarh Express, Nafa Nuksan.				
Stationary served to the	Writing Pad				
participants	Ball Pen				
	Questionnaire				
Methods adopted for discussion	Slide presentation				
	Lecture				
	Group Discussion				
	Question/Answer Session				
Methods adopted for Still photography					
documentation	Audio/Video Recording				
	Minutes of meeting				
Media Coverage	Newspaper: Danik Bhasker, Danik Navjyoti, Rajasthan Patrika.				

2.1 Method of Selection of Stakeholders -

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The latest version of JICA Guidelines for Environment and Social Consideration has been developed in 2004 so that JICA funded feasibility study incorporates due consideration of the environmental protection and safeguards the sectors of society directly or indirectly affected by the project. Current feasibility study is carried out applying this guideline

In order to encourage participation of the local residents, Stakeholder/ Public Consultation Meeting is considered as a tool that should play an important role during the project design stage. It is designed to

- Disclose information on project for open discussion. _
- Disseminate information to the lowest possible hierarchy of the social system. _
- Obtain interaction of the participants of Stakeholder/Public Consultation Meetings.

- Reflect the valid comments elicited from the open discussions to the design of the project.
- Build a consensus on the project implementation and associated factors.

There are three stages of Stakeholder and Public Consultation Meetings. The first stage of Stakeholder/Public Consultation Meeting is held on state level, followed by second stage of Stakeholder/ Public Consultation Meeting held in the districts, and the third stage of stakeholder/ public consultation meeting is held in the villages directly affected by the project.

The Mantec Consultants Pvt. Ltd has already organized first stage of Stakeholder/Public Consultation Meeting in the state of Rajasthan and second stage at Ajmer in association with Society for Environment & Development in the month of June, 2007.

To organize the third stage of Stakeholder/Public Consultation Meeting Mantec consultants has again authorized "Society For Environment and Development" to meet the concerned government authorities and collect relevant data for carrying forward the social environment study and organize 3rd stage of Stakeholder/Public Consultation Meeting for information dissemination about the project. As per direction of the guidelines for conducting the 3rd stage of the Stakeholder/ Public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 01-06-07 to facilitate these meetings.

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Boards were contacted to participate in the Meetings. State Government Departments were also apprised and approached and were invited to participate in the Stakeholders/Public Consultation Meetings including the State Public Works Department, Irrigation and Power, Urban Development and Poverty Alleviation Department, industries, telecommunication and Information technology Trade and Commerce, Surface Transport, Tourism, Container/Corporation of India, Port Trusts etc

Our meeting Facilitator Team visited all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project. Our team also met & informed the District. Administration and requested to help in organizing the public meeting successfully. Local stakeholders along the railway line, affected farmers, businessmen, private service and Govt. service employees were invited in the meeting. Our study team also contacted Tehsildars of affected Tehsils, Panchayat Samiti Pramukhs, Gram Pradhan, local MLA and requested them to attend the meeting and also gave necessary support in conducting third stage of Stakeholder/Public Consultation Meeting. Public consultation on proposed Dedicated Fright Corridor (DFC) was held in Kishangarh (Ajmer) on 13th August, 2007 at Agrsen Bhawan, NH-8, Kishangarh, Ajmer. Extensive publicity was done one week prior to the program through distribution of pamphlets, one to one meetings, announcement through loudspeakers in villages and newspaper releases. Around 125 people directly and many more times indirectly were invited for the program. Around 105 persons from affected villages, members of market associations, transport unions, industry associations, media and government departments participated. Press Conference was held on 12th August and News was published in all leading newspapers like Rajasthan Patrika, Dainik Bhaskar, and Dainik Navjyoti, on both 13th & 14th August, 2007.

The main objective of the third stage of Stakeholder/Public Consultation Meeting is to disseminate the general information to public. In the State of Rajasthan seven Districts will be affected by this DFC project. Affected districts are Alwar, Sikar, Nagaur, Jaipur, Ajmer, Pali & Sirohi. In the district of Ajmer DFC does follow the existing rail line with one detour of 13 km. at Kishangarh and small diversion in Adarsh Nagar, Ajmer due to congested areas. Therefore new land will be acquired for DFC project especially in Kishangarh. While extending invitations our meeting facilitator team took consideration that the people of that area were present in the meeting. Not only that our meeting facilitator team visited all the affected villages and requested primary and secondary stakeholder to attend the meeting, Satterfield random sampling method was also used for the selection of

stakeholders because limited people had to be invited. Our meeting facilitator team also took consideration while extending invitations that vulnerable group of affected area should definitely be present in the meeting.

2.2 Selection of meeting facilitators:-

Simultaneously extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the Stakeholders/Public Consultation Meetings.

Preference was given to appoint Non Government Organizations (NGO) who had local presence, popularity and experience of social and public works. The NGO had to be well acquainted with multifarious cross section of society to help in the selection of the right type of stakeholders for the meetings as well as for facilitating other related activities. i.e.

- Venue of the meetings
- Arrangements to be made;
- Assistance in local publicity;
- Invitation to the stakeholders and motivating them for participation;
- Maintenance and compilation of records and feed backs; and
- Other local arrangements like transport, hospitality, security and smooth conduction of the meeting proceedings.

An NGO 'Society for Environment & Development' was therefore appointed for facilitating the 3rd Stage Stakeholders/ Public Consultation meeting in Ajmer District.

2.3 Method of Information Dissemination

A) Method of Notifying the meeting to the participants:-

- Notified the date and venue of the Stakeholders/ Public Consultation meeting in local newspaper, Radio, TV and requesting people to attend the meeting.
- With help of local NGO we tried to put up and handover the information of the project on the public place in the area.
- With the help of the local NGOs we tried to dissemination the information of the project to the local people by face-to-face meetings as much as possible.
- With the help of local media we tried to publish the summary of Stakeholders and Public Consultation Meeting in newspaper, TV, Radio.

2.4 Venue of Stakeholder and Public Consultation Meeting

Agrsen Bhawan, NH-8, Kishangarh, Ajmer

3. Details of Stakeholder/ Public Consultation Meeting

The programme was started with Welcome Address by Executive Director, Society for Environment & Development. Ex. M.L.A. Ladpura, Ajmer was present as Chief Guest while the representative from Japan Development Services Co. Ltd. presided over the function. The Sociologist from MANTEC Consultants gave details about the project through power point presentation and invited views from participants. Following were the main points of discussion during the programme –

- 1. Alignment of the new railway line and affected villages/urban areas.
- 2. Area to be acquired by the Railways.
- 3. Compensation package for the affected farmers, shop & house Owners etc.
- 4. Diversions, Stations & Detour to be constructed at Kishangarh in the district.
- 5. When work will start & completion of project.
- 6. Economic development of area
- 7. Benefits of the project to general public at large and specific people.

8. Negative impact of the project to specific sector/service.

Stakeholders/ Public consultation meeting is a bottom up approach in this gigantic freight corridor project. It is one of the tools to reflect the views of the general public as well as those concerned with the project ranging from the central and local government organization to commercial and industrial sectors of the society as a whole. It is an important tool of information dissemination during the planning stage of project.

11:00 AM

Representative of Society for Environment & Development, introduced Ex. M.L.A. Ladpura, Ajmer, representative of Japan Development Services. Co. Ltd. and representative of Mantec Consultants, New Delhi to the participants. He also gave brief introduction and objectives of organizing the programme and made brief presentation on DFC project to the participants and requested Mantec Consultants for detailed PowerPoint presentation.

11:20 AM

Mantec Consulatants explained that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed, he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel and fertilizer is anticipated on Ludhiana- Delhi – Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, Delhi upto Ludhiana. On an average approximately 9000 loaded trucks move daily over the corridor, i.e. Delhi- Mumbai Western Corridor and Ludhiana – Howrah Eastern Corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai –Delhi, from Palanpur upto Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan , because of the congested areas, change all the way upto Mahesana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

In the district of Ajmer DFC does follow the existing rail line with one detour of 13 km. at Kishangarh and small diversion in Adarsh Nagar, Ajmer due to congested areas. Therefore new land will be acquired for DFC project especially in Kishangarh. Around 30 villages are likely to be affected in the Ajmer district.

11:50 AM

Question/Answer session (Detail of question and answer is given separately)

12.30 AM

Distribution of snacks and tea and the meeting ended with vote of thanks by chair.

3.1 Description of Profile of participants:-

The major observations of the stakeholders/public consultation meeting held at Kishangarh (Ajmer) on 13-08-2007 recorded through questionnaire are as follows:

Sr No	Name of village / city	Total respondent	% of Total
1	Ramner ki Dhani	31	31
2	Gegal	8	8
3	Narsin ki Bavri	3	3
4	Akhari	3	3
5	Unthara	3	3
6	Mandagarh	1	1
7	Parsia	2	2
8	Kishangarh	9	9
9	Ladpura	4	4
10	Sawatsa	1	1
11	Sadashring Dhani	12	12
12	Jatali	22	22
13	Harmada	1	1
14	Total	100	100

Table 1 Distribution of Respondents by village

Table 1 reveals that there were total hundred respondents present, natives of thirteen villages /towns, participated in the public consultation meeting on dedicated freight corridor project. The Ramner Ki Dhani village has shown the highest participation (31%) while the lowest participation (1%) was observed from Harmada, Sawatsa and Mandagarh villages. The participation of respondents of other villages hovered between these two extreme values.

Sr No	Name of Caste	Total respondent	% of total
	Structure		
1	Scheduled Caste	28	28
2	Scheduled tribe	0	0
3	Other backward class	50	50
4	General	22	22
5	Total	100	100

 Table 2 Distribution of Participation by level of caste structure

On Overall the maximum participation was belong to OBC (50%), as the public consultation meeting was organized in the one of the backward district. The representation of general was the listed second i.e. 22 percent. The data show that Scheduled caste is represented second while no Scheduled tribe was present.

Sr No	Categories	Total Respondent	% of total
1	Less than 4	68	68
2	Less than 6	19	19
3	More than 6	13	13
4	Total	100	100

 Table 3 Distribution of participants by Family size

Table 3 brings out that the family size varies from less than four persons to more than six persons in the region. The respondents having highest representation (i.e. less than 4 persons) family size, represented 68%. The minimum respondent family size is the less than 6 persons in family (13%).

Sr No	Categories	Numbers	% of total
1	Native	100	100
2	Migrated	0	0
3	Total	100	100

Table 4 Distribution of participants by origin

Table 4 points out that all (100 %) of the respondents are original inhabitants of the region. No participants have reported as migrated from outside. No views were given on majority issues in the public consultation meeting.

Sr No	Categories	Numbers	% of Total
1	Literate	94	94
2	Illiterate	6	6
3	Total	100	100

 Table 5 Distribution of participants by Literacy Status

Table 5 indicates that majority (96%) of the people participating in the public consultation meeting were literate.

Sr. No	Categories	Numbers	% of total
1	Under matric	31	31
2	Matric	55	55
3	Higher Secondary	0	0
4	Graduate	8	8
5	Other profession	0	0
	Qualification		
6	Total	100	100

 Table 6 Distribution of participants by level of Education

Table 6 shows the distribution of participants by level of educational attainments. The level of educational attainment could be taken as an indicator of social development of any region. The statistics indicates that the proportion of respondents at the below matriculation level and other professional qualified categories have been nil. The highest proportion of respondent has observed as matriculates (55%). The Analysis shows that as the educational level increases the proportion of the respondents' decreases except in one level is graduation (8%). It is ascribed to the primitive economy of the regions evident from the table 7. It shows that public consultation meeting has participated by aware and educated people of the area.

Sr No	Categories	Numbers	% of Total
1	Agriculture	96	96
2	Private service	1	1
3	Govt. Service	1	1
4	Business	2	2
5	Others	0	0
6	Total	100	100

 Table 7 Distribution of participants by Occupation

Table 7 depicts the distribution of participants of stakeholders meeting by occupation. It is evident that highest proportion of the respondents are engaged in primary activities particularly agriculture. Agriculture is the chief occupation of 96% respondents in the region. As per the data it shows that 1% respondents are engaged in private and govt. services respectively. The proportion of the respondent earning their livelihood from other economically gainful activities is second highest (2%) in the area. It indicates that the occupational pattern of the area is diversifying.

Sr. No	Categories	Numbers	% of Total
1	Rs 10000 to Rs25,000	44	44
2	Rs25,000 to Rs 50,000	25	25
3	Rs 50,000 to Rs 1,00,000	23	23
4	Rs 1,00,001 and above	8	8
5	Total	100	100

 Table 8 Distribution of Participants by Level of Yearly Income (rupees)

Table 8 shows the distribution of participants by level of annual household income of the respondents, the entire population has been divided into four categories. The data reveals that the level of annual household income varies from starting from Rs 10,000 to less than rupees 25,000 to more than rupees 1, 00,000 in the region. The analysis brings out that about 44% respondents earn less than rupees 25,000 in a year. The highest proportion of the participants also falling in the same categories. The proportion of household earning more than one lakh in a year is only 8%, while the other two categories i.e. between Rs 25,000 to 50,000 and 50,000 to Rs 1, 00,000 show 23% and 25% respectively.

 Table 9 Distribution of participants by Impact of the Projects.

Sr. No.	Item	No. of Participant	% percentage.
1	A. Significant Impact	98	98
2	B. Relatively	12	12
	Significant Impact		
3	C. Insignificant Impact	0	0
4	D. Negligible Impact	0	0
	Total	100	100.00%

The table shows that the maximum Participants get significant impact from this project.

Table 10 Distribution of participants by types of Impact due to Proposed Project.

S.N.	Item	No. of Participant	% percentage.
1	Loss of Land	97	97
2	Loss of occupation	2	2
3	Loss of live hood	1	1
4	Other	0	0
	Total	100	100.00%

Table shows that 97% participants losses their land. 2% participants losses their occupation and 1% participants losses their livelihood.
Sr.No.	Item	No. of Participant	% percentage.
1	Land	70	70
2	Case	30	30
3	Home	0	0
4	Other	0	0
	Total	100	100

Table 11 Distribution of participants by Type of Compensation

Maximum people want land against their loss of land or occupation.

3.2 Question / Answer

During the proceeding of the public consultation meeting a lot of discussion took place among the stakeholders, farmers, villagers, local politicians and transport union leaders, representative of NGOs, media persons and organizers of the meeting. The major issues that emerged during the discussion and suggestions regarding the item No 13 of the questionnaire together are enumerated as under:

Question 1:

A villager from Kishangarh "how much land railways required for new line and why detour is being made? Is it made due to influence of land mafia"?

Answer: 1

Mantec representative appreciated his question and replied that the railway needs only 24 meters land from middle of existing track system on eastern side, while 45 meter in case of detour route is required for the construction of railway track. The detour was proposed after extensive survey and if passing through city lot of houses and commercial properties has to be affected.

Question: 2

A villager from Saval "Mandaliawas on which side new line be laid"?

Answer 2:

Mantec representative replied that Kishangarh detour will start from Mandaliawas, so from this place line cross from east to west side and goes towards Kishangarh rural as detour.

Question 3:

A villager from Akhari village "when present line was laid, railways blocked many small water channels causing problem to their fields, what measures will be taken this time so same mistake will not repeat"?

Answer 3:

In context it was replied that this line shall be laid with latest technology and due attention will be paid on environmental and social concern.

Question 4:

A Villager from Kishangarh "DFC project is designed to cater the needs for how many years and what parameters are taken to get this time period? Had any survey was carried out for exact land to be acquired, when acquired, all information must be given in this meeting, otherwise no sense for gathering people here"?

Answer 4:

In this regard Mantec representative has replied that the project feasibility study has been started in 2006 and the expectation of the project ending is around 2013. The decision in principal has already been taken by the Govt. of India has conducted studies at its own level also. It has been accepted that this project will be playing important and essential role in maintaining and adding further to the present economic growth of the country. Considering the importance of this project the government is keen to implement this project at the earliest. The ground work as therefore started and the present meeting are being conducted to create spread general awareness. These will help in undertaking

further studies concerning actual implementation of the project. All the efforts are being done to complete these basic studies at the earliest and a time frame has been projected to complete these studies in as short a time as possible.

Question 5:

A villager from Ladpura raised several issues like how interest of farmers shall be protected? Weather alternative land or compensation at market rate will be given? What compensation will be given to those who have made houses on grazing land due to increase in population? And what criteria shall be adopted to compensate houses made on residential land and who will made survey of these localities? **Answer 5:**

Mantec representative replied that the interest of farmers is utmost and protected fully. The compensation shall be paid as per National Rehabilitation Policy of 2006 of Government of India. We are collecting information on present market rate and recommend in our report. In it was proved that house if present for certain period of time but not authorized, even than compensation of house shall be paid without land price.

JICA Study Team is studying about the track demands on the railway cargos between Mumbai- Delhi, between Mumbai- Ahmedabad–Delhi, between Son-Nagar-Ludhiana every 5 years starting from 2008 to 2032. In the next 25 years they are trying to work out the railway tracks in demand for sending cargos. The existing railway tracks are having no more capacity to carry cargos. That is why freight corridor system is necessary to construct.

Since there was no other point to discuss the meeting ended with a vote of thanks to the chair.

3.3 Summary of major findings:

About one hundred respondents of ten villages participated in the public consultation meeting aimed at construction of dedicated freight corridor. The Ramner Ki Dhani village has shown the highest participation while the lowest participation was observed from Harmada, Sawatsa and Mandagarh villages. It is noted that there is no participant belong to scheduled tribes. The scheduled caste (28 percent) and OBC (50%) is recorded major participation.

It is also investigated that the occupational pattern in the region is quite diversified. People are engaged in various economic activities. However, agriculture is still the main occupation of the people. The examination of the level of annual household income reveals that there is marked difference in this regard. About major percentage of the respondents posses meager income level i.e. less than rupees 25,000 per year. However, a significant proportion of the respondents have observed earning between Rs 25000 to Rs 50,000. About majority percent respondent reported that they have access to the roads in the area. Majority people are having railway line. Interestingly more than seventy percent of respondents are in favour of this multimodal dedicated freight corridor.

(3) Socio-Economic Survey in Ajmer District

Sub Distr	ict:			BEAWAR				М	ASUD	A	AJMER & NASIRABAD											
Panchaya	t:		JAWA	JA					М	ASUE	A					SI	RINAG	AR				
	Item	15	Ratanpura Sardara	Beawar (Town)	Rampura Mewatiyan	Shobhapura	SARMALIYA	Theekrana goojra	Peeplai	Kharwa	Ranisagar	Ajmer (Town)	Madarpura	Rasoolpura	Guwardi	Gudha	Ladpura	Bhoodol	Muhami	Gegal	Akhri	Jatli
	Cer Cod	nsus Village e	25182		24176	24174	24159	24160	25344	25349	25350		25062	25063	25065	25024	25026	25025	25019	25018	25017	25016
1	PAP	's with Titles																				
1)	a	Urban- City	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Urban- Small Town	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	yes	yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	a	Regular Village	Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Nil	Yes	Yes	Yes	yes	Yes	Yes	yes	yes	yes
	D	SC * Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2)		or vinage	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	Ту	pe of Curr	ent	Lan	d U	se P	atte	rn														
	a	Industrial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Residential Land	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	yes	yes	Nil	Nil	Nil	yes	Nil	Nil	yes	yes	Nil
	c	Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	yes	Nil	Nil	yes	yes	Nil
	e	Land Waste Land	Yes	Yes	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Nil	Nil	Yes	Yes	Yes	Nil	Yes	Yes	Nil	Nil	Yes
	f	Water Bodies (Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3)	No.	Lake / River/ Pond/ etc) of Affected ''Titl	Nil ed'' St	Nil t ructu	Nil res	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nıl	Nil
	a	House (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	12 Own	Nil	Nil	Nil	150 own	Nil	Nil	Nil	Nil	1 own	Nil	Nil	2 own	2 own	Nil
	b	Shop (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c	Office (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	a	Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с f	Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)	No	of Affected Doop	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
+)	INU. 1	Number of	ie or u	le II	ueu a	Struct	ures	1					<u> </u>									
	a b	PAPs Number of	Nil	Nil	Nil	Nil	Nil	55	Nil	Nil	Nil	675	Nil	Nil	Nil	Nil	6	Nil	Nil	11	9	Nil
	с	Squatters Number of	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Encroachers	Nil	Nil	Níl	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	u	Families Below Poverty Line	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub Di	strict:				BE	WAR			Μ	IASUE	DA	AJMER & NASIRABAD										
Pancha	yat:				JA	WAJA			Μ	IASUE)A					SR	INAG	AR				
	ITEMS			Beawar (Town)	Kampura Mewativan	Shobhapura	Sarmaliya	Theekrana goojra	Peeplai	Kharwa	Ranisagar	Ajmer (Town)	Madarpura	Rasoolpura	Guwardi	Gudha	Ladpura	Bhoodol	Muhami	Gegal	Akhri	Jatli
		Cer Y''' C '	25182		24176	24174	24159	24160	25344	25349	25350		25062	25063	25065	25024	25026	25025	25019	25018	25017	25016
5)	Num	ber of Affected Public Fa	acilitit	es/ Co	mme	on Pro	pertie	s														
	a	Temple/ Mosque/ Church	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Graveyard/ Crematorium	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Well/ Hand Pump	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1 Well	Nil	Nil	Nil	Nil	Nil
	d	Community Building	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	е	Police Station/ Govt Offices	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	g	Schools/ Educational Institute	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	h	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6)) Current Price of Land																					
	a	Market Price	180/- sa ft	180/- sa ft	180	160/- sa ft	200/- sa ft	160/- sa ft		250/- sa ft	175/- sa ft	3150/	1500/	250/- sa ft	175/- sa ft		200/- sa.ft	3150/	200/- sa ft	160/- sa ft	180/- sa ft	
	b	Govt. Price/ Circle Rate	65/- sq.ft.	65/- sq.ft.	65/- sq.f t.	55/- sq.ft.	75/- sq.ft.	55/- sq.ft.		75/- sq.ft.	55/- sq.ft.	1100/ - sq.ft.	650/- sq.ft.	75/- sq.ft.	55/- sq.ft.		75/- sq.ft.	1100/ - sq.ft.	75/- sq.ft.	55/- sq.ft.	65/- sq.ft.	
2	Class	ification of PAPs withou	t Title	s/Squ	atter	s									1							
	a	Station-oriented	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Shops/Kiosks	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Seasonal labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		i. Agricultural labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		ii. Industrial labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Railway-related	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Migrating tribal people	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3	Featu	res of Natural Environn	nent												1							
1)	Wild	life Sanctuary/Forest Are	ea																			
	a	Protected Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Reserved Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Wildlife Sancatuary	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4	Othe	rs			•																	
Note:		* SC Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	1	** ST Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub District	:				AJMI	ER & N	NASIR.	ABAD				KISHANGARH									
Panchayat:					P	PEESA	NGAN	IJ						KISHANGARH							
	Items	Lamanna	Daulet Khera	Mangaliyawas	Jethana	Makrera	Arjunpura Khalsa	Shivpura	Sardhana	Tabeeji	Daurai	Dhani Rathoran	Buharoo	Mohanpura	Kali Doongri	Mandawariya	Kishangarh	Phaloda	Bhojiyawas	Tiloniya	Kakaniyawas
	Cen	25140	25139	25138	25130	25131	25135	25132	25081	25084	25077	24934	24889	24906	24893	24909	24935	24910	24891	24911	24912
1	PAPs with Titles																				
1)	Type of Settlement		1					1			1	1	1	1	1	-	1		1	1	T
	a Urban- City	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil
	b Urban- Small Town	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	a Regular Village	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Yes
	b SC * Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c ST** Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2)	Type of Current Land U	se Pat	tern																		
	a Industrial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b Residential Land	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c Commercial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d Agricultural Land	Yes	Yes	Nil	Yes	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	e Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f Water Bodies (Lake / River/Pond/etc)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3)	No. of Affected "Titled"	Struct	ures	I																	
	a House (Own/ Rented)	Nil	Nil	12 Own	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b Shop (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c Office (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d Factory (Own/	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e Storage (Own/	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)	No. of Affected People of	the '''	 Fitled''	Structu	res	I	I	I			L	L	I	I	L	L	I	I	I	I	L
,	a Number of PAPs	Nil	Nil	55	Nil	Nil	Nil	Nil	1 Own	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c Number of	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d Relow Poverty Line	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sul	District:					AJME	ER & N	ASIR.	ABAD				KISHANGARH									
Par	nchayat:					P	EESA	NGAN	J					KISHANGARH								
	(4)	Items	Lamanna	Daulet Khera	Mangaliyawas	Jethana	Makrera	Arjunpura Khalsa	Shivpura	Sardhana	Tabeeji	Daurai	Dhani Rathoran	Buharoo	Mohanpura	Kali Doongri	Mandawariya	Kishangarh	Phaloda	Bhojiyawas	Tiloniya	Kakaniyawas
	Census Vi	llage	25140	25139	25138	25130	25131	25135	25132	25081	25084	25077	24934	24889	24906	24893	24909	24935	24910	24891	24911	24912
5)	Number of	f Affected Public Facilitit	es/ Co	mmon	Prope	rties																
	a	Temple/ Mosque/ Church	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Graveyard/ Crematorium	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Well/ Hand Pump	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Community Building	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Police Station/ Govt .Offices	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1 Police Statio n	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	g	Schools/ Educational Institute	Nil	Nil	Nil	Nil	Nil	Nil	Nil	3 Schoo Is	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	h	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6)	Current F	Price of Land																				
	a	Market Price		200/- sq.ft.	160/- sq.ft.					250/- sq.ft.		175/- sq.ft.	165/- sq.ft.	1500/- sq.ft.	180/- sq.ft.	180/- sq.ft.	180/- sq.ft.		200/- sq.ft.	3150/- sq.ft.		250/- sq.ft.
	b	Govt. Price/ Circle Rate		75/- sa.ft.	55/- sq.ft.					75/- sa.ft.		55/- sa.ft.	55/- sq.ft.	650/- sa.ft.	65/- sa.ft.	65/- sq.ft.	65/- sa.ft.		75/- sa.ft.	1100/- sq.ft.		75/- sq.ft.
2	Classificat	ion of PAPs without Title	es/Squ	atters																		
	а	Station-oriented Occupation	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Shops/Kiosks	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Seasonal labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		i. Agricultural labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		ii. Industrial labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Railway-related gangman	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	е	Migrating tribal people	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3	Features o	f Natural Environment																				
1)	Wildlife Sa	anctuary/Forest Area	1			-	-					1	-	-		•			•	-	-	1
	а	Protected Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil
	b	Reserved Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Wildlife Sancatuary	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4 NT	Others	1		1	1					1												
ino te:		* SC Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		** ST Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

(4) Questionnaire Compilation in Ajmer District

101	POW 1: POB-2: Squatter-3	
101	Now - 1, Rob-2, Squatter-5	
102	Date of Interview .	
103	Name of Interviewer	
104	Chaokad by Supervisor :	
105	What is the type of house likely to be affected?	
100	Single detached one-storey (1)	
	Single detached two-storey (2)	
	Single detached three-storey or more (3)	
	Apartment/Row house dupley (4)	
	Shanties connected to each other (5)	
	Tents or tentative simple but (6)	
107	Please write the description of the house appearance/housing	
107	Thease write the description of the nouse appearance/nousing.	
Questtio	Roof (G.I. sheets-2; Tiles-2; Nipa or other natural materials – 3; Concrete -4;	
nnaire	Others - 4)	
FormQ	Walls (All concrete 1) Concrete and wood 2) All wood 2)	
	Nipa or other natural materials-4; Others-5)	
108	What is the tenure status of land and house?	_
	(Own land and house-1; Rent land and own house-2; Rent land and house-3;	
109	What is the Land status? (Privately own land-1; Public land-2)	
110	BASIC PROFILE OF PAP	
A	Name of Interviewee (only adult members):	
В	Administrative Location:	
i	State :	
ii	District :	
iii	Panchayat:	
iv	Village :	
С	Location	
C.1	Type of Location	
	Parallel to railways - 1	
	Near Diversion - 2	
	Near ROB - 3 (for ROB only)	
	Others - 4	
C.2	Specific Location:	
	If parallel, specify the given section No.	
	If diversion, specify the given section No.	
	(for ROB only)	
	If ROB, specify nearest station name(s) where ROB are located	

	Right-hand side/Left-hand side from Mumbai (Western Corridor)/Delhi (Eastern Corridor)
D	Relation to Head of Family :
E	How long have you been living here? Please provide approx. no. of years
F	How long are you planning to live here (in years)? (for Squatters only)
G	Profile of Head of Family:
	Head of Family (Name)
	Sex
	Age
	Marital Status
	Occupation (If he/she is unemployed, please describe as "unemployment") Use code - 1.Govt. Service; 2.Private Service; 3.Business; 4.Wage Employee; 5.Agriculture; 6.Daily wage labour; 7.Unemplyed; 8.Others (specify)
	Attainment Level of EducationUse code - 1.Illiterate; 2.Can Read only; 3.3. Can read and write both; 4.UptoClass 5 5.Upto Class 12 or Plus 2; 6.Graduate & above; 7.ITI,Diploma/Degree, CA, ICWA, MBA, etc;8.Others (specify)
	Religion Use code - 1.Hindu; 2.Muslim; 3.Christian; 4.Jain; 5.Sikh; 6. Boudh; Other (specify)
	Social Category Code – 1. General; 2. SC; 3. ST; 4. OBC
	Total number of family members (including infants and children)

112) HOUSEHOLD BUDGET

A) Income

Source of Income of from	Average Income in (Rs.)										
various sources	Daily	Monthly	Yearly								
a. Agriculture											
b. Wage Labour											
c. Business/Trading											
d. Service											
e. Livestock & Animal											
f. Fishing & Aquaculture											
g. Cottage Craft											
h. Forestry											
i. Other (specify											
Total Income											

B) Assets

$\mathbf{I} = \mathbf{I} = $	
Livestock holding of the family (write the unit in hos.) No.	

13. Cow	
14. Ox	
15. Buffalo	
16. Sheep	
17. Goat	
18. Camel	
19. Donkey	
20. Horse	
21. Pig	
22. Chicken	
23. Duck	
24. Others livestock (specify)	

C) Agricultural Implements

Agricultural implements owned by the family	Yes	No
9. Tarctor	1	2
10. Power Triller	1	2
11. Thresher	1	2
12. Harvester	1	2
13. Genset Sprayer	1	2
14. Pump Set	1	2
15. Electric Pump	1	2
16. Others Specify	1	2

D) Household Items

Household items owned by the family	Yes	No
12. TV	1	2
13. Fridge	1	2
14. Mixer	1	2
15. Electric Cooker	1	2
16. Geyser	1	2
17. Electric Fan	1	2
18. OTG	1	2
19. Toaster	1	2
20. Microwave	1	2
21. Radio	1	2
22. Others Specify	1	2

E) Other Assets of Family

Other assets owned by the family	Yes	No
7. Scooter/Motorcycle	1	2
8. Jeep/Car	1	2
9. Truck	1	2

10. Bus	1	2
11. Bullock/Camel Cart	1	2
12. Others Specify	1	2

F) Total Annual Saving: ----- (Rs.)

G) Loan

a. Have you taken any loan? 1. Yes, 2. No, 3. Don't Knowb. If yes, then please tell us the following:

Na	me of the loan provider	Amount (in Rs.)	Re-paid (in Rs.)	Balance (in Rs.)
5.	Bank			
6.	Relative/Friend			
7.	Mahajan			
8.	Other (specify)			

112 **PRODUCTION AND EMPLOYMENT**

A-1	Land Title	Response
	Own with Title (1)	
	Own without Title (2)	
A-2	Tenure Status: If Own with Title, please select one or	
	more:	
	Borrow at No Charge (1)	
	Rent from Authorities (2)	
	Rent from Individuals (3)	
	Other Status (4)	

B) Area of Land: If Own with Title, please answer the questions below: (for Non-Squatters)

B.1) Do you have agricultural land? a. Yes b. No

B.2) If Yes, please tell us the total land owned by you (in local unit).

Type of Land	Area			
	Sqm.	Bigha	Biswa	Hectare
1. Agricultural land				
2. Orchard				
3. Others (specify)				
Total Land				

C) In case of farmers, list names of your 3 major products (for Non-Squatters)

1 2. 3.

D-1) In case of other occupations, specify main income source?

D-2) Select the observed type of squatters (for Squatters)

Category of squatter	Please write response
Illegal residents with station-related occupation (1)	
Shops of illegal occupancy (2)	
Seasonal labour (Agriculture) (3)	
Seasonal labour - Factory/Construction (4)	
Gangmen's colony (5)	
Migrant Tribe (6)	

E) What is the most serious problem on your livelihood?

113 ACCESSIBILITIES

C) Accessibilities in Normal Conditions

	Status in Normal Conditions			Distance	
	Average	Frequency	Frequency to cross	Mode	(km)
	Time per	1: 1 Day	the level crossing	1: Foot	
	Trip	2: 2-3 days	per day. Specify the	2: Bicycle	
	(minutes)	3: 1 Week	number	3: Ox Cart	
Destination		4: 2 Weeks	(e.g. 3 times/day).	4: Horse Cart	
		5: 1 Month		5: Camel Cart	
		6: 2 Months		7: Motor Bike	
		7.6 Months		8: Car	
		8: 1 Year		9. Bus	
				10. Others	
District Center					
Large Market					
Small Market					
High School					
Secondary					
School					
Primary School					
Farming Land					
Health Clinic					
Hospital					
Religious Center					

D) How often do you cross ROBs? Specify the number (e.g. 3 times/day). (Only for ROBs)

E) How often do you cross ROBs with Non-motorized Vehicles (NMVs)? Specify the number (e.g. 3 times/day). (Only for ROBs)

114 UTILITIES

D) Access to Potable Water

Please check the status of access to potable water.

Kind of Facilities	Please check.
Dig Well (Private)	
Dig Well (Common)	
Pump Well (Private)	
Pump Well (Common)	
Bought from Water Vendors	
Other Facilities ()	
Other Natural Water Sources ()	

E) Access to Toilet Facilities

Please check the status of access to toilet facilities.

Kind of Facilities	Please check.
In-door Toilet	
Out-door Toilet (Private)	
Out-door Toilet (Common)	
Not Available	

F) Access to Electricity

Please check the status of access to electricity.

Kind of Facilities	Please check.
Power line	
Generator (Private)	
Generator (Common)	
Car Battery	
Not Available	

115 COMMENTS ON RESETTLEMENT & REHABILITATION

Questions	Response
A. Are you aware that Govt. of India has initiated Dedicated Freight Corridor Project in which a separate railway line will be laid for transportation of goods between and Mumbai and Delhi and Howrah?	3. <u>Yes</u> 4. <u>No</u> (If No, go to C).
B. If Yes , what has been your source of information for DFC Project?	 TV Radio News Paper Word of Mouth Friend/Relative Others (specify)
C. Do you think the project will provide economic benefit in the area?	 Yes No No comment
D. In your opinion what kind of economic benefit would take place?	 5. Wage employment 6. Business opportunity 7. Industry establishment 8. Others (specify)

E. In case you are to be displaced by the project what would be your choice?	 Self relocation or voluntary relocation Protect displacement
would be your enciee.	
	8. Conditional
	9. Can't say now
	10. Others (specify)
F. As regards resettlement and rehabilitation what would	5. Compensation
be your request to the Project Implementing Authority or	6. Resettlement and Rehabilitation
Project Owner?	7. Compensation & R&R both
	8. Other (specify)

116 OPEN QUESTIONS

<u>A)</u> If DFC line passes your neighbourhood, what kind of likely impacts caused by the project would be expected? Tick as many as desired.

Impacts on water right of irrigation (1)	Response
Community severance (2)	
Impacts on commuting to school (3)	
Accidents when crossing railway tracks (4)	
Impacts on unauthorized vehicles caused by construction of ROBs (5)	
Others: Describe (6)	

Socio-economic feature of project affected area of Ajmer

In Ajmer district 40 villages would be affected by this proposed Western Corridor. Near about two hundred and twenty eight persons likely to be affected by this project. In Ajmer, Sardhana, Tilonia,Gegal, Akhari, Mangliawas, Piplaj, Ladpura, Dholia, Dault Khera few structure supposed to be affected and some person would be displaced.

S.No	Villages	Total Surveyed Families
1	Daulat Khera	4
2	Piplaj	4
3	Madar	5
4	Ladpura	6
6	Mondarwariya	4
7	Saradhana	1
8	Tiloniya	6
9	Geegal	4
10	Aakheri	4
11	Ratan Pura Sardana	5
	Total	43

Table 4.8. Distribution of Project Affected Families

Table 4.8 indicates the distribution of dedicated freight corridor project affected families in Ajmer district of Rajasthan It is evident that some villages namely Sardhana, Tilonia,Gegal ,Akhari etc. are the project affected villages in Ajmer District. In total, 43 project-affected families have been surveyed in these villages.

C No	Village						
5. 1NO	vmage	Single	Single	Apartment	Tents or	Total	Total
1	Daulat Khera	4	Nil	Nil	Nil	4	4
2	Piplaj	4	Nil	Nil	Nil	4	4
3	Madar	5	Nil	Nil	Nil	5	5
4	Ladpura	6	nill	nill	nill	6	6
5	Mondarwariya	nill	nill	nill	nill	0	4
6	Saradhana	1	nil	nill	nill	1	1
7	Tiloniya	2	4	nil	nill	6	6
8	Geegal	4	nill	nill	nill	4	4
9	Aakheri	4	nil	nil	nill	4	4
10	Ratan Pura Sardana	4	1	nill	nill	5	5
	Total	34	5	0	0	39	43
	Percentage	87.1795	12.8205	0	0	100	

Table 4.9 Distribution Of Project Affected Families By Type Of Affected

Table 4.9 represents the distribution of project-affected families by type of houses being affected during the implementation of dedicated freight corridor railway line. It is evident form the table that two type of houses has been observed in the project affected villages as discussed. The statistics show that only 5 houses getting damaged are single detached two storey structures in all project affected villages in Ajmer where socio-economic survey were conducted. Majority of the houses are single detached storey.

Table 4.10. Distribution of Project Affected Families by Occupation

Sorial					Occupa	tion Struture				Total
No.	Villages	Govt. Job	Private Service	Business	Wage Employee	Agriculture	Daily wage	Unemplyed	Other	Surveyed Families
1	Daulat Khera	1	Nil	Nil	Nil	2	Nil	Nil	1	4
2	Piplaj	Nil	Nil	Nil	Nil	3	1	Nil	Nil	4
3	Madar	2	1	1	Nil	Nil	Nil	Nil	1	5
4	Ladpura	2	Nil	1	Nil	2	Nil	Nil	1	6
5	Mondarwariya	Nil	Nil	1	Nil	3	Nil	Nil	Nil	4
6	Saradhana	Nil	Nil	Nil	Nil	1	Nil	Nil	Nil	1
7	Tiloniya	1	1	1	1	1	1	Nil	Nil	6
8	Geegal	Nil	Nil	Nil	Nil	4	Nil	Nil	Nil	4
9	Aakheri	Nil	Nil	Nil	Nil	4	Nil	Nil	Nil	4
10	Ratan Pura Sardana	2	Nil	Nil	1	1	Nil	Nil	1	5
	Total	8	2	4	2	21	2	Nil	4	43
	Percentage	18.60	4.65	9.30	4.65	48.84	4.65	Nil	9.30	100.00

Table 4.10 exhibits the distribution of project-affected families by occupational structure in project-affected villages in Ajmer district. Accordingly, project affected families have been divided into five categories of economic activities. Agriculture seems to be the chief occupation in the area. About 48 percent of total surveyed families are engaged in agriculture activities. The proportion of the project-affected families engaged in business is about 9.30%. About 18.60% of project affected families earn their livelihood from government sector. The study reveals remarkable differences in occupational structure across different project affected villages

Sl.	Villages	Religion							
No.		Hindu	Muslim	Christian	Jain	Sikh	Boudh	Others	Surveyed
									Families
1	Daulat Khera	4	Nil	Nil	Nil	Nil	Nil	Nil	4
2	Piplaj	4	Nil	Nil	Nil	Nil	Nil	Nil	4
3	Madar	4	Nil	1	Nil	Nil	Nil	Nil	5
4	Ladpura	6	Nil	Nil	Nil	Nil	Nil	Nil	6
5	Mondarwariya	4	Nil	Nil	Nil	Nil	Nil	Nil	4
6	Saradhana	1	Nil	Nil	Nil	Nil	Nil	Nil	1
7	Tiloniya	6	Nil	Nil	Nil	Nil	Nil	Nil	6
8	Geegal	Nil	4	Nil	Nil	Nil	Nil	Nil	4
9	Aakheri	4	Nil	Nil	Nil	Nil	Nil	Nil	4
10	Ratan Pura Sardana	3	2	Nil	Nil	Nil	Nil	Nil	5
	Total	36	6	1	0	0	0	0	43
	Percentage	83.72	13.95	2.33	0.00	0.00	0.00	0	100.00

Table-4.11 Distribution of Project Affected Families by Religion

Table 4.11 exhibits the distribution of project-affected families by religious faith in project-affected villages in Ajmer district. It is evident from the table that 83.72 % of all the project affected families are Hindu followed by Muslim and Christian mythology in all surveyed villages. Hence, the region seems to be Hindu dominated.

SI.	Villages]	Househol	d Ameniti	es			Total
No.	_	TV	Radio	Fridge	Mixer	Electric	Geyser	Electric	Others	Surveyed
						Cooker		Fan		Families
1	Daulat Khera	2	Nil	2	Nil	Nil	Nil	4	Nil	4
2	Piplaj	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	4
3	Madar	5	Nil	1	1	Nil	Nil	4	Nil	5
4	Ladpura	4	1	3	1	Nil	Nil	6	Nil	6
5	Mondarwariya	4	Nil	1	1	1	Nil	4	Nil	4
6	Saradhana	1	Nil	Nil	Nil	1	Nil	1	Nil	1
7	Tiloniya	1	1	1	Nil	Nil	Nil	2	Nil	6
8	Geegal	4	Nil	2	2	Nil	Nil	4	Nil	4
9	Aakheri	Nil	Nil	Nil	Nil	Nil	Nil	4	Nil	4
10	Ratan Pura Sardana	3	Nil	2	1	1	Nil	5	Nil	5
	Total	24	2	12	6	3	Nil	35	Nil	43
	Percentage	29.27	2.44	14.63	7.32	3.66	Nil	42.68	Nil	100.00

 Table 4.12 . Distribution of Project Affected Families by Household Amenities

Table reveals the distribution of project affected families by household amenities available in the house of project affected villages in Ajmer district. The study reveals that about 29.27% of the project affected families have television facility in their houses. It is also observed that television is the popular source of Information in these villages than radio. It is evident from the fact that only 2.44% of the families enjoy radio facility in these villages. The survey shows that only about 14.63% of the families have fridges in their houses.

It indicates the moderate standard of living of the inhabitants as the region experiences hot climate. Fridge seems to be the necessity of daily life. The statistics available on household items brings out that mixer is used only in 7.32% of total surveyed families. The proportion of electric cooker using facilities is slightly more than 3.66 percent of total project affected families.

SI No	Villages	I	Farming Implement	S	Total
51. 190.	vmages	Tractor	Pump Set	Electric Pump	Total
1	Daulat Khera	1	1	1	3
2	Piplaj	Nil	Nil	Nil	Nil
3	Madar	Nil	Nil	1	1
4	Ladpura	Nil	1	1	2
5	Mondarwariya	1	Nil	Nil	1
6	Saradhana	1	Nil	1	2
7	Tiloniya	Nil	Nil	Nil	Nil
8	Geegal	2	Nil	2	4
9	Aakheri	2	Nil	3	5
10	Ratan Pura Sardana	Nil	Nil	Nil	Nil
	Total	7	2	9	18
	Percentage	38.89	11.11	50.00	100.00

 Table 4.13 . Distribution of Project Affected Families by Farming Implements

Table show distributation of project affected families by the use of farming implements. Table show that only 38.7 % of total families have tractor and 11.1% of total surveyed families use electric pump in their houses .

SI.	Villages		Other A			Total	
No.		Scooter / Motor Cycle	Jeep/Car	Truck	Cycle	Total	Surveyed Families
1	Daulat Khera	3	1	Nil	Nil	4	4
2	Piplaj	Nil	Nil	Nil	Nil	Nil	4
3	Madar	3	Nil	Nil	Nil	3	5
4	Ladpura	4	Nil	Nil	Nil	4	6
5	Mandarwariya	4	Nil	Nil	Nil	4	4
6	Saradhana	1	Nil	Nil	Nil	1	1
7	Tiloniya	Nil	Nil	Nil	Nil	Nil	6
8	Geegal	3	1	Nil	Nil	4	4
9	Aakheri	2	Nil	Nil	Nil	2	4
10	Ratan Pura Sardana	2	Nil	Nil	Nil	2	5
	Total	22.00	2.00	Nil	Nil	24.00	43
	Percentage	91.67	8.33			100.00	

 Table 4.14 Distribution of Project Affected Families by Other Assets

Table 4.14 indicates the distribution of project-affected families by other assets available in the house of project-affected families in Ajmer district. The study reveals that 91 percent of the families have scooter or motorcycle. 8.3 of the total families have been observed owning jeep/car in the project affected villages.

Table 4.15- Availability o	f electricity
----------------------------	---------------

Sl. No.	Villages	Electricity	Total Surveyed
	v mages	Available	Families
1	Daulat Khera	yes	4
2	Piplaj	yes	4
3	Madar	yes	5
4	Ladpura	yes	6
6	Mandarwariya	yes	4
7	Saradhana	yes	1
8	Tiloniya	yes	6

SI No	Villages	Electricity	Total Surveyed
51. 140.	v mages	Available	Families
9	Geegal	yes	4
10	Aakheri	yes	4
11	Ratan Pura Sardana	yes	5
	Total		43

Table 4.15 presents the distribution of project affected families by access to electricity facility across different project affected villages. The study reveals that only one mode i.e. electricity is used in these villages. The study shows that 100% of the families have access to the electricity.

Sl. No.	Villages	Aware	Total Surveyed Families
1	Daulat Khera	yes	4
2	Piplaj	yes	4
3	Madar	yes	5
4	Ladpura	yes	6
6	Mandarwariya	yes	4
7	Saradhana	yes	1
8	Tiloniya	yes	6
9	Geegal	yes	4
10	Aakheri	yes	4
11	Ratan Pura Sardana	yes	5

 Table-4.16
 Awareness about the project

Table 4.16 Regarding awareness about the project 100 percent respondents stated that they were aware about the proposed dedicated freight corridor railway line. As per source of information about the project is concerned maximum respondents have received information regarding dedicated freight corridor project from newspaper

	Table 4.16	Type of Benefits	
--	-------------------	------------------	--

S.No.	Villages		Total	Total Surveyed Families			
		Wage Employment	Business Opportunity	Industry Establishment	Comments Declined		
1	Daulat Khera	1	3	Nil	Nil	4	4
2	Piplaj	2	2	Nil	Nil	4	4
3	Madar	4	1	Nil	Nil	5	5
4	Ladpura	6	Nil	Nil	Nil	6	6
6	Mandarwariya	2	1	Nil	1	4	4
7	Saradhana	Nil	Nil	Nil	1	1	1
8	Tiloniya	5		Nil	1	6	6
9	Geegal	2	2	Nil	Nil	4	4
10	Aakheri	3	1	Nil	Nil	4	4
11	Ratan Pura Sardana	4	Nil	Nil	1	5	5
	Total	29	10	Nil	4	43	43
	Percentage	67.44	23.26	Nil	9.30	100.00	

While examining the economic benefits likely to be accrued from dedicated freight corridor project multiple responses have also been kept in individual key field. It is evident from the Table 4.16 that 67.44 % of the respondents stated that dedicated freight corridor project will provide wage employment to the local inhabitants. in About 23.26% of the respondents opined that if the project is

implemented, there would be ample trade and business opportunities. Interestingly, there is only one affected family in Ajmer feel that there are also chances of industrialization.

		Sources of Potable Water					
Villages	Dig Well (Private)	Dig Well (Common)	Pump Well (Common)	Private pump well	Tap water	Others	Total
Daulat Khera	2	Nil	1	Nil	Nil	1	4
Piplaj	Nil	4	Nil	Nil	Nil	4	8
Madar	Nil	Nil	3	Nil	Nil	2	5
Ladpura	Nil	Nil	Nil	2	Nil	4	6
Mandarwariya	Nil	Nil	Nil	4	Nil	Nil	4
Saradhana	Nil	Nil	1	Nil	Nil	Nil	1
Tiloniya	Nil	Nil	Nil	Nil	Nil	6	6
Geegal	1	Nil	3	Nil	Nil	Nil	4
Aakheri	1	Nil	Nil	Nil	Nil	3	3
Ratan Pura Sardana	Nil	Nil	Nil	3	Nil	2	5
Total	2	4	8	9	0	22	43
Percentage	4.44	8.89	17.78	20.00	0.00	48.89	100.00

 Table-4.17
 Sources of Potable Water

About six sources of water have been witnessed in the project affected villages. The study indicates that about 4.44% families depend on private dig wells for their drinking water needs. About 8% of the total surveyed families use common dig wells for drinking water.

The study shows that tap water which is considered relatively hygienic source of water is not found in surveyed area..

S.no	Villages	Livestock Size					
		Cow	Ox	Buffalo	Sheep	Goat	Total
1	Daulat Khera	3	1	11	Nill	4	19
2	Piplaj	9	3	10	Nill	Nill	22
3	Madar				Nill	Nill	Nill
4	Ladpura	5	2	6	Nill	11	24
6	Mandarwariya	8		6	Nill	6	20
7	Tiloniya	4			Nill	3	7
8	Geegal	2	2	3	Nill	15	22
9	Aakheri	8		12	Nil	30	50
10	Ratan Pura Sardana				Nill	2	2
	Total	39	8	48	Nill	71	166
	Percentage	23.49	4.82	28.92	Nill	42.77	100

Table-4.18 Distributation of Livestock Holding in Project Affected Villages

Table 4.18 indicates the distribution of livestock holdings in different project affected villages in Ajmer district. It is evident from the table that only 43 families have been surveyed in the area. Interestingly, 166 heads of livestock have been observed. It shows that on an average each family raises one cattle at its house. The study shows that buffalo is most coman animals in this regain

c		Preferences			
S. No.	Villages	Compensation	Resettlement/Rehabilitation (R&R)	Both Compensation and R&R	Surveyed Families
1	Daulat Khera	3	Nil	1	4
2	Piplaj	1	Nil	3	4
3	Madar	3	1	1	5
4	Ladpura	5	1	Nil	6
6	Mandarwariya	3	1	Nil	4
7	Saradhana	1	Nil	Nil	1
8	Tiloniya	3	2	1	6
9	Geegal	3	1	Nil	4
10	Aakheri	2	2	Nil	4
11	Ratan Pura Sardana	4	1	Nil	5
					43
	Total	36	10	6	
	Percentage	69	19	12	100

Table-4.19Compensation

Table-4.19 presents the distribution of project affected families by preferences regarding resettlement and rehabilitation likely to result from proposed dedicated freight corridor across different project affected villages. The study brings out that about 69% of total surveyed families stated they should be properly compensated. The proportion of families demanding both compensation and resettlement and rehabilitation is 12% at the district level. There are remarkable variations in this regard across the project-affected villages. 19% of total project affected families preferred R& R package

(5) Sketches & Photos in Ajmer District

Location: 26°30,539' N & 74° 43,093' E



Photos of Affected Structures at Ladpura Station



Ladpura Railway Station

Ladpura Crossing Gate No. 39C PAF1: on the right side of the track



Photos of Affected Structures at Sardhana Station



Sardhana Railway Station



PAF2, PAF3 , SR1 and SR2 and SR5 on the eastern side of the track



Gate No.7C: Oil Depot at about 42 m from the track on eastern side



SR4 and SR3 on the eastern side of the track





Photos of Affected Structures at Gegal Akhri Station





Geegal Akhri Station

Crossing near Gegal Akhri Station



Photos of Affected Structures at Beawar Station



Beawar Railway station is on eastern side. It is the big town and last station of Ajmer Dist in eastem side.



Big settlement between Gate no 26 and railway station. App. 20 – 25m distances in eastern side.



Gate No. 24 C: Settlement 6 houses at eastern side at app 20-25m distances.

5. Pali District

(1) SOCIAL ENVIRONMENT - PALI

Socio-Economic Survey among PAFs

101	ROW – 1; ROB-2; Squatter-3	
102	Date of Interview :	
103	Place of Interview :	
104	Name of Interviewer :	
105	Checked by Supervisor :	
106	What is the type of house likely to be affected?	
	Single detached one-storey (1)	
	Single detached two-storey (2)	
	Single detached three-storey or more (3)	
	Apartment/Row house duplex (4)	
	Shanties connected to each other (5)	
	Tents or tentative simple hut (6)	
107	Please write the description of the house appearance/housing.	
Questtio	Roof (G.I. sheets-2; Tiles-2; Nipa or other natural materials – 3;	
nnaire FormO	Concrete -4; Others - 4)	
FormQ	$\mathbf{W}_{\mathbf{v}} = \mathbf{U}_{\mathbf{v}} (\mathbf{A}_{\mathbf{v}})^{T} + \mathbf{U}_{\mathbf{v}} (\mathbf$	
	Walls (All concrete -1; Concrete and Wood-2; All Wood -3; Nina or other natural materials-4: Others-5)	
108	What is the tenure status of land and house?	
100	(Own land and house-1; Rent land and own house-2; Rent land and	
	house-3; Illegal occupancy of land and own house-4; Others-5)	
109	What is the Land status? (Privately own land-1; Public land-2)	
110	BASIC PROFILE OF PAP	
А	Name of Interviewee (only adult members):	
В	Administrative Location:	
i	State :	
ii	District :	
iii	Panchayat:	
iv	Village :	
C	Location	
C.1	Type of Location	
	Parallel to railways - 1	
	Near Diversion - 2	
	Near ROB-3(for ROB only)	
	Others - 4	
C.2	Specific Location:	
	If parallel, specify the given section No.	
	If diversion, specify the given section No.	
	(for ROB only)	ļ
	If ROB, specify nearest station name(s) where ROB are located	

	Right-hand side/Left-hand side from Mumbai (Western Corridor)/Delhi (Eastern Corridor)	
D	Relation to Head of Family :	
Е	How long have you been living here? Please provide approx. no. of years	
F	How long are you planning to live here (in years)? (for Squatters only)	
G	Profile of Head of Family:	
	Head of Family (Name)	
	Sex	
	Age	
	Marital Status	
	Occupation (If he/she is unemployed, please describe as "unemployment")	
	Use code - 1.Govt. Service; 2.Private Service; 3.Business; 4.Wage Employee; 5.Agriculture; 6.Daily wage labour; 7.Unemplyed; 8.Others (specify)	
	Attainment Level of Education Use code - 1.Illiterate; 2.Can Read only; 3.3. Can read and write both; 4.Upto Class 5 5.Upto Class 12 or Plus 2; 6.Graduate & above; 7.ITI, Diploma/Degree, CA, ICWA, MBA, etc; 8.Others (specify)	
	Religion Use code - 1.Hindu; 2.Muslim; 3.Christian; 4.Jain; 5.Sikh; 6. Boudh; Other (specify)	
	Social Category Code – 1. General; 2. SC; 3. ST; 4. OBC	
	Total number of family members (including infants and children)	

113) HOUSEHOLD BUDGET A) <u>Income</u>

Source of Income of from	Average Income in (Rs.)				
various sources	Daily	Monthly	Yearly		
a. Agriculture					
b. Wage Labour					
c. Business/Trading					
d. Service					
e. Livestock & Animal					
f. Fishing & Aquaculture					
g. Cottage Craft					
h. Forestry					
i. Other (specify					
Total Income					

D) Assets

Livestock holding of the family (Write the unit in nos.)	No.
25. Cow	
26. Ox	

27. Buffalo	
28. Sheep	
29. Goat	
30. Camel	
31. Donkey	
32. Horse	
33. Pig	
34. Chicken	
35. Duck	
36. Others livestock (specify)	

C) Agricultural Implements

Agricultural implements owned by the family	Yes	No
17. Tarctor	1	2
18. Power Triller	1	2
19. Thresher	1	2
20. Harvester	1	2
21. Genset Sprayer	1	2
22. Pump Set	1	2
23. Electric Pump	1	2
24. Others Specify	1	2

D) Household Items

Household items owned by the family	Yes	No
23. TV	1	2
24. Fridge	1	2
25. Mixer	1	2
26. Electric Cooker	1	2
27. Geyser	1	2
28. Electric Fan	1	2
29. OTG	1	2
30. Toaster	1	2
31. Microwave	1	2
32. Radio	1	2
33. Others Specify	1	2

E) Other Assets of Family

Other assets owned by the family	Yes	No
13. Scooter/Motorcycle	1	2
14. Jeep/Car	1	2
15. Truck	1	2

16. Bus	1	2
17. Bullock/Camel Cart	1	2
18. Others Specify	1	2

F) Total Annual Saving: ----- (Rs.)

G) Loan

a. Have you taken any loan? 1. Yes, 2. No, 3. Don't Knowb. If yes, then please tell us the following:

Name of the loan provider	Amount (in Rs.)	Re-paid (in Rs.)	Balance (in Rs.)
9. Bank			
10. Relative/Friend			
11. Mahajan			
12. Other (specify)			

112 PRODUCTION AND EMPLOYMENT

A-1	Land Title	Response
	Own with Title (1)	
	Own without Title (2)	
A-2	Tenure Status: If Own with Title, please select one or	
	more:	
	Borrow at No Charge (1)	
	Rent from Authorities (2)	
	Rent from Individuals (3)	
	Other Status (4)	

B) Area of Land: If Own with Title, please answer the questions below: (for Non-Squatters)

B .1)	Do you have agricultural land?	a. Yes	b. No
D .1)	Do you have agricultural land.	u. 105	0.110

B.2) If Yes, please tell us the total land owned by you (in local unit).

Type of Land	Area			
	Sqm.	Bigha	Biswa	Hectare
1. Agricultural land				
2. Orchard				
3. Others (specify)				
Total Land				

E) In case of farmers, list names of your 3 major products (for Non-Squatters)

<u>1.</u> <u>2.</u> <u>3.</u>

D-1) In case of other occupations, specify main income source?

D-2) Select the observed type of squatters (for Squatters)

Category of squatter	Please write response
Illegal residents with station-related occupation (1)	
Shops of illegal occupancy (2)	
Seasonal labour (Agriculture) (3)	
Seasonal labour - Factory/Construction (4)	
Gangmen's colony (5)	
Migrant Tribe (6)	

E) What is the most serious problem on your livelihood?

113 ACCESSIBILITIES

F) Accessibilities in Normal Conditions

		Distance			
	Average	Frequency	Frequency to cross	Mode	(km)
	Time per	1: 1 Day	the level crossing	1: Foot	
	Trip	2: 2-3 days	per day. Specify the	2: Bicycle	
	(minutes)	3: 1 Week	number	3: Ox Cart	
Destination		4: 2 Weeks	(e.g. 3 times/day).	4: Horse Cart	
		5: 1 Month		5: Camel Cart	
		6: 2 Months		7: Motor Bike	
		7.6 Months		8: Car	
		8: 1 Year		9. Bus	
				10. Others	
District Center					
Large Market					
Small Market					
High School					
Secondary					
School					
Primary School					
Farming Land					
Health Clinic					
Hospital					
Religious Center					

G) How often do you cross ROBs? Specify the number (e.g. 3 times/day). (Only for ROBs)

H) How often do you cross ROBs with Non-motorized Vehicles (NMVs)? Specify the number (e.g. 3 times/day). (Only for ROBs)

114 UTILITIES

G) Access to Potable Water

Please check the status of access to potable water.

Kind of Facilities			Please check.
Dig Well (Private)			
Dig Well (Common)			
Pump Well (Private)			
Pump Well (Common)			
Bought from Water Vendors			
Other Facilities ()		
Other Natural Water Sources ()	

H) Access to Toilet Facilities

Please check the status of access to toilet facilities.

Kind of Facilities	Please check.
In-door Toilet	
Out-door Toilet (Private)	
Out-door Toilet (Common)	
Not Available	

I) Access to Electricity

Please check the status of access to electricity.

Kind of Facilities	Please check.
Power line	
Generator (Private)	
Generator (Common)	
Car Battery	
Not Available	

115 COMMENTS ON RESETTLEMENT & REHABILITATION

Questions	Response
A. Are you aware that Govt. of India has initiated Dedicated Freight Corridor Project in which a separate railway line will be laid for transportation of goods between <u> and Mumbai and Delhi and Howrah?</u>	5. Yes6. No(If No, go to C).
B. If Yes , what has been your source of information for DFC Project?	 TV Radio News Paper Word of Mouth Friend/Relative Others (specify)
C. Do you think the project will provide economic benefit in the area?	 Yes No No comment
D. In your opinion what kind of economic benefit would take place?	 9. Wage employment 10. Business opportunity 11. Industry establishment 12. Others (specify)
E. In case you are to be displaced by the project what would be your choice?	 Self relocation or voluntary relocation Protest displacement Conditional

	14. Can't say now
	15. Others (specify)
F. As regards resettlement and rehabilitation what would be your request to the Project Implementing Authority or Project Owner?	9. Compensation
	10. Resettlement and Rehabilitation
	11. Compensation & R&R both
	12. Other (specify)

(2) 2nd Stage pf District Level Stakeholder/Public Consultation Meeting in Pali District

1.0 Brief Description of the State RAJASTHAN

Rajasthan is a vibrant, exotic state where tradition and royal glory meet in a riot of colors against the vast backdrop of sand and desert. It has an unusual diversity in its entire forms- people, customs, culture, costumes, music, manners, dialects, cuisine and physiography.

Rajasthan is located in the northwestern part of the subcontinent. It is bounded on the west and northwest by Pakistan, on the north and northeast by the states of Punjab, Haryana, and Uttar Pradesh, on the east and southeast by the states of Uttar Pradesh and Madhya Pradesh, and on the southwest by the state of Gujarat. The Tropic of Cancer passes through its southern tip in the Banswara district. The state has an area of 132,140 square miles (342,239 square kilometers).

In the west, Rajasthan is relatively dry and infertile; this area includes some of the Thar Desert, also known as the Great Indian Desert. In the southwestern part of the state, the land is wetter, hilly, and more fertile. The climate varies throughout Rajasthan. On an average winter day temperature ranges within 8° to 28° C (46° to 82° F) and summer temperature ranges within 25° to 46° C (77° to 115° F). Average rainfall also varies; the western deserts accumulate about 100 mm (about 4 in) annually, while the southeastern part of the state receives 650 mm (26 in) annually, most of which falls from July through September during the monsoon season.

1.1 Brief Description of the District PALI

AREA

• 12,387 sq. km. (3.62% of the state)

LOCATION

The district shares common border with six districts of Rajasthan. In the north, it is bordered by Nagaur and Jodhpur districts, in southeast by Udaipur and Rajasmand districts, and in the northeast by Ajmer district. Sirohi and Jalore are on the south west and west respectively.

DISTANCE FROM MAJOR CITIES

- Jaipur-303 kms
- Delhi-64 kms
- Ahmedabad-309 kms
- Mumbai- 860 kms

CLIMATE AND RAINFALL

- Average maximum temperature recorded is 41 degrees Celsius.
- Average minimum temperature is 10 degrees Celsius.
- Average rainfall received is 49cms.

ADMINISTRATIVE SETUP

There are four sub-divisions in the district namely Pali, Bali, Sojat and Jaitaran. They are divided into seven tehsils.

HUMAN RESOURCES

Indicators of Human Resources		
Total Production	Persons	1,819,201
Density of Population	Persons Per Sq.kms.	147
Literacy	Percent	54.92
Total Working Population	Percent	31.11
Percentage Distribution of Work Force		
Cultivators	Per cent	50
Agricultural Laborers	Per cent	14.34
Household Industry Manufacturing,		
Processing Servicing and Repairs	Per cent	10.93
Other Workers	Per cent	24.73

Infrastructure

•

•

•

• <u>Electricity</u>

The district gets power from Bhilwara, Sirohi, and Jodhpur & Beawar through 132 kV transmission lines. There are 6 grind sub-sections & 4033 kV sub-stations in the district. All the 904 villages in the district have been electrified. The number of power connections released as on March 2000 is 1, 81,067.

Water

Luni River is the only major river in the district. Four tributaries viz. Lilri, Sukri, Bandi and Jawal discharge their water in river luni. There are a number of tanks and five small dams in the district for irrigation purposes. Ground water occurs in the bedrock formations in area around Pali, Kahirala, Bhetnada and Sojat.

<u>Road Transport</u>

The district has direct road connections with other districts of the state. Metallic roads connect all the tehsil headquarters and important towns of the district with each other. The National Highway No.8 linking Delhi and Ahmedabad passes near the boundary of Pali district. The total length of roads in the district is 4,544 cm as on 31 March 2000.

<u>Rail Transport</u>

Rail transport is directly connected with Jodhpur and Udaipur. Marwar junction, Rani and Bali towns fall on the meter gauge Jaipur-Ahmedabad line. The total length of railway lines in the district is 264 kms.

<u>Air Transport</u>

The nearest airport is at Jodhpur (72 kms.)

1.2 Project Features in Pali

- Dedicated Freight Western corridor enters in Pali district from Sirohi near Nana Railway station.
- In Pali district DFC project passes along the existing railway line i.e. Bhamdar, Falna, Rani, Nimbara, Sajot Road, Kanwala, Bar Railway station and enter into Ajmer.
- In this section, there is no important bridge.

- There is one railway crossing with proposed corridor in this section where rail fly over has been proposed I.e Marwar-Malvi Jn MG branch line and single DFC line for Marwar junction station of North-western Railway.
- Only one junction Station Yard has been proposed near Marwar Junction.
- Four crossing stations have been proposed in this district at the following stations; Jawali, Broliya, Chandawal and New Bar.
- At the following railway station few buildings like: old railway quarters and station buildings, platforms etc. will have to be dismantled. Names of the railway stations are Nana, Moribera, Falna, Rani, Jawali, Somesar, Marwar, Sojat Road, BagriNagar, BagriSajjanpur, Guriya and Haripur.

1.3 Alignment of Pali District



PROJECT SUMMARY SHEET		
Title of the Project	2nd stage of Stakeholder/Public Consultation Meeting for Development Study Regarding the Dedicated Multimodal High Axle Freight Corridor for Ministry Of Railway Govt.	
Date and Place of Meeting	28-06-07 Badri Bhawan, Pali Darwaja Road, Sojat City, Pali	
Local Consultant	Mantec Consultant Pvt. Ltd. New Delhi.	
Local Organizer	Society For Environment & Development UG-3, E77, West Vinod Nagar, Delhi-110092	
Organizing Place	Badri Bhawan, Pali Darwaja Road, Sojat City, Pali	
No. Invitees	156	
No. of Participants	125	
Methods Used for Information	Personal Contact: -	
Dissemination	Dispatching Invitation Letter:-	
	Information in Newspaper:-	
	Invitation to Distt. office by letters	
	Information at Panchayat Office and Teh. Office	
	Others - Press News Dainik Bhaskar and Rajasthan Patrika, Dainik Navjoyti.	
Stationary Served to the Participants	Writing Pad	
	Ball Pen	
	Questionnaire	
Methods Adopted for Discussion	Slide Presentation	
	Lecture	
	Group Discussion	
	Question/Answer Session	
Methods Adopted for Documentation	Still Photography	
	Audio/Video Recording	
	Minutes of Meeting	
Media Coverage	Newspaper: DanikBhansker, DanikNavjyoti, Rajasthan	
	Patrika.	

2.0 Project Summary Sheet

2.1 Method of Selection of Stakeholders

The latest version of JICA Guidelines for Environment and Social Consideration has been developed in 2004 so that JICA funded feasibility study incorporates due consideration of the environmental protection and safeguards the sectors of society directly or indirectly affected by the project. Current feasibility study is carried out applying this guideline

In order to encourage participation of the local residents, Stakeholder/ Public Consultation Meeting is considered as a tool that should play an important role during the project design stage. It is designed to

- Disclose information on project for open discussion.
- Disseminate information to the lowest possible hierarchy of the social system.
- Obtain interaction of the participants of Stakeholder/Public Consultation Meetings.
- Reflect the valid comments elicited from the open discussions to the design of the project.

• Build a consensus on the project implementation and associated factors.

There are three stages of Stakeholder and Public Consultation Meetings. The first stage of Stakeholder/Public Consultation Meeting is held on state level, followed by second stage of Stakeholder/ Public Consultation Meeting held in the districts, and the third stage of stakeholder/ public consultation meeting is held in the villages directly affected by the project.

The Mantec Consultants Pvt. Ltd has already organized first stage of Stakeholder/Public Consultation Meeting in the state of Rajasthan.

To organize the second stage of Stakeholder/ Public Consultation Meeting Mantec consultants has authorized "Society For Environment and Development" to meet the concerned government authorities and collect relevant data for carrying forward the social environment study and organize second stage of Stakeholder/Public Consultation Meeting for information dissemination about the project As per direction of the guidelines for conducting the 2^{nd} stage of the Stakeholder/ Public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 01-06-07 to facilitate these meetings.

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Boards were contacted to participate in the Meetings. State Government Departments were also apprised and approached and were invited to participate in the Stakeholders/Public Consultation Meetings including the State Public Works Department, Irrigation and Power, Urban Development and Poverty Alleviation Department, industries, telecommunication and Information technology Trade and Commerce, Surface Transport, Tourism, Container/Corporation of India, Port Trusts etc.

Our meeting Facilitator Team visited all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project. Our team also met & informed the distt. Administration and requested to help in organizing the public meeting successfully. Local stakeholders along the railway line, affected farmers, businessmen, private service and Govt. service employees were invited in the meeting. Our study team also contacted Tehsildars of affected Tehsils, Panchayat Samiti Pramukhs, Gram Pradhan, local MLA and requested them to attend the meeting and also gave necessary support in conducting second stage of Stakeholder/Public Consultation Meeting. Public consultation on proposed Dedicated Fright Corridor (DFC) was held in Ajmer district of Rajasthan on 20th June 2007 at Raj Palace, Near Nagina Bagh, Ajmer. Extensive publicity was done one week prior to the program through distribution of pamphlets, one to one meetings, announcement through loudspeakers in villages and newspaper releases.. Around 156 people directly and many more times indirectly were invited for the program. Around 135 persons from affected villages, members of market associations, transport unions, industry associations, media and government departments participated. Press Conference was held on 19th June and News was published in all leading newspapers like Rajasthan Patrika, Dainik Bhaskar, and Dainik Navjyoti, Rastradoot etc. on both 20th & 21st June 2007.

The main objective of the second stage of Stakeholder/Public Consultation Meeting is to disseminate the general information to public. In the State of Rajasthan seven Districts will be affected by this DFC project. Affected districts are Alwar, Sikar, Nagaur, Jaipur, Ajmer, Pali & Sirohi. In the district of Ajmer DFC does follow the existing rail line with one detour of 13 km. at Kishangarh and small diversion in Adarsh Nagar, Ajmer due to congested areas. Therefore new land will be acquired for DFC project especially in Kishangarh. While extending invitations our meeting facilitator team took consideration that the people of that area were present in the meeting. Not only that our meeting facilitator team visited all the affected villages and requested primary and secondary stakeholder to attend the meeting, Satterfield random sampling method was also used for the selection of stakeholders because limited people had to be invited. Our meeting facilitator team also took consideration while extending invitations that vulnerable group of affected area should definitely be present in the meeting.

2.2 Selection of Meeting Facilitators

Simultaneously extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the Stakeholders/Public Consultation Meetings. Preference was given to appoint Non Government Organizations (NGO) who had local presence, popularity and experience of social and public works. The NGO had to be well acquainted with multifarious cross section of society to help in the selection of the right type of stakeholders for the meetings as well as for facilitating other related activities. i.e.

- Venue of the meetings
- Arrangements to be made
- Assistance in local publicity
- Invitation to the stakeholders and motivating them for participation
- Maintenance and compilation of records and feed backs and
- Other local arrangements like transport, hospitality, security and smooth conduction of the meeting proceedings.

An NGO 'Society for Environment & Development' was therefore appointed for facilitating the Stakeholders/ Public Consultation meeting in the Pali District.

2.3 Selection of Stakeholders (Invitees)

Our meeting facilitator team also invited DRM, Ajmer, Divisional safety Officer, Ajmer, District Industry Officer, Ajmer, Conservator of forests, Ajmer, D.M. Ajmer, Range Forest Officer, Tarasali, Superintendent of Police, Ajmer, President, Ajmer Zila Laghu Udhog Sangh and Sarpanch of Seven panchayats also with general public. Around 156 people were invited to attend the stakeholders/ public consultation meeting.

2.4 Method of Information Dissemination

A) Method of Notifying the Meeting to the Participants

- 1. Notified the date and venue of the Stakeholders/ Public Consultation meeting in local newspaper, Radio, TV and requesting people to attend the meeting.
- 2. With help of local NGO we tried to put up and handover the information of the project on the public place in the area.
- 3. With the help of the local NGOs we tried to dissemination the information of the project to the local people by face-to-face meetings as much as possible.
- 4. With the help of local media we tried to publish the summary of Stakeholders and Public Consultation Meeting in newspaper, TV, Radio.

2.5 Venue of Stakeholder and Public Consultation Meeting

Badri Bhawan, Pali Darwaja Road, Sojat City, Pali

3.0 Participants of the Stakeholder/Public Consultation Meeting

Around 125 people participated in the stakeholders/ public consultation meeting.
3.1 Details of Stakeholder/ Public Consultation Meeting

Stakeholders/ Public consultation meeting is a bottom up approach in this gigantic freight corridor project. It is one of the tools to reflect the views of the general public as well as those concerned with the project ranging from the central and local government organization to commercial and industrial sectors of the society as a whole. It is an important tool of information dissemination during the planning stage of project.

2:00 pm Representative from 'Society for Environment & Development', introduced Representative of Mantec Consultants, New Delhi, Sarpanch, Bavadi, Sarpanch, Dundhala, Sarpanch, Sojat Road to the participants. He also gave brief introduction and objectives of organizing the program. Mantec representative gave details about the project through power point presentation and invited views from participants. Following were the main points of discussion during the program

- 1. Alignment of the new railway line and affected villages/urban areas.
- 2. Area to be acquired by the Railways.
- 3. Compensation package for the affected farmers, shop & house Owners etc.
- 4. Diversions, Stations & Detour to be constructed at Kishangarh in the district.
- 5. When will the work begin & completion of project.
- 6. Economic development of the area.
- 7. Benefits of the project to general public at large and specific people.
- 8. Negative impact of the project on specific sector/service.

2:20pm Mantec representative, explained that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed, he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel and fertilizer is anticipated on Ludhiana- Delhi – Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, and Delhi upto Ludhiana. On average approximately 9000-loaded trucks move daily over the corridors, i.e. Delhi- Mumbai Western Corridor and Ludhiana – Howrah Eastern Corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai –Delhi, from Palanpur upto Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan, because of the congested areas, change all the way upto Mehsana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

2:50 pm Question/Answer session (Details of questions and answers is given separately)

3.30 pm The meeting ended with vote of thanks to the chair and snacks and tea was served.

3.2 Description of Profile of Participants

The major observations of the Stakeholders/Public Consultation Meeting held at Sojat City, Pali on 28-06-2007 recorded through questionnaires are as follows:

Sl. No.	Name of Village / City	Total Respondents	% of Total
1	Bagghi	4	3.20
2	Sojat Road	32	25.60
3	Dadiya	8	6.40
4	Murrliya	16	12.80
5	Dhundla	26	20.80
6	Bagri Nagar	5	4.00
7	Sawrad	20	16.00
8	Videsi Kuwa	6	4.80
9	Sojat City	2	1.60
10	Chandwal	6	4.80
	Total	125	100.00

Table 1.1 Distribution of Respondents by Village

Table 1.1 reveals that there were total seventy one respondents present, natives of ten villages /towns participated in the Public Consultation Meeting on dedicated freight corridor project. The Sojat Road village has shown the highest participation (25.6%) while the lowest participation (1.6%) was observed from Sojat City. The participation of respondents of other villages hovered between these two extreme values.

Sl. No.	Name of Caste Structure	Total Respondents	% of Total
1	Scheduled Caste	9	7.20
2	Scheduled tribe	2	1.60
3	Other backward class	100	80.00
4	General	14	11.20
	Total	125	100.00

Table 1.2 Distribution of Participation by Level of Caste Structure

Overall the maximum participation was from OBC (80%), as the Public Consultation Meeting was organized in one of the backward districts. The representation of general was listed second i.e. 11.2 percent. The data shows that the scheduled caste is represented third while scheduled tribe is fourth.

Sl. No.	Name of Caste Structure	Total Respondents	% of Total
1	Less than 4	47	37.60
2	Less than 6	39	31.20
3	More than 6	39	31.20
	Total	125	100.00

 Table -1.3 Distribution of Participants by Family Size

Table 1.3 brings out that the family size varies from less than four persons to more than six persons in the region. The respondents having highest representation (i.e. less than 4 persons) family size, represented 37.6%.

Sl. No.	Categories	Numbers	% of Total
1	Native	103	82.40
2	Migrated	22	17.60
	Total	125	100.00

Table -1.4 Distribution of Participants by Origin

Table 1.4 points out that majority (82.4 %) of the respondents are original inhabitants of the region. Only about 17.6% participants have reported as migrated from outside. No views were given on majority issues in the public consultation meeting.

Sl. No.	Categories	Numbers	% of Total
1	Literate	125	100.00
2	Illiterate	0	0.00
	Total	125	100.00

Table -1.5 Distribution of Participants by Literacy Status

Table 1.5 indicates that all the people participating in the public consultation meeting were literate.

Sl. No.	Categories	Numbers	% of Total
1	Under Matric	68	54.40
2	Matric	47	37.60
3	Higher Secondary	0	0.00
4	Graduate	10	8.00
5	Other Profession Qualification	0	0.00
	Total	125	100.00

Table -1.6 Distribution of Participants by Level of Education

Table 1.6 shows the distribution of participants by level of educational attainments. The level of educational attainment could be taken as an indicator of social development of any region. The statistics indicate that the proportion of respondents at the below matriculation level has been observed as highest (54.4%). The Analysis shows that as the educational level increases the proportion of the respondent's decreases except in one level, which is graduation (8.0%). It is ascribed to the primitive economy of the regions evident from the table 7. It shows that public consultation meeting has been attended by aware and educated people of the area.

Sl. No.	Categories	Numbers	% of Total
1	Agriculture	85	68.00
2	Private Service	16	12.80
3	Govt. Service	4	3.20
4	Business	20	16.00
5	Others	0	0.00
	Total	125	100.00

 Table -1.7 Distribution of Participants by Occupation

Table 1.7 depicts the distribution of participants of stockholder's meeting by occupation. It is evident that highest proportion of the respondents are engaged in primary activities particularly agriculture. Agriculture is the chief occupation of 68% respondents in the region. As per the data it shows that 12.8% and 3.2% respondents are engaged in private and govt. services respectively. The proportion of the respondent earning their livelihood from other economically gainful activities is second highest (16%) in the area. It indicates that the occupational pattern of the area is diversifying.

Sl. No.	Categories	Numbers	% of Total
1	Rs 10,000 to Rs25, 000	55	44.00
2	Rs25, 000 to Rs 50,000	34	27.20
3	Rs 50,000 to Rs 100,000	23	18.40
4	Rs 100,001 and Above	13	10.40
	Total	125	100.00

 Table- 1.8 Distributions of Participants by Level of Yearly Income (Rupees)

Table 1.8 shows the distribution of participants by level of annual household income of the respondents, the entire population has been divided into four categories. The data reveals that the level of annual household income varies from Rs 10,000 to less than rupees 25,000 or more than rupees 1, 00,000 in the region. The analysis brings out that about 44% respondents earn less than rupees 25,000 in a year. The highest proportion of the participants falls in the same category. The proportion of household earning more than one lac in a year is only 11.4%, while the other two categories i.e. between Rs 25,000 to 50,000 and 50,000 to Rs 1, 00,000 shows 27.2 % and 18.4% respectively.

Sl. No.	Item	No. of Participant	% Percentage
1	Significant Impact	105	84.00
2	Relatively Significant Impact	14	11.20
3	Insignificant Impact	2	1.60
4	Negligible Impact	4	3.20
	Total	125	100.00

Table- 1.9 Distributions of Participants by the Significance of Impact of the Project

The table shows that the maximum Participants are significantly impacted from this project. Table 1.9 shows that 105 respondent (84%) told that the impact of project would be significant and 14 respondent (11.2%) replied that the impact would be relatively significant. 1.6 % respondent think that the affect of project will be either significant or relatively significant. 3.2% told that there would be no affect.

Sl. No.	Item	No. of Participant	% Percentage
1	Loss of Land	49	39.20
2	Loss of Occupation	23	18.40
3	Loss of Live hood	17	13.60
4	Other	36	28.80
	Total	125	100.00

Table 1.10 shows that 49 respondents (39.2%) will lose their agricultural land, which is the source of their income, as agriculture is their prime occupation, while 23 respondents (18.4%) reported that they are going to lose their occupation. 17 respondents (13.6%), replied that they will lose livelihood while other 28.8% told that they will face other difficulties.

Sl. No.	Item	No. of Participant	% Percentage
1	Land	16	12.80
2	Case	58	46.40
3	Home	12	9.60
4	Other	39	31.20
	Total	125	100.00

Table 1.11 Distributions of Participants by Type of Compensation

Table 1.11 shows that if Govt. acquires the land what type of compensation they would want. 16 respondents (12.8%) wanted that they should be given land for land while 58 respondents (46.4%) replied that they want cash compensation for land. While 12 (9.6%) respondents asked for house compensation to be given and 39 respondents (31.2%) wanted other facilities for the land.

3.3 Question / Answer

During the proceedings of the Public Consultation Meeting a lot of discussions took place amongst the stakeholders, local politicians and transport union leaders, representative of NGOs, media persons and organizers of the meeting. The major issues that emerged during the discussion and suggestions regarding the item No 13 of the questionnaire together are enumerated as under:

Question 1 Participant from Mukhalia asked, "When the project would be completed?"

Answer 1 Mantec representative replied "The project feasibility study has been started in 2006 and this corridor is expected to be completed by 2013 whereas the entire DFC Project is expected to be functional by the year2021-22. The decision in principal has already been taken by the Govt. of India has conducted studies at its own level also. It has been accepted that this project will be playing an important and essential role in maintaining and adding further to the present economic growth of the country. Considering the importance of this project the government is keen to implement this project at the earliest. The groundwork has therefore started holding such meeting to spread general awareness. These will help in undertaking further studies concerning actual implementation of the project. All the efforts are being made to complete these basic studies at the earliest and a time frame has been projected to complete these studies in as short a time as possible."

Question 1 Participant from Dhundala asked, "What would be the land requirement to fulfill the construction of freight corridors?"

Answer 2 Mantec representative appreciated his question and replied, "The railway needs only 20 meters of land from middle of the existing track on its eastern side. Actually only 20 meter of land is required for the construction of the new railway track for DFC."

Question 3 Participant from Sojat Road inquired "Would there be any benefit to the layman from this project?"

Answer 3 In this context Mantec representative replied "A common man would get employment from this project." He also added "The project aims to generate around 6.80 lac jobs in the country."

Question 4 Participant from Udeshi Kuan, representative from Business sector asked "Is there any time period planned for finishing this project?"

Answer 4 Mantec representative replied "The freight Corridor from Son Nagar to Ludhiana via Khurja with a connection from Khurja to proposed Western Corridor at Dadri Terminal Yard. Son Nagar – Howrah of Eastern Corridor and from Mumbai to Ahmadabad –Jaipur – Delhi of Western Corridor, the Government of India would complete this project within 5 years i.e. the Government would take up the work in 2008 and should be able to complete it in the year 2013-14."

Question 5 Participant from Bagadi asked, "What would be the benefits and requirements of the project?" He further asked, "What kind of compensation would be paid to the land owners, will it be according to the market cost or govt. rates?"

Answer 5 In this regard Mantec representative replied, "The compensations shall be paid as per National Rehabilitation Policy of 2006 of Government of India. JICA is studying the track demands on the railway cargos between Mumbai- Delhi, between Mundra- Ahmedabad –Delhi, between Son-Nagar-Ludhiana every 5 years starting from 2008 to 2032. In the next 25 years they are trying to work out the railway tracks in demand for sending cargos. The existing railway tracks have no more capacity to carry cargos. That is why freight corridor system is necessary to be built."

Question 6Participant from Sojat road is their any provision of station in the district?

Answer 6 Mantec representative "There are two proposed railway station in Rajasthan that are proposed in Marwar and Phulera.

Question 7 Participant from Sojat road "In Sajot road many houses are constructed near Railway line. What will happen?

Answer 7 Mantec representative "Govt. only required 20 meter of land from existing railway line in eastern side, our preliminary study says that no house will be affected in Sajot road.

Question 8 Participant from Sajot road "You said that Govt. will acquire 20 meter of land from existing Railway line .In station there are many railway tracks will you acquire 20 meter in eastern side from last existing line or from main line?

Answer 8 Mantec representative "The land requirement is of 20meter from the middle of the last existing line from eastern side.

Question 9 Participant from Chandwal "How many crossings will be covered with ROB or RUB"?

Answer 9 Mantec representative all the crossing will be covered by ROB or RUB.

Question 10 Participant from Chandawal "In Chandawal on western side hundreds of houses are situated near railway line, how they will be saved"?

Answer 10 Mantec representative said "In Chandawal govt will acquire 20 meter of land in eastern side therefore western side of the track will be remain unaffected by this proposed alignment".

Question 11 Participant from Sajot road "How valuation of houses will be calculated as house is of different"

Answer 11 Mantec representative said, "A committee headed by civil engineer will decide the actual valuation of the houses".

Question 12 Participant from Sojat Road "The railway line has sharp turn near Sojat Road, if high speed trains will run than how they will operate?

Answer 12 Mantec representative "I am not an engineer; therefore I can not say that how they will operate. The alignment of proposed corridor has decided by the qualified engineer, therefore I assure you that high speed trains will run in Sojat Road safely."

JICA is studying the track demands on the railway cargos between Mumbai- Delhi, between Mundra-Ahmedabad –Delhi, between Son-Nagar-Ludhiana every 5 years starting from 2008 to 2032. In the next 25 years they are trying to work out the railway tracks in demand for sending cargos. The existing railway tracks are having no more capacity to carry cargos. That is why freight corridor system is necessary to construct.

Since there was no other point to discuss the meeting ended with a vote of thanks to the chair.

3.4 Summary of Major Findings

About one hundred twenty five respondents of ten villages participated in the public consultation meeting aimed at construction of dedicated freight corridor. The Sojat Road village has shown the

highest participation while the lowest participation was observed from Sojat City. It is noted that there are 1.6% participants who belonged to scheduled tribes. The scheduled caste (7.2 percent) and OBC (80%) has recorded major participation.

It is also understood that the occupational pattern in the region is quite diversified. People are engaged in various economic activities. However, agriculture is still the predominant occupation for the local people. The examination of the level of annual household income reveals that there is a marked difference in this regard. A major percentage of the respondents fall in meager income level i.e. less than rupees 25,000 per year. However, a significant proportion of the respondents have observed earnings between Rs 25000 to Rs 50,000. A majority of respondents reported that they have access to the roads in the area. Majority of the local people are having an approach to the railway line.

(3) 3rd stage of Village Level Stakeholder/Public Consultation Meeting- Pali District

1.1 Brief Description of the District: PALI

AREA

• 12,387 sq. km. (3.62% of the state)

LOCATION

The district shares common border with six districts of Rajasthan. In the north, it is bordered by Nagaur and Jodhpur districts, in southeast by Udaipur and Rajasmand districts, and in the northeast by Ajmer district. Sirohi and Jalore are on the south west and west respectively.

DISTANCE FROM MAJOR CITIES

- Jaipur-303 kms
- Delhi-64 kms
- Ahmedabad-309 kms
- Mumbai- 860 kms

CLIMATE AND RAINFALL

- Average maximum temperature recorded is 41 degrees Celsius.
- Average minimum temperature is 10 degrees Celsius.
- Average rainfall received is 49cms.

ADMINISTRATIVE SETUP

There are four sub-divisions in the district namely Pali, Bali, Sojat and Jaitaran. They are divided into seven tehsils.

HUMAN RESOURCES

Indicators of Human Resources			
Total Production	Persons	18,19,201	
Density of Population	Persons Per sq.kms.	147	
Literacy	Percent	54.92	
Total Working Population	Percent	31.11	
Percentage distribution of work	force	•	
Cultivators	Percent	50	
Agricultural Laborers	Percent	14.34	
Household Industry Manufacturing, Processing			
Servicing and Repairs	Percent	10.93	
Other Workers	Percent	24.73	

Infrastructure

•

•

Electricity

The district gets power from Bhilwara, Sirohi, and Jodhpur & Beawar through 132 kV transmission lines. There are 6 grind sub-sections & 4033 kV sub-stations in the district. All the 904 villages in the district have been electrified. The number of power connections released as on March 2000 is 1, 81,067.

<u>Water</u>

Luni River is the only major river in the district. Four tributaries viz. Lilri, Sukri, Bandi and Jawal discharge their water in river luni. There are a number of tanks and five small dams in the district for irrigation purposes. Ground water occurs in the bedrock formations in area around Pali, Kahirala, Bhetnada and Sojat.

Road Transport

The district has direct road connections with other districts of the state. Metallic roads connect all the tehsil headquarters and important towns of the district with each other. The National Highway No.8 linking Delhi and Ahmedabad passes near the boundary of Pali district. The total length of roads in the district is 4,544 cm as on 31 March 2000.

Rail Transport

Rail transport is directly connected with Jodhpur and Udaipur. Marwar junction, Rani and Bali towns fall on the meter gauge Jaipur-Ahmedabad line. The total length of railway lines in the district is 264 kms.

• <u>Air Transport</u>

The nearest airport is at Jodhpur (72 kms.)

1.2 Project features in Pali

Dedicated Freight Western corridor enters in Pali district from Sirohi near Nana Railway station.

- In Pali district DFC project passes along the existing railway line i.e. Bhamdar, Falna, Rani, Nimbara, Sajot Road, Kanwala, Bar Railway station and enter into Ajmer.
- In this section, there is no important bridge.

- There is one railway crossing with proposed corridor in this section where rail fly over has been proposed I.e Marwar-Malvi Jn MG branch line and single DFC line for Marwar junction station of North-western Railway.
- Only one junction Station Yard has been proposed near Marwar Junction.
- Four crossing stations have been proposed in this district at the following stations; Jawali, Broliya, Chandawal and New Bar.
- At the following railway station few buildings like: old railway quarters and station buildings, platforms etc. will have to be dismantled. Names of these stations are Nana, Moribera, Falna, Rani, Jawali, Somesar, Marwar, Sojat Road, Bagri Nagar, Bagri Sajjanpur, Guriya and Haripur.

1.3 Alignment of Pali District





2.0 110jeet Summary Snee	
P.	ROJECT SUMMARY SHEET
Title of the Project	3 rd Stage of Stakeholder/Public Consultation Meeting for
	Development Study Regarding the Dedicated Multimodal
	High axle Freight Corridor for Ministry of Railway Govt.
Date and Place of Meeting	14-08-2007 Govt. Middle School No. II, Sojat Road, Pali
Local Consultant	Mantec Consultant Pvt. Ltd. New Delhi.
Local Organizer	Society For Environment & Development
	UG-3, E77, West Vinod Nagar, Delhi-110092
Organizing Place	Govt. Middle School No. II, Sojat Road, Pali
No. Invitees	110
No. of Participants	85
Methods Used for Information	Personal Contact:
Dissemination	Dispatching Invitation Letter:
	Information in Newspaper:
	Invitation to distt. office by letters
	Information at Panchayat office and Teh. Office
	Others - Press News Dainik Bhaskar and Rajasthan Patrika,
	Dainik Navjoyti.
Stationary served to the	Writing Pad
Participants	Ball Pen
	Questionnaire
Methods adopted for discussion	Slide Presentation
	Lecture
	Group Discussion
	Question/Answer Session
Methods adopted for	Still Photography
documentation	Audio/Video Recording
	Minutes of Meeting
Media Coverage	Newspaper: Danik Bhansker
C ·	

2.0 Project Summary Sheet

2.1 Method of Selection of Stakeholders

The latest version of JICA Guidelines for Environment and Social Consideration has been developed in 2004 so that JICA funded feasibility study incorporates due consideration of the environmental protection and safeguards the sectors of society directly or indirectly affected by the project. Current feasibility study is carried out applying this guideline.

In order to encourage participation of the local residents, Stakeholder/ Public Consultation Meeting is considered as a tool that should play an important role during the project design stage. It is designed to

- Disclose information on project for open discussion.
- Disseminate information to the lowest possible hierarchy of the social system.
- Obtain interaction of the participants of Stakeholder/Public Consultation Meetings.
- Reflect the valid comments elicited from the open discussions to the design of the project.
- Build a consensus on the project implementation and associated factors.

There are three stages of Stakeholder and Public Consultation Meetings. The first stage of Stakeholder/Public Consultation Meeting is held on state level, followed by second stage of Stakeholder/ Public Consultation Meeting held in the districts, and the third stage of stakeholder/ public consultation meeting is held in the villages directly affected by the project.

The Mantec Consultants Pvt. Ltd has already organized first stage of Stakeholder/Public Consultation Meeting in the state of Rajasthan and second stage at Sojat City (Pali) in association with Society for Environment & Development in the month of June, 2007.

To organize the third stage of Stakeholder/ Public Consultation Meeting Mantec consultants has again authorized "Society For Environment and Development" to meet the concerned government authorities and collect relevant data for carrying forward the social environment study and organize 3rd stage of Stakeholder/Public Consultation Meeting for information dissemination about the project As per direction of the guidelines for conducting the 3rd stage of the Stakeholder/ Public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 01-06-07 to facilitate these meetings .

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Boards were contacted to participate in the Meetings. State Government Departments were also apprised and approached and were invited to participate in the Stakeholders/Public Consultation Meetings including the State Public Works Department, Irrigation and Power, Urban Development and Poverty Alleviation Department, industries, telecommunication and Information technology Trade and Commerce, Surface Transport, Tourism, Container Corporation of India, Port Trusts etc.

Our meeting Facilitator Team visited all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project. Our team also met & informed the distrcit. Administration and requested to help in organizing the public meeting successfully. Local stakeholders along the railway line, affected farmers, businessmen, private service and Govt, service employees were invited in the meeting. Our study team also contacted Tehsildars of affected Tehsils, Panchayat Samiti Pramukhs, Gram Pradhan, and local MLA and requested them to attend the meeting and also gave necessary support in conducting 3rd stage of Stakeholder/Public Consultation Meeting. Public consultation on proposed Dedicated Fright Corridor (DFC) was held in Sojat Road of Pali district of Rajasthan on 14th August 2007 at govt. middle School – II, Sojat Road, and Pali. Extensive publicity was done one week prior to the program through distribution of pamphlets, one to one meetings, announcement through loudspeakers in villages and newspaper releases. Around 110 people directly and many more times indirectly were invited for the program. Around 85 persons from affected villages, members of market associations, transport unions, industry associations, media and government departments participated. Press Conference was held on 13th August, 07 and News was published in leading newspapers like Rajasthan Patrika, Dainik Bhaskar on both 13th & 14th August 2007.

The main objective of the third stage of Stakeholder/Public Consultation Meeting is to disseminate the general information to public. In the State of Rajasthan seven Districts will be affected by this DFC project. Affected districts are Alwar, Sikar, Nagaur, Jaipur, Ajmer, Pali and Sirohi. While extending invitations our meeting facilitator team took consideration that the people of that area were present in the meeting. Not only that our meeting facilitator team visited all the affected villages and requested primary and secondary stakeholder to attend the meeting, Satterfield random sampling method was also used for the selection of stakeholders because limited people had to be invited. Our meeting facilitator team also took consideration while extending invitations that vulnerable group of affected area should definitely be present in the meeting.

2.2 Selection of Meeting Facilitators

Simultaneously extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the Stakeholders/Public Consultation Meetings. Preference was given to

appoint Non Government Organizations (NGO) who had local presence, popularity and experience of social and public works. The NGO had to be well acquainted with multifarious cross section of society to help in the selection of the right type of stakeholders for the meetings as well as for facilitating other related activities. i.e.

- Venue of the meetings
- Arrangements to be made,
- Assistance in local publicity,
- Invitation to the stakeholders and motivating them for participation;,
- Maintenance and compilation of records and feed backs and
- Other local arrangements like transport, hospitality, security and smooth conduction of the meeting proceedings.

An NGO 'Society for Environment and Development' was therefore appointed for facilitating the 3rd Stage Stakeholders/ Public Consultation meeting in the Pali District.

2.3 Selection of Stakeholders (Invitees)

Around 110 persons were invited to attend the stakeholder meeting.

2.4 Method of Information Dissemination

1. Method of Notifying the Meeting to the Participants

• Notified the date and venue of the Stakeholders/ Public Consultation meeting in local newspaper, Radio, TV and requesting people to attend the meeting.

• With help of local NGO we tried to put up and handover the information of the project on the public place in the area.

• With the help of the local NGOs we tried to dissemination the information of the project to the local people by face-to-face meetings as much as possible.

• With the help of local media we tried to publish the summary of Stakeholders and Public Consultation Meeting in newspaper, TV, Radio.

2.5 Venue of Stakeholder and Public Consultation Meeting

Govt. Middle School No. II, Sojat Road, Pali.

3.0 Participants of the Stakeholder/Public Consultation Meeting

Around 85 participants were attend the Public Consultation Meeting.

3.1 Details of Stakeholder/ Public Consultation Meeting

Stakeholders/ Public consultation meeting is a bottom up approach in this gigantic freight corridor project. It is one of the tools to reflect the views of the general public as well as those concerned with the project ranging from the central and local government organization to commercial and industrial sectors of the society as a whole. It is an important tool of information dissemination during the planning stage of project.

4:00 pm Member of Society for Environment and Development, introduced representative from Japan Development Services Co. Ltd, Mantec Consultants, New Delhi and Sarpanch, Dhundala to the participants. He also gave brief introduction and objectives of organizing the program. Sociologist

from Mantec Consultants gave details about the project through power point presentation and invited views from participants. Following were the main points of discussion during the program

- 1. Alignment of the new railway line and affected villages/urban areas.
- 2. Area to be acquired by the Railways.
- 3. Compensation package for the affected farmers, shop and house Owners etc.
- 4. When will the work begin and completion of project.
- 5. Economic development of the area
- 6. Benefits of the project to general public at large and specific people.
- 7. Negative impact of the project on specific sector/service.

4:20 pm Representative of Mantec explained that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed, he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel and fertilizer is anticipated on Ludhiana- Delhi – Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, and Delhi upto Ludhiana. On average approximately 9000-loaded trucks move daily over the corridors, i.e. Delhi- Mumbai Western Corridor and Ludhiana – Howrah Eastern Corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai –Delhi, from Palanpur upto Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan, because of the congested areas, change all the way upto Mahesana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

4:50 pm Question/Answer session (Details of questions and answers is given separately)

5.30 pm The meeting ended with vote of thanks to the chair and snacks and tea was served.

3.2 Description of Profile of Participants

The major observations of the Stakeholders/Public Consultation Meeting held at Sojat Road, Pali on 14-08-2007 recorded through questionnaires are as follows:

Sl. No.	Name of Village / City	Total Respondents	% of Total
1	Khodiya	08	9.41
2	Sojat Road	34	40.00
3	Doliya	16	18.82
4	Chatual	10	11.76
5	Dhundla	09	10.58
6	Matunda Kalan	02	4.00
7	Goliya	01	1.17
8	Pendu Kalan	01	1.17
9	Shewaji	03	3.53
10	Dnaleya	01	1.17
Total		85	100.00

Table 1.1 Distribution of Respondents by Village

Table 1.1 reveals that there were total eighty five respondents, natives of ten villages /towns participated in the Public Consultation Meeting on dedicated freight corridor project. The Sojat Road village has shown the highest participation (40.0%) while the lowest participation (1.17%) was observed from Goliya, Pendu Kalan and Dnaleya. The participation of respondents of other villages hovered between these two extreme values.

Sl. No.	Name of Caste Structure	Total Respondents	% of Total
1	Scheduled Caste	15	17.64
2	Scheduled Tribe	01	1.17
3	Other Backward Class	40	47.05
4	General	29	34.11
Total		85	100.00

 Table 1.2 Distribution of Participation by Level of Caste Structure

Overall the maximum participation was from OBC (47.05%), as the Public Consultation Meeting was organized in one of the backward area. The representation of general was listed second i.e. 34.11 percent. The data shows that the scheduled caste is represented third while scheduled tribe is fourth.

Sl. No.	Name of Caste Structure	Total Respondents	% of Total
1	Less than 4	19	22.35
2	Less than 6	41	48.23
3	More than 6	25	29.41
Total		85	100.00

 Table 1.3 Distribution of Participants by Family Size

Table 1.3 brings out that the family size varies from less than four persons to more than six persons in the region. The respondents having highest representation (i.e. less than 6 persons) family size, represented 48.23%.

Sl. No.	Categories	Numbers	% of Total
1	Native	85	100.00
2	Migrated	00	0.00
Total		85	100.00

Table 1.4 Distribution of Participants by Origin

Table 1.4 points out that all the respondents are original inhabitants of the region. No participants have reported as migrated from outside. No views were given on majority issues in the public consultation meeting.

Sl. No.	Categories	Numbers	% of Total
1	Literate	85	100.00
2	Illiterate	00	0.00
Total		85	100.00

Table 1.5 Distribution of Participants by Literacy Status

Table 1.5 indicates that all the people participating in the public consultation meeting were literate.

Sl. No.	Categories	Numbers	% of Total
1	Under Matric	42	49.41
2	Matric	38	44.70
3	Higher Secondary	00	0.00
4	Graduate	05	5.88
5	Other Profession Qualification	00	0.00
Total		85	100.00

Table 1.6 Distribution of Participants by Level of Education

Table 1.6 shows the distribution of participants by level of educational attainments. The level of educational attainment could be taken as an indicator of social development of any region. The statistics indicate that the proportion of respondents at the below matriculation level has been observed as highest (49.41%). The Analysis shows that as the educational level increases the proportion of the respondents decreases except in one level, which is graduation (5.88%). It is ascribed to the primitive economy of the regions evident from the table 7. It shows that public consultation meeting has been attended by aware and educated people of the area.

Sl. No.	Categories	Numbers	% of Total
1	Agriculture	73	85.88
2	Private Service	11	12.94
3	Govt. Service	01	1.17
4	Business	00	0.00
5	Others	00	0.00
Total		85	100.00

 Table 1.7 Distribution of Participants by Occupation

Table 1.7 depicts the distribution of participants of stakeholder's meeting by occupation. It is evident that highest proportion of the respondents are engaged in primary activities particularly agriculture. Agriculture is the chief occupation of 85.88% respondents in the region. As per the data it shows that 12.94% and 1.17% respondents are engaged in private and govt. services respectively.

Sl. No.	Categories	Numbers	% of Total
1	Rs 10,000 toRs25, 000	51	60.00
2	Rs25, 000 to Rs 50,000	27	31.76
3	Rs 50,000 to Rs 100,000	07	8.23
4	Rs 100,001 and above	00	0.00
Total		85	100.00

 Table 1.8 Distribution of Participants by Level of Yearly Income (Rupees)

Table 1.8 shows the distribution of participants by level of annual household income of the respondents. The entire population has been divided into four categories. The data reveals that the level of annual household income varies from Rs 10,000 to less than rupees 25,000 or more than rupees 100,000 in the region. The analysis brings out that about 60% respondents earn less than rupees 25,000 in a year. The highest proportion of the participants falls in the same category. The proportion of household earning more than one lac in a year is nil while the other two categories i.e. between Rs 25,000 to 50,000 and 50,000 to Rs 100,000 shows 31.7 % and 8.23% respectively.

Table 1.9 Distributions of Participants by the Significance of Impact of the Project

Sl. No.	Item	No. of Participant	% Percentage.
1	Significant Impact	73	85.88
2	Relatively Significant Impact	12	14.12
3	Insignificant Impact	00	0.00
4	Negligible Impact	00	0.00
Total		85	100.00

Table 1.9 shows that the maximum Participants are significantly impacted from this project.

Table 1.9 also shows that 73 respondent (85.88%) told that the impact of project would be significant and 12 respondent (14.12%) replied that the impact would be relatively significant.

Sl. No.	Item	No. of Participant	% Percentage
1	Loss of Land	76	89.41
2	Loss of Occupation	09	10.58
3	Loss of Livelihood	00	0.00
4	Other	00	0.00
Total		85	100.00

 Table 1.10 Distribution of Participants by Types of Impact due to the Proposed Project

Table 1.10 shows that 76 respondents (89.41%) will lose their agricultural land, which is the source of their income, as agriculture is their prime occupation, while 9 respondents (10.58%) reported that they are going to lose their occupation.

Sl. No.	Item	No. of Participant	% Percentage	
1	Land	43	50.58	
2	Cash	42	49.41	
3	Home	00	0.00	
4	Other	00	0.00	
Total		85	100.00	

 Table 1 .11 Distribution of Participants by Type of Compensation

Table 1.11 shows that if Govt. acquires the land what type of compensation they would want. 43 respondents (50.58%) wanted that they should be given land for land while 42 respondents (49.41%) replied that they want cash compensation for land.

3.3 Question / Answer

During the proceedings of the Public Consultation Meeting a lot of discussions took place amongst the stakeholders, local politicians and transport union leaders, representative of NGOs, media persons and organizers of the meeting. The major issues that emerged during the discussion and suggestions regarding the item No 13 of the questionnaire together are enumerated as under:

Question 1 Villager from Dundhala demanded that station and crossing should be made at Sojat Road instead of Marwar Junction?

Answer 1 Representative of Mantec replied that the project feasibility study has been undertaken by the railways and they have undertaken this decision considering several factors. But I will incorporate your suggestion in my report. The final decision has to be taken by the authorities.

Question 2 Villager from Dhundala enquired that if track is on higher elevation, as hilly area also comes in Pali district than how much land will be required?

Answer 2 Representative of Mantec appreciated his question and replied that the railway needs only 24 meters land from middle of the existing track system on eastern side for the construction of railway track. I am not civil engineer but definitely it will be higher in hilly areas.

Question 3 Villager from Sojat Road has said that they are informed by the Patwari that land will be acquired on both side of the track?

Answer 3_In context of this Representative of Mantec replied that only 24 meter on eastern side is required and do not believe any rumors.

Question 4 Villager from Dholia, asked several questions

i) Earlier also our land was acquired and likely to be this time again, we were not paid properly earlier so compensation of past also be released along with this time?

ii) Alternative houses are constructed for those houses to be demolished?

iii) Market rate criteria are defined?

iv) If whole land of a person is acquired than alternative employment is provided to that person?

Answer 4 Representative of Mantec replied that the compensation shall be paid only for land acquired for this project only and we are taking market rate of all the villages affected through our partner NGO's and report this to Railways. Other suggestion of alternative houses against demolished houses and alternative employment to the affected people is noted by me and incorporated into our report.

Since there was no other point to discuss the meeting ended with a vote of thanks to the chair.

3.4 Summary of Major Findings

About eighty five respondents of ten villages participated in the public consultation meeting aimed at construction of dedicated freight corridor. The Sojat Road village has shown the highest participation while the lowest participation was observed from Goliya, Pendu Kalan and Dnaleya. It is noted that there are 1.17% participants who belonged to scheduled tribes. The scheduled caste (17.64 percent) and OBC (47.05%) has recorded major participation.

It is also understood that the occupational pattern in the region is quite diversified. People are engaged in various economic activities. However, agriculture is still the predominant occupation for the local people. The examination of the level of annual household income reveals that there is a marked difference in this regard. A major percentage of the respondents fall in meager income level i.e. less than rupees 25,000 per year. However, a significant proportion of the respondents have observed earnings between Rs 25000 to Rs 50,000. A majority of respondents reported that they have access to the roads in the area. Majority of the local people are having an approach to the railway line.

(4) Village Level Meeting in Pali District

Village	:	Jhoontha
Date	:	21/7/2007
Timing	:	9.30 AM

RECORD OF VILLAGE MEETING

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jhoontha village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion				
1.	Compensation amount for the affected families	Compensation amount would be given as NRP -2006 and their suggestion for the sa would also be incorporated				
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.				
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority				
4.	Resettlement scheme for the affected family	It will be according to NRP-2006				
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority				

Important issues and suggestion during feed back meeting

Village	:	Guriya
Date	:	21/7/2007
Timing	:	10.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Guriya village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion				
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the sam would also be incorporated				
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.				
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority				
4.	Resettlement scheme for the affected family	It will be according to NRP-2006				
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority				

Important issues and suggestion during feed back meeting

Village	:	Deepawas
Date	:	21/7/2007
Timing	:	11.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Deepawas village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion				
1.	Compensation amount for the affected families	Compensation amount would be given as p NRP -2006 and their suggestion for the sar would also be incorporated				
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.				
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority				
4.	Resettlement scheme for the affected family	It will be according to NRP-2006				
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority				

Important issues and suggestion during feed back meeting

Village	:	Malni
Date	:	22/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Malini village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion				
1.	Compensation amount for the affected families	Compensation amount would be given as po NRP -2006 and their suggestion for the sam would also be incorporated				
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.				
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority				
4.	Resettlement scheme for the affected family	It will be according to NRP-2006				
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority				

Important issues and suggestion during feed back meeting

Village	:	Megarda
Date	:	21/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Megarda village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion				
1.	Compensation amount for the affected families	Compensation amount would be given as p NRP -2006 and their suggestion for the sar would also be incorporated				
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.				
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority				
4.	Resettlement scheme for the affected family	It will be according to NRP-2006				
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority				

Important	issues	and	suggestion	during	feed	back	meeting
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Village	:	Fata Khera
Date	:	22/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Fata Khera village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important	issues	and	suggestion	during	feed	back	meeting
	100 4400			B		~~~~	

Village	:	Kaya Bheela
Date	:	21/7/2007
Timing	:	10.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kaya Bheela village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Jhala Ki Chauki
Date	:	21/7/2007
Timing	:	1.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jhala Ki Chauki village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important	issues	and	suggestion	during	feed	back	meeting
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Village	:	Sendra
Date	:	22/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sendra village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Kurantiya
Date	:	24/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kurantiya village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important	issues	and	suggestion	during	feed	back	meeting
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Village	:	Sabalpura
Date	:	24/7/2007
Timing	:	10.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sabalpura village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Manpura
Date	:	24/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Manpura village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Amarpura
Date	:	25/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Amarpura village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Shergarh
Date	:	25/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Shergarh village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Sardhana
Date	:	25/7/2007
Timing	:	10.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sardhana village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Baripal
Date	:	25/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Baripal village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion				
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated				
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.				
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority				
4.	Resettlement scheme for the affected family	It will be according to NRP-2006				
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority				

Important issues and suggestion during feed back meeting

Village	:	Pachunda Kalan			
Date	:	26/7/2007			
Timing	:	9.30 AM			

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Pachunda Kalan village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion				
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated				
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.				
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority				
4.	Resettlement scheme for the affected family	It will be according to NRP-2006				
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority				

Important	issues	and	suggestion	during	feed	back	meeting
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Village	:	Bagri					
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Date	:	26/7/2007					
Timing	:	10.30 AM					

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bagri village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Murdana
Date	:	26/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Murdana village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Chandwal
Date	:	26/7/2007
Timing	:	3.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Chandawal village to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Udeshi Kuan
Date	:	26/7/2007
Timing	:	10.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareless about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Udeshi Kuan village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

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Village	:	Karmawas
Date	:	26/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kamarwas village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Dudor
Date	:	28/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Dudor village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Barsa
Date	:	28/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Barsa village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Bithara Khurd
Date	:	28/7/2007
Timing	:	1.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bithara Khurd village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Himaliyawas Khurd
Date	:	26/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Himaliyawas Khurd village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important	issues	and	suggestion	during	feed	back	meeting
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Village	:	Reesania
Date	:	26/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Reesaniya village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important	issues	and	suggestion	during	feed	back	meeting

Village	:	Saward
Date	:	28/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Saward village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Dhundala
Date	:	28/7/2007
Timing	:	11.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Dhundhala village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important	issues	and	suggestion	during	feed	back	meeting

Village	:	Dadiya
Date	:	26/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Dadiya village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Kapri
Date	:	26/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kapari village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Bhimmaliya
Date	:	26/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bhimaliya village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Banta
Date	:	28/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Banta village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Kheemal
Date	:	26/7/2007
Timing	:	3.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kheemal village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Sarkhejra
Date	:	26/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sarkhrjra village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Jadri
Date	:	26/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Jadri village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Sela
Date	:	25/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sela village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Village	:	Beeraliya
Date	:	26/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Beeraliya village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Beesalpur
Date	:	25/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Beesalpur village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important	issues	and	suggestion	during	feed	back	meeting

Village	:	Doodni
Date	:	25/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Doondi village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion								
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated								
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.								
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority								
4.	Resettlement scheme for the affected family	It will be according to NRP-2006								
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority								

Important issues and suggestion during feed back meeting

Village	:	Raghunathpura
Date	:	25/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Raghunathpura village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion								
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated								
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.								
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority								
4.	Resettlement scheme for the affected family	It will be according to NRP-2006								
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority								

Important issues and suggestion during feed back meeting

Village	:	Bhandar
Date	:	26/7/2007
Timing	:	9.30 AM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bhandar village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

Important issues and suggestion during feed back meeting

Village	:	Kothar
Date	:	26/7/2007
Timing	:	2.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kother village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion									
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated									
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.									
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority									
4.	Resettlement scheme for the affected family	It will be according to NRP-2006									
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority									

Village	:	Chamundri Ranawatan
Date	:	26/7/2007
Timing	:	12.30 PM

The public consultation meeting was organized by "Society for Environment Development to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of SED in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Chamundri Ranawatan village to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated
2.	Land requirement for the DFC project	24 meter of land would be acquired from the middle of the existing track and in detour route 43.5m.
3.	Compensation of land would be given according to market rate	We will forward this suggestion to higher authority
4.	Resettlement scheme for the affected family	It will be according to NRP-2006
5.	A road should be made for the people, who have agriculture land in both side of the corridor	We will forward this suggestion to higher authority

(5) Socio-Economic Survey in Pali District

Sub	Sub District:			SUMERPUR			BALI									RANI STATION					
Pan	hay	vat:	SUN	/IERF	UR	BALI									BALI & DESUR						
		Name of Item	Balwana	Galthani	Koliwara	Malnoo	Chamunderi Ranawatan	Kothar	Doodni	Rughnathpur a	Beesalpur	Beeroliya	Sela	Phalna	Kheemal	Sarkhejra	Rani Kalan	Bhagwanpur a Station	Salariya	Jawali	Duthriya
		Census Village Code	24743	24742	24738	24819	24818	24812	24802	24803	24775	24774	24757	24754	24744	24746	24629	24624	24587	24583	24545
1	PA	Ps with Titles																			
1)	Тур	be of Settlement																			
	a	Urban-City	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Urban- Small Town	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	a	Regular Village	Yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
	b	SC * Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	ST** Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2)	Тур	e of Current Land Use Pattern	Nil																		
	a	Industrial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Residential Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	yes	Nil	Nil	Nil	Nil
	с	Commercial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Agricultural Land	Yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
	e	Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Pond/etc)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3)	No.	of Affected "Titled" Structure	s																		
	a	House (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	J	Nil	Nil	Nil	Nil
	b	Shop (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Office (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Factory (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Storage (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)	No.	of Affected People of the "Title	ed'' Stru	ctures																	
	a	Number of PAPs	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	15	Nil	Nil	Nil	Nil
	b	Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Number of Encroachers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Number of Families Below Poverty Line	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub	Dist	rict:	SUN	ÆRF	UR					I	BAL	I]	RAN	IS	FAT	IO
Pano	hay	at:	SUN	/ERF	UR					I	BAL	I					I	BAL	I &	DE	SUR
	/	Name of Item	Balwana	Galthani	Koliwara	Malnoo	Chamun deri	Kothar	Doodni	Rughnat hnura	Beesalpu r	Beeroliya	Sela	Phalna	Kheemal	Sarkhejr a	Rani Kalan	Bhagwan pura	Salariya	Jawali	Duthriya
		Census Village Code	24743	24742	24738	24819	24818	24812	24802	24803	24775	24774	24757	24754	24744	24746	24629	24624	24587	24583	24545
5)	Nun	nber of Affected Public Facilitit	tes/ Com	mon Pr	opertie	s															
	a	Temple/ Mosque/ Church	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Graveyard/ Crematorium	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Well/ Hand Pump	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Community Building	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Police Station/ Govt .Offices	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	g	Schools/ Educational Institute	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	h	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6)	Cur	rent Price of Land																			
	a	Market Price		1/0/-	150'-	150- saft	180/-	1/0/-	160/-	160/-	160/-	1/0/-	150/- saft	150/- saft	160/-	150/-	1/0/-				
	b	Govt. Price/ Circle Rate		60/- saft	SS/-	SS∕- saft	/0/-	60/-	160/- saft	160/- saft	SD/-	60/-	SS∕-	SS/- saft	SS∕-	SS∕-	60/- saft				
2	Clas	sification of PAPs without Title	es/Squat	ters																	
	a	Station-oriented Occupation	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Shops/Kiosks	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Seasonal labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		i. Agricultural labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		ii. Industrial labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Railway-related gangman	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Migrating tribal people	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3	Feat	tures of Natural Environment																			
1)	Wile	dlife Sanctuary/Forest Area																			
	а	Protected Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Reserved Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Wildlife Sancatuary	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4	Oth	ers																			
	Note	* SC Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		** ST Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub	Dist	rict:								MARV	VAR JN.					
Pano	hay	at:								KHA	RCHI					
		Name of Village Item	Bhimaliya	Banta	Dhamli	Karari	Barsa	Bhagwanpur a	Bithora Khurd	Surya Nagar	Marwar (Town)	Hemliyawas Khurd	Jor Dudor	Dudor	Reesaniya	Sawrad
		Census Village Code	24480	24483	24478	24476	24419	24420	24421	24422		24425	24409	24410	24434	24435
1	PAI	Ps with Titles														
1)	Тур	e of Settlement														
	a	Urban-City	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	yes	Nil	Nil	Nil	Nil	Nil
	b	Urban- Small Town	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	a	Regular Village	yes	yes	yes	yes	yes	yes	yes	yes	Nil	yes	yes	yes	yes	yes
	b	SC * Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	ST** Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2)	Тур	e of Current Land Use Pattern														
	a	Industrial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Residential Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	yes	Nil	Nil	Nil	Nil	Nil
	с	Commercial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Agricultural Land	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
	e	Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Water Bodies (Lake / River/	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3)	No.	of Affected "Titled" Structures														
	a	House (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	16 own	Nil	Nil	Nil	Nil	Nil
	b	Shop (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Office (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Factory (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Storage (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)	No.	of Affected People of the ''Titled''	Structu	res												
	a	Number of PAPs	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	d	Nil	Nil	Nil	Nil	Nil
	b	Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Number of Encroachers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Number of Families Below Poverty Line	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub	Dist	rict:	MARWAR JN.													
Pano	hay	at:								KHA	RCHI					
	/	Name of Village Item	Bhimaliy a	Banta	Dhamli	Karari	Barsa	Bhagwan pura	Bithora Khurd	Surya Nagar	Marwar (Town)	Hemliya was Khurd	Jor Dudor	Dudor	Reesaniy a	Sawrad
		Census Village Code	24480	24483	24478	24476	24419	24420	24421	24422		24425	24409	24410	24434	24435
5)	Num	nber of Affected Public Facilitites	/ Comm	on Prop	erties											
	a	Temple/ Mosque/ Church									I (tempi					
	b	Graveyard/ Crematorium	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Well/ Hand Pump	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Community Building	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Police Station/ Govt .Offices	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	g	Schools/ Educational Institute	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	h	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6)	Cur	rent Price of Land														
	a	Market Price	150/-	160/-	150/-	150/-	180/-	150/-	180/-	1/5/-	180/-	160/-	150/-	150/-	160/-	1/5/-
	b	Govt. Price/ Circle Rate	SS/-	SS/-	55/-	SS/-	/0/-	SS/-	/U/-	65/-	/U/-	SS/-	JJ∕-))- saft	->CC 	60/-
2	Clas	sification of PAPs without Titles/	Squatter	ſS												
	a	Station-oriented Occupation	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Shops/Kiosks	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c	Seasonal labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		i. Agricultural labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		ii. Industrial labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Railway-related gangman	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Migrating tribal people	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3	Feat	tures of Natural Environment														
1)	Wile	dlife Sanctuary/Forest Area														
	a	Protected Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Reserved Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c	Wildlife Sancatuary	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4	Oth	ers														
	Note	* SC Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		** ST Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub	Dis	trict:			SO	JAT RO	DAD		RAIPUR													
Pan	cha	yat:				SOJAT	Г]	RAIPU	R			
		Name of Item	Siyat	Panchunda Kalan	Bagri	Murdawa	Chandawal Station	Udeshi Kuan	Karmawas	Guriya	Jhoontha	Deepawas	Malni	Megarda	Fata Khera	Kaya Bheela	Bar	Jhala Ki Chauki	Sendara	Kurantiya	Sabalpura	Manpura
		Census Village Code	24174	24175	24177	24192	24193	24194	24196	24013	24012	24032	24033	24039	24038	24040	24041	24071	24072	24074	24075	24079
1	PA	Ps with Titles																				
1)	Тур	e of Settlement																				
	a	Urban- City	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Urban- Small Town	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	a	Regular Village	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
	b	SC * Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	ST** Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2)	Ty	e of Current Land Use Pattern																				
	a	Industrial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Residential Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	yes	Nil	Nil	Nil
	с	Commercial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Agricultural Land	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	Nil	yes	Nil	yes	yes	yes
	e	Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	yes	Nil	yes	Nil	Nil	Nil
	f	Water Bodies (Lake / River/ Bond/ ata)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3)	No.	of Affected "Titled" Structures																				
	a	House (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	15	Nil	Nil	Nil
	b	Shop (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Office (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Factory (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Storage (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)	No.	of Affected People of the 'Titled	l' Stru	ctures																		
	a	Number of PAPs	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	71	Nil	Nil	Nil
	b	Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Number of Encroachers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Number of Families Below Poverty Line	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub	Dis	trict:			SO	JATR	AD		RAIPUR													
Pan	cha	yat:				SOJAI	ſ										J	RAIPU	R			
		Name of Item	Siyat	Panchund a Kalan	Bagri	Murdawa	Chandaw al Station	Udeshi Kuan	Karmawa s	Guriya	Jhoontha	Deepawas	Malni	Megarda	Fata Khera	Kaya Bheela	Bar	Jhala Ki Chauki	Sendara	Kurantiya	Sabalpura	Manpura
		Census Village Code	24174	24175	24177	24192	24193	24194	24196	24013	24012	24032	24033	24039	24038	24040	24041	24071	24072	24074	24075	24079
5)	Nı	nber of Affected Public Facilitit	es/ Com	mmPn	opertie	5																
	a	Temple/Mosque/Church				Nil			Nil	Nil	Nil	Nl	Nil	Nil			I(temp		Nil			
	b	Graveyard/Gematorium	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nl	Nl	Nl	Nil	Nil	Nil	NI
	с	Well/Hand Rimp	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
	d	Comunity Building	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
	e	Police Station/ Govt . Offices	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
	f	Health Facilities	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
	g	Schools/Educational Institute	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
	h	Ohers	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
6)	Gı	rent Price of Land																				
	a	Market Price	160- saft	170- saft	150- saft	1/5/-	160- saft	150- saft	160/- saft	1/5/-	150- saft	160- saft	150- saft	150- saft	150- saft	160- saft	1/5/- saft	1/5/- saft	160- saft	180/- saft	150- saft	150- saft
	b	Govt. Price/ Gircle Rate	SS∕- saft	60'- saft	SS∕- saft	60/- saft	160- saft	۵۵/- saft	55/- saft	60/- saft	SV- saft	SD∕- saft	55/- saft	55/- saft	55/- saft	55/- saft	60/- saft	60/- saft	55/- saft	70- saft	55/- saft	55/- saft
2	Cla	ssification of PAPs without Title	s/Squat	ters																		
	a	Station-oriented Occupation	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	NI	NI	Nl	NI	Nil	Nil	Nil	NI
	b	Shops/Kiosks	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	NI	NI	Nl	NI	Nil	Nil	Nil	NI
	с	Seasonal labour	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	NI	NI	Nl	NI	Nil	Nil	Nil	NI
		i. Agricultural labour	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	NI	NI	Nl	NI	Nl	Nil	Nil	NI
		ii. Industrial labour	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	NI	NI	Nl	NI	Nl	Nil	Nil	NI
	d	Railway-related gangman	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	NI	NI	Nl	NI	Nl	Nil	Nil	NI
	e	Mgrating tribal people	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
	f	Health Facilities	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	NI	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
3	Fea	tures of Natural Environment																				
1)	Wi	dife Sanctuary/Forest Area																				
	a	Protected Forest	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	Nil	Nil	Nl	Nl	Nil	Nil	Nil	NI
	b	Reserved Forest	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	Nl	NI	Nl	Nl	Nil	Nil	Nil	Nl
	с	Wildlife Sancatuary	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	Nl	Nil	Nl	Nl	Nil	Nil	Nil	Nl
4	Oth	ers																				
	Not	*SCVillage	Nil	Nl	Nl	Nil	Nil	Nl	Nil	Nil	Nil	Nl	Nil	Nil	Nl	NI	Nl	NI	Nil	Nil	Nil	Nl
		** STVillage	Nil	NI	Nl	Nil	NI	Nl	Nil	Nil	NI	Nl	Nil	Nil	Nl	Nl	Nl	Nl	Nl	Nil	Nl	Nl

(6) Questionnaire Survey in Pali District

In Pali this proposed Western Corridor would affect district 60 villages. Near about two hundred thirty-six persons are likely to be affected by this project. In Rani kalan, Marwad, Somesar, Sendra, and Amarpura few structures supposed to be affected and some person would be displaced.

S.No	Villages	Total Surveyed Families
1	Rani	3
2	Marwad Juction	9
3	Somesar	6
4	Dholiya(Sendra)	7
	Total	25

Table 1 Distribution of Project Affected Families

Table 1 indicates the distribution of dedicated freight corridor project affected families in Pali district of Rajasthan It is evident that four villages namely Rani, Marwad junction, Somesar Sendra and Amarpura are the project affected villages in Pali District. In total, 25 project-affected families have been surveyed in these villages. The survey shows that Marwad Junction is the severely affected.

]	House Type		
S.No	Village	Single Detached One Storey	Single Detached Two Storey	Apartment Row House Duplex	Tents or Tentative Simple Hut	Total Surveyed Families
1	Rani	3	Nil	Nil	Nil	3
2	Marwad Juction	6	2	Nil	1	9
3	Somesar	6	Nil	Nil	Nil	6
4	Dholiya	7	Nil	Nil	Nil	7
	Total	22 (88 %)	2 (8 %)	Nil	1(4 %)	25 (100 %

 Table 2 Distribution of Project Affected Families by Type of Affected

Table 2 represents the distribution of project-affected families by type of houses being affected during the implementation of dedicated freight corridor railway line. It is evident form the table that one type of houses has been observed in the project affected villages as discussed. The statistics show that only (8%) houses getting damaged are single detached two storey structures in all four project affected villages in Pali where socio-economic survey were conducted. Majority of the houses (88%) are single detached storey.

Sorial					Occupation	Structure				Total
No.	Villages	Govt. Job	Private Service	Business	Wage Employee	Agriculture	Daily wage labour	Unemplyed	Other	Surveyed Families
1	Rani	Nil	Nil	2	Nil	Nil	Nil	1	Nil	3
	Marwad	2	Nil	4	Nil	Nil	3	Nil	Nil	9
2	Juction									
3	Somesar	Nil	Nil	Nil	1	1	4	Nil	Nil	6
4	Dholiya	1	Nil	Nil	1	Nil	3	2	Nil	7
	Total	3 (12 %)	Nil	6 (24%)	2 (4 %)	1 (4 %)	10 (40 %)	3 (12 %)	Nil	25 (100 %)

Table 3 Distribution of Project Affected Families by Occupation

Table 3 exhibits the distribution of project-affected families by occupational structure in projectaffected villages in Pali district. Accordingly, project affected families have been divided into five categories of economic activities. Daily wage labour seems to be the chief occupation in the area. About more than 40 percent of total surveyed families are engaged in daily wage labour activities. The proportion of the project-affected families engaged in business is about 24%. About 12% of project affected families earn their livelihood from government sector. The study reveals remarkable differences in occupational structure across different project affected villages

Sl. No.	Villages	Illiterate	Can Read only 3	Can read and write doth	Upto Class 5	Upto Class 12 or Plus 2	Grdduate & above	ITI	Other	Total Surveyed Families
1	Rani	Nil	Nil	Nil	Nil	2	Nil	Nil	1	3
2	Marwad Juction	Nil	Nil	Nil	6	2	1	Nil	Nil	9
3	Somesar	6	Nil	Nil	Nil	Nil	Nil	Nil	Nil	6
4	Dholiya	Nil	Nil	2	4	1	Nil	Nil	Nil	7
	Total	6(24 %)	Nil	2 (8%)	10 (40 %)	5 (20%)	1 (4 %)	Nil	1 (4 %)	25 (100 %)

 Table 4 Distribution of Project Affected Families by Level of Education

Table 4 presents the distribution of project-affected families by level of education in project-affected villages in Pali district. The study reveals that only 24% of the project-affected families have been registered illiterate.

Majorities (40%) of the respondent's educational attainment have been observed upto class five. As the educational level increases the share of educated persons decreases in the project affected areas. It is evident from the fact that only 4% of the project-affected respondents have been reported graduates and post graduates. The village wise picture is also not quite different from the district averages in almost all educational categories.

SI.	Villages			Re	eligion				Total Surveyed
110.		Hindu	Muslim	Christian	Jain	Sikh	Boudh	Others	Families
1	Rani	1	Nil	Nil	2	Nil	Nil	Nil	3
2	Marwad Juction	7	1	Nil	1	Nil	Nil	Nil	9
3	Somesar	Nil	6	Nil	Nil	Nil	Nil	Nil	6
4	Dholiya	7	Nil	Nil	Nil	Nil	Nil	Nil	7
	Total	15	7 (28 %)	Nil	3 (12	Nil	Nil	Nil	25 (100 %)
		(60%)			%)				

Table 5 Distribution of Project Affected Families by Religion

Table 5 exhibits the distribution of project-affected families by religious faith in project-affected villages in Pali district. It is evident from the table that 60% all the project affected families are Hindu followed by Muslim and Jain mythology in all surveyed villages. Hence, the region seems to be Hindu dominated.

SI				H	ousehold	l Ameniti	es			Total
No.	Villages	TV	Radio	Fridge	Mixer	Electric Cooker	Geyser	Electric Fan	Others	Surveyed Families
1	Rani	2	Nil	2	3	1	Nil	3	Nil	3
2	Marwad Juction	3	1	1	Nil	0	Nil	6	Nil	9
3	Somesar	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	6
4	Dholiya	1	2	Nil	Nil	Nil	Nil	3	Nil	7
	Total	6 (24 %)	3 (12 %)	3 (12 %)	3 (12 %)	1 (4 %)	Nil	12 (48 %)	Nil	25 (100 %)

 Table 6 Distribution of Project Affected Families by Household Amenities

Table 6 reveals the distribution of project-affected families by household amenities available in the house of project-affected villages in Pali district. The study reveals that about 24% of the project affected families have television facility in their houses. It is also observed that television is the popular source of Information in these villages than radio. It is evident from the fact that only 12% of the families enjoy radio facility in these villages. The survey shows that only about 12% of the families have fridges in their houses.

It indicates the moderate standard of living of the inhabitants as the region experiences hot climate. Fridge seems to be the necessity of daily life. The statistics available on household items brings out that mixer is used only in 12% of total surveyed families. The proportion of electric cooker using facilities is slightly more than 1 percent of total project affected families.

The distribution of project-affected families by other assets available in the house of project-affected families in Pali district. The study reveals that 32 percent of the families have scooter or motorcycle.12% of the total families have been observed owning jeep/car in the project affected villages.
		Sources of Potable Water						Total
Sno.	Villages	Dig Well (Private)	Dig Well (Common)	Pump Well (Common)	Pump Well Private	Tap water	Others	Surveyed Families
1	Rani	Nil	Nil	Nil	2	Nil	1	3
2	Marwar Junction	Nil	Nil	Nil	8	Nil	1	9
3	Somesar		2	1	Nil	Nli	3	6
4	Dholiya	1	1	3	1	Nil	1	7
5	Total	1	3	4	11	Nil	6	25
	Percentage	4%	12%	16%	44%	0	24%	100%

Table 7 project-affected families by access to potable water across different project affected villages

Table 7 represents the distribution of project-affected families by access to potable water across different project affected villages. About six sources of water have been witnessed in the project-affected villages. The study indicates that about 4% families depend on private dig wells for their drinking water needs. About 12% of the total surveyed families use common dig wells for drinking water.

The study shows that tap water which is considered relatively hygienic source of water is not found in surveyed area.

S.No.	Villages	Electricity available	Electricity not available	Total Surveyed Families
1	Rani	yes		3
2	Marwar Junction	yes		9
3	Somesar		yes	6
4	Dholiya	yes		7
5	Total			25

 Table 8 Availability of electricity

Table 8 presents the distribution of project-affected families by access to electricity facility across different project affected villages. The study reveals that only one mode i.e. electricity is used in these villages. The study shows that 100% of the families have access to the electricity expect in Sabalpura.

Table 9 Awareness	about the project
-------------------	-------------------

S. No.	Villages	Total Aware Families	Total Surveyed Families
1	Rani	3	3
2	Marwar Junction	9	9
3	Somesar	6	6
4	Dholiya	7	7
5	Total	25	25
	Percentage	100	100

Question relating to sources of information of the project was asked from those respondents who were aware about the dedicated freight corridor project passing through Pali district of Rajasthan. Table shows that all affected persons were aware about the project.

			Total		
S.No.	Villages	Wage Employment	Business Opportunity	Industry Establishment	Surveyed Families
1	Rani	1	2	Nil	3
2	Marwar Junction	3	6	Nil	9
3	Somesar	3	3	Nil	6
4	Dholiya	5	2	Nil	7
5	Total	12	13		25
6	Percentage	48	52	0	100

Table 10 Types of Benefits

While examining the economic benefits likely to be accrued from dedicated freight corridor project multiple responses have also been kept in individual key field. Hence, the proportion of each field is not 100.00%. It is evident from the Table 10 that 48% of the respondents stated that dedicated freight corridor project will provide wage employment to the local inhabitants. in About 52% of the respondents opined that if the project is implemented, there would be ample trade and business opportunities. Interestingly, there is no affected families feel that there are also chances of industrialization.

C	Villages		Total		
S. No.		Compensation	Resettlement/ Rehabilitation (R&R)	Both Compensation and R&R	Surveyed Families
1	Rani	2	1		3
2	Marwar Junction	6	2	1	9
3	Somesar	5	1		6
4	Dholiya	4	3		7
5	Total	17	7	1	25
6	Percentage	68	28	4	

Table 11 Type of compensation

Table 4.18 presents the distribution of project-affected families by preferences regarding resettlement and rehabilitation likely to result from proposed dedicated freight corridor across different project affected villages. The study brings out that about 68% of total surveyed families stated they should be properly compensated. The proportion of families demanding both compensation and resettlement and rehabilitation is 4% at the district level. There are remarkable variations in this regard across the project-affected villages. 28% of total project affected families' preferred R&R package.

(7) Sketches & Photos in Pali District



Sandra Gate No.- 31 A NH 14 Highway crossing



Marwar yard-Between Marwar Junction & 57-C crossing appx. 25 to 30 Houses and shops are within appx.15-30m. distance on eastern side



Marwar Railwav Junction at appx. 18m. on eastern side

6. Sirohi District

(1) Social Environment in Sirohi District

Socio-Economic Survey among PAFs

101	ROW – 1; ROB-2; Squatter-3	
102	Date of Interview :	
103	Place of Interview :	
104	Name of Interviewer :	
105	Checked by Supervisor :	
106	What is the type of house likely to be affected?	
	Single detached one-storey (1)	
	Single detached two-storey (2)	
	Single detached three-storey or more (3)	
	Apartment/Row house duplex (4)	
	Shanties connected to each other (5)	
	Tents or tentative simple hut (6)	
107	Please write the description of the house appearance/housing.	
Questtio	Roof (G.I. sheets-2; Tiles-2; Nipa or other natural materials -3 ; Concrete -4 ; Others -4)	
nnaire FormQ		
	Walls (All concrete -1; Concrete and wood-2; All wood -3;	
100	Nipa or other natural materials-4; Others-5) What is the tenure status of land and house?	
108	(Own land and house-1; Rent land and own house-2; Rent land and house-3;	
	Illegal occupancy of land and own house-4; Others-5)	
109	What is the Land status? (Privately own land-1; Public land-2)	
110	BASIC PROFILE OF PAP	
Α	Name of Interviewee (only adult members):	
В	Administrative Location:	
i	State :	
ii	District :	
iii	Panchayat:	
iv	Village :	
C	Location	
C.1	Type of Location	
	Parallel to railways - 1	
	Near Diversion - 2	
	Near ROB - 3 (for ROB only)	
	Others - 4	
C.2	Specific Location:	
	If parallel, specify the given section No.	
	If diversion, specify the given section No.	
	(for ROB only)	

	If ROB, specify nearest station name(s) where ROB are located	
	Right-hand side/Left-hand side from Mumbai (Western Corridor)/Delhi (Eastern Corridor)	
D	Relation to Head of Family :	
E	How long have you been living here? Please provide approx. no. of years	
F	How long are you planning to live here (in years)? (for Squatters only)	
G	Profile of Head of Family:	
	Head of Family (Name)	
	Sex	
	Age	
	Marital Status	
	Occupation (If he/she is unemployed, please describe as "unemployment") Use code - 1.Govt. Service; 2.Private Service; 3.Business; 4.Wage Employee; 5.Agriculture; 6.Daily wage labour; 7.Unemplyed; 8.Others (specify)	
	Attainment Level of Education Use code - 1.Illiterate; 2.Can Read only; 3.3. Can read and write both; 4.Upto Class 5 5.Upto Class 12 or Plus 2; 6.Graduate & above; 7.ITI, Diploma/Degree, CA, ICWA, MBA, etc; 8.Others (specify)	
	Religion Use code - 1.Hindu; 2.Muslim; 3.Christian; 4.Jain; 5.Sikh; 6. Boudh; Other (specify)	
	Social Category Code – 1. General; 2. SC; 3. ST; 4. OBC	
	Total number of family members (including infants and children)	

114) HOUSEHOLD BUDGET

A) <u>Income</u>

Source of Income of from	Average Income in (Rs.)					
various sources	Daily	Monthly	Yearly			
a. Agriculture						
b. Wage Labour						
c. Business/Trading						
d. Service						
e. Livestock & Animal						
f. Fishing & Aquaculture						
g. Cottage Craft						
h. Forestry						
i. Other (specify						
Total Income						

F) Assets

Livestock holding of the family (Write the unit in nos.)	No.
37. Cow	
38. Ox	
39. Buffalo	
40. Sheep	
41. Goat	
42. Camel	
43. Donkey	
44. Horse	
45. Pig	
46. Chicken	
47. Duck	
48. Others livestock (specify)	

C) Agricultural Implements

Agricultural implements owned by the family	Yes	No
25. Tarctor	1	2
26. Power Triller	1	2
27. Thresher	1	2
28. Harvester	1	2
29. Genset Sprayer	1	2
30. Pump Set	1	2
31. Electric Pump	1	2
32. Others Specify	1	2

D) Household Items

Household items owned by the family	Yes	No
34. TV	1	2
35. Fridge	1	2
36. Mixer	1	2
37. Electric Cooker	1	2
38. Geyser	1	2
39. Electric Fan	1	2
40. OTG	1	2
41. Toaster	1	2
42. Microwave	1	2
43. Radio	1	2
44. Others Specify	1	2

E) Other Assets of Family

Other assets owned by the family	Yes	No
19. Scooter/Motorcycle	1	2
20. Jeep/Car	1	2
21. Truck	1	2
22. Bus	1	2
23. Bullock/Camel Cart	1	2
24. Others Specify	1	2

F) Total Annual Saving: ----- (Rs.)

G) Loan

- a. Have you taken any loan? 1. Yes, 2. No, 3. Don't Know
- b. If yes, then please tell us the following:

Name of the loan provider	Amount (in Rs.)	Re-paid (in Rs.)	Balance (in Rs.)
13. Bank			
14. Relative/Friend			
15. Mahajan			
16. Other (specify)			

112 PRODUCTION AND EMPLOYMENT

A-1	Land Title	Response
	Own with Title (1)	
	Own without Title (2)	
A-2	Tenure Status: If Own with Title, please select one or	
	more:	
	Borrow at No Charge (1)	
	Rent from Authorities (2)	
	Rent from Individuals (3)	
	Other Status (4)	

B) Area of Land: If Own with Title, please answer the questions below: (for Non-Squatters)

- B.1) Do you have agricultural land? a. Yes b. No B.2) If Yes, please tell us the total land owned by you (in local unit)
- B.2) If Yes, please tell us the total land owned by you (in local unit).

Type of Land	Area			
	Sqm.	Bigha	Biswa	Hectare
1. Agricultural land				
2. Orchard				
3. Others (specify)				
Total Land				

G) In case of farmers, list names of your 3 major products (for Non-Squatters)

 <u>1.</u>
 <u>2.</u>
 <u>3.</u>

D-1) In case of other occupations, specify main income source?

D-2) Select the observed type of squatters (for Squatters)

Category of squatter	Please write response
Illegal residents with station-related occupation (1)	
Shops of illegal occupancy (2)	
Seasonal labour (Agriculture) (3)	
Seasonal labour - Factory/Construction (4)	
Gangmen's colony (5)	
Migrant Tribe (6)	

E) What is the most serious problem on your livelihood?

113 ACCESSIBILITIES

· · · · · · · · · · · · · · · · · · ·	Status in Normal Conditions			Distance	
	Average	Frequency	Frequency to cross	Mode	(km)
	Time per	1: 1 Day	the level crossing	1: Foot	
	Trip	2: 2-3 days	per day. Specify the	2: Bicycle	
	(minutes)	3: 1 Week	number	3: Ox Cart	
Destination		4: 2 Weeks	(e.g. 3 times/day).	4: Horse Cart	
		5: 1 Month		5: Camel Cart	
		6: 2 Months		7: Motor Bike	
		7.6 Months		8: Car	
		8: 1 Year		9. Bus	
				10. Others	
District Center					
Large Market					
Small Market					
High School					
Secondary					
School					
Primary School					
Farming Land					
Health Clinic					
Hospital					
Religious Center					

I) Accessibilities in Normal Conditions

J) How often do you cross ROBs? Specify the number (e.g. 3 times/day). (Only for ROBs)

K) How often do you cross ROBs with Non-motorized Vehicles (NMVs)? Specify the number (e.g. 3 times/day). (Only for ROBs)

114 UTILITIES

J) Access to Potable Water

Please check the status of access to potable water.

Kind of Facilities	Please check.
Dig Well (Private)	
Dig Well (Common)	
Pump Well (Private)	
Pump Well (Common)	
Bought from Water Vendors	
Other Facilities ()	
Other Natural Water Sources ()	

K) Access to Toilet Facilities

Please check the status of access to toilet facilities.

Kind of Facilities	Please check.
In-door Toilet	
Out-door Toilet (Private)	
Out-door Toilet (Common)	
Not Available	

L) Access to Electricity

Please check the status of access to electricity.

Kind of Facilities	Please check.
Power line	
Generator (Private)	
Generator (Common)	
Car Battery	
Not Available	

115 COMMENTS ON RESETTLEMENT & REHABILITATION

Questions	Response
A. Are you aware that Govt. of India has initiated Dedicated Freight Corridor Project in which a separate railway line will be laid for transportation of goods between <u> and Mumbai and Delhi and Howrah?</u>	7. Yes8. No(If No, go to C).
B. If Yes , what has been your source of information for DFC Project?	 TV Radio News Paper Word of Mouth Friend/Relative Others (specify)
C. Do you think the project will provide economic benefit in the area?	10. Yes

	11. No
	12. No comment
D. In your opinion what kind of economic benefit would	13. Wage employment
take place?	14. Business opportunity
	15. Industry establishment
	16. Others (specify)
E. In case you are to be displaced by the project what	16. Self relocation or voluntary relocation
would be your choice?	17. Protest displacement
	18. Conditional
	19. Can't say now
	20. Others (specify)
F. As regards resettlement and rehabilitation what would	13. Compensation
be your request to the Project Implementing Authority or Project Owner?	14. Resettlement and Rehabilitation
	15. Compensation & R&R both
	16. Other (specify)

(2) 2nd Stage of District Level Stakeholder/Public Consultation Meeting in Sirohi District

1.1 Brief Description of the Sirohi District

Sirohi district is situated at the southwest part of Rajasthan between parallel of 240 20' and 250 17' North Latitude and 720 16' and 730 10' East Longitude. It has an area of 5139 km (2009 mile²) and is the third smallest district of Rajasthan. It is the third smallest district of Rajasthan, after Dungarpur and Banswara.

Sirohi is bounded by district Pali in the northeast, district Udaipur in east, Jalore in west and Banaskantha district of Gujarat in the south. The total geographical area of the district is 5139 sq. kms. It covers about 1.52 percent of the total area of Rajasthan.

In 1948 Sirohi was removed from Rajputana Agency and placed under Western India States Agency. In Nov.8, 1948 an agreement was signed between the minor rulers of Sirohi & Government of India entrusting full powers relating to the state to central government on whose behalf administration was taken over by Bombay Government with effect from Jan 5, 1949.

An area of 304 sq. miles (i.e. 787 km²) consisting of Aburoad tehsil and a part of Delwara tehsil was merged with then Bombay state. The remaining part of the state came to Rajasthan. However, the entire sequestered area was returned to Sirohi district of Rajasthan State as it came to be formed when recommendations of the states reorganization commission were given effect to on Nov. 1st 1956.

The former state was divided into 6 tehsils Aburoad, Delwara, Pindwara, Reodar, Sheoganj, and Sirohi. In 1950 when the area merged in Rajasthan was divided into 5 tehsils. In 1951, consequent on merger of Bhawari with Pindwara.

Topography

The average rainfall of the district is 735 mm. The District is facing serious drought conditions since last three years. The average rainfall figure decreased since then. The average rainfall of Sirohi in the year 2000-2001 is 376 mm.

Marwari is the local language spoken there & Hindi is official language.

1-	Tehsil-	5
2.	Population	850,756,
3.	Male/Female Ratio-	944
4.	Literacy Rate-	54.39%
5.	Roads-	1196 km.
6.	Crops	maize, oilseeds
7.	Minerals	copper, lead, zinc and fluoride

1.0 Brief features of the Project in Sirohi District

Dedicated Freight Corridor enter Sirohi district in Maval railway station from Palanpur. The proposed corridor passes alongwith existing railway line i.e Maval, Abu Road, Kivarli, Swarupgang, Banas, Pindwara, Kesavganj and enter into Pali district. There is a railway crossing proposed in this district that is on Banas at cement siding BG Branch line of Benami Cement factory. NH14 cross this DFC line at Karli. Before Karli it runs western side of proposed DFC in Sirohi district and after Karli it runs eastern side of the corridor in Sirohi district. There are two crossing stations in this district that is on Bhimana and Kesavganj is also proposed. At the following railway station few building viz. old railway quarters and railway, station building, platforms etc. are to be dismantled. Name of the station are Maval, Abu Road, Swarupganj, Banas Sirohi Road

PROPOSED DFC ALIGNMENT FOR SIROHI DISTRICT



1.2 **Project Summary Sheet**

PROJECT SUMMARY SHEET				
Title of the Project	2nd stage of Stakeholder/Public Consultation Meeting			
	for development study regarding the dedicated			
	multimodal high axle freight corridor for ministry of			
Date and place of meeting	29-06-07 senior railway institute, Abu road, Dist			
Local Consultant	Mantec Consultant Pvt. Ltd. New Delhi.			
Local Organizer	SWEET INSTITUTE BANSWARA			
	167 Matra Sadan Commercial Area Banswara Ph. No.			
	9414219698			
Organizing Place	Senior railway institute, Abu road, Dist Sirohi.			
No. Invitees	205			
No. of participants	126			
Methods Used for Information	Personal Contact: -			
Dissemination	Dispatching Invitation Letter: -			
	Information in Newspaper: -			
	Invitation to Distt. Office by letters			
	Information at Panchayat office and Teh. Office			
	Others - Press News Dainik Bhaskar and Rajasthan			
	Patrika.			
Stationary served to the	Writing Pad			
participants	Ball Pen			
	Questionnaire			
Methods adopted for discussion	Slide presentation			
	Lecture			
	Group Discussion			
	Question/Answer Session			
Methods adopted for	r Still photography			
documentation	Audio/Video Recording			
	Minutes of meeting			
Media Coverage	Newspaper: - Danik Bhansker			
	Rajasthan Patrika			

1.3 Selection of Stakeholders (Name of invitees)

Around 205 persons were invited to attend the stakeholders meeting.

1.4 Method of selection of the stakeholders

The latest version of JICA Guidelines for Environment and Social Consideration has been developed in 2004 in order that JICA funded feasibility study incorporates due consideration of the environmental protection and safeguards the sectors of society directly or indirectly affected by the project. Current feasibility study is carried out applying the guidelines

In order to encourage participation of the local residents, stakeholder/ public consultation meeting is considered as a tool that should play an important role during the project design stage. It is do designed to

- Disclose information on project for open discussion
- Disseminate information to the lowest possible hierarchy of the social system

- Obtain interaction of the participants of stakeholder/public consultation meeting
- Reflect the valid comments elicited from the open discussion to the design of the project
- Build a consensus on the project implementation and associated

There are three stages of stakeholder and public consultation meeting. The first stage of stakeholder/public consultation is held on state level, followed by second stage of stakeholder/ public consultation held in the districts, and the third stage of stakeholder/ public consultation meeting held on the villages directly affected by the project

The Mantec Consultants Pvt. Ltd has already organized first stage of stake holder/public consultation meeting in state of Rajasthan. To organize the second stage of Stakeholder/ Public Consultation Meting Mantec consultants has authorized "Sweet Institution" to meet the concerned government authorities and collect relevant data for carrying forward study of social economic survey and organize second stage of stakeholder/Public Consultation Meeting for information dissemination about the project As per direction of the guidelines for conducting the 2nd stage of the stakeholder/ public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 01-06-07 to facilitate these meetings .

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Boards were contacted to participate in the Meetings. State Government Department also apprised and approached and were invited to participate were in the Stakeholders/Public Consultation Meetings including the State Public Works Department, Irrigation and Power, Urban Development and Poverty Alleviation Department, industries, telecommunication and Information technology Trade and Commerce, Surface Transport, Tourism, Container/Corporation of India. Port Trusts etc.

Our meeting Facilitator Team visited all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project. Our team also met & informed the district. Administration and requested to help in organizing the public meeting successfully. Local stakeholders along the railway line, affected farmers, businessmen, private service and Govt. service employers were invited in the meeting. Our study team also contacted Tehsildar of affected Tehsil, Panchayat Samiti Pramukh, Gram Pradhan, local MLA and requested them to attend the meeting and also gave necessary support in conducting second stage of stakeholder and public consultation meeting We have to invite the limited No. of stake holders. So we invited the mostly affected stakeholders but after reading the newspapers, uninvited and interested persons attended the public consultation. It was good to know that the peoples are interested to know DFC project .it was a good sign.

1.5 Selection of meeting facilitators

Simultaneously, extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the second stage of Stakeholders/Public Consultation Meeting in Sirohi district of Rajasthan.

Preference was given to appoint Non Government Organizations (NGO's) who had local presence, popularity and experience of social and public works and are well acquainted with multifarious cross section of society to help in the selection of the right type of the stakeholders for the meetings as well as for facilitating other related activities i.e.

- Venue for the meetings;
- Arrangements to be made;
- Assisting in local publicity;
- Invitations to the Stakeholders and motivating them for participation;
- Maintaining and compilation of record and feed back; and

 Other local arrangements like transport, hospitality, security and smooth conduct of the meeting proceedings.

The Non Governmental Organizations were appointed for facilitating the Stakeholders/Public Consultation meetings for conducting the meetings:

2.0 Method of information Dissemination

(1) Method of notifying the meeting to the participants

- 1. Local newspapers about the venue and date of meeting
- 2. Information of DFC Project to the local stakeholders by face to face for meeting
- 3. Invitation letter to the affected stakeholders during the survey of Railway track
- 4. Information to Sarpanch /Public representatives by official letters.
- 5. Pasted handout containing the information of the project on the public place of the affected area.
- 6. Announcement of date and venue of stakeholder and public consultation meeting by loudspeaker mounted auto in project affected area

(2) Presentation of the meeting

(Presentation material attached)

2.1 Venue of stakeholder and public consultation meeting

Looking to the stakeholders facility and dist. administration advice, the venue was decided in the senior railway institute, Abu road, dist Sirohi, where stakeholder can sit comfortably.

All the arrangements were made comfortable for sitting, drinking water, Tea & Snack, Photographer, Videographer etc by our meeting facilitator team

2.2 Participants of Stakeholder and Public Consultation Meeting

Around 126 persons participated in the stakeholder/Public Consultation Meeting.

3.0 Details of Stakeholder and Public Consultation Meeting

Stakeholders /Public consultation meeting is a bottom up approach in this gigantic freight corridor project. It is one of the tools to reflect the views of the general public as well as those concerned with the project ranging from the central and local government organizations to commercial and industrial sectors of the society as a whole. It is an important tool of information dissemination during the planning stage of the project.

3.1 Record of meeting

Firstly introduction Session was held

- Then chairman of chetak kalyan trust, Ahmedabad, did inauguration.
- The meeting facilitator gave the information and details of working of Sweet Sansthan Banswara

Sociologist, Mantec consultant gave the detail description of the DFC Project with special emphasis on Sirohi district

Mantec consultant explained that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed, he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for Freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel, and fertilizer is anticipated on Ludhiana-Delhi-Howrah route. On an Average approximately 9000-loaded trucks move daily over the corridor, i.e. Delhi-Mumbai Western Corridor and Ludhiana-Howrah eastern corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai-Delhi, from Palanpur upto Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan, because of the congested areas, change all the way upto Mahesana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

Mantec consultant cleared the misunderstanding of stakeholders regarding the acquisition of land along the track. He told that the corridor would be laid down in the eastern part of rail line in Sirohi district for which only 20 to 26 m (26 m at Detour) land would be acquired from the center of the existing track. He further added that it would save time in the process of transportation of goods, which will be benefited to the people.

With help of projector Mantec consultant show the alignment of proposed DFC project of Sirohi district_o He said that Dedicated Freight Corridor enter Sirohi district in Maval railway station from Palanpur. The proposed corridor passes along with existing railway line i.e. Maval, Abu Road, Kivarli, Swarupgang, Banas, Pindwara, Kesavganj and enter into Pali district. There is a railway crossing proposed in this district that is on Banas at cement siding BG Branch line of Benami Cement factory. NH14 cross this DFC line at Karli. Before Karli it runs western side of proposed DFC in Sirohi district and after Karli it runs eastern side of the corridor in Sirohi district. Mantec consultant said that there are two proposed crossing stations in Bhimana and Kesavgang district. At Maval, Abu Road, Swarupganj, Banas and Sirohi Road few building viz. old railway quarters and railway station building, platforms etc. are to be dismantled.

2 **Profile Description of participants.**

The major observations of Stakeholders/Public Consultation Meeting held at senior railway institute, Abu road, district Sirohi on 29.06.07 recorded through questionnaire are as follows:

Sl. No.	Name of Village/City	Total Respondents	% of Total
1	Abu Road	40	31.74
2	Pindwara	42	33.33
3	Swaroop Ganj	32	25.39
4	Luniyapura	12	9.52
Total		126	100.00

 Table 1 Distribution of Respondents by village

Table 1 reveals that there were one hundred and twenty-six respondents, natives of four villages, who participated in the public consultation meeting on dedicated freight corridor (DFC) project. The representation of participants was almost the same from the villages in the meeting. The proportion of respondents varies from lowest twelve persons to highest forty-two persons in the whole villages. Pindwara village has shown the highest participation (33.33%). The statistics shows that numerical strength of stakeholders has been low in the meeting. However, there has been wide representation of public geographically.

Sl. No.	Categories	Total Respondents	% of Total	
1	Scheduled Caste	52	41.26	
2	Scheduled Tribes	20	15.87	
3	Other Backward Class	25	19.84	
4	General	29	23.01	
Total		126	100.00	

Table 2 Distribution of Respondents by level of Social structure

The representation of Schedule castes has been the highest i.e. 41.26 percent, followed by General Caste, Other Backward Class and Schedule Tribes

Sl. No.	Categories	Total Respondents	% of Total
1	Less then 4	62	49.20
2	Less then 6	46	36.50
3	More Less then 6	18	14.28
Total		126	100.00

Table 3 Distribution of participants by Family Size

Table 3 indicates that the participation of respondents having small family size i.e. less than 4 person has little less than half (11.51%). The respondents having moderate (i.e. less than 6 persons) family size have witnessed about 36.50% participation. Whereas, those having large family size i.e. more than 6 persons have shown the lowest 14.28% representation.

Table 4 Distribution of	participants	by Origin	
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Sl. No.	Categories	Total Respondents	% of Total
1	Native	101	80.15
2	Migrated	25	19.85
Total		126	100.00

Table 4 points out that majority 80.15% of the respondent are original or native inhabitants of Sirohi District. Only 19.85% participants have reported that they are migrated from out side the district.

No views were given on majority and minority issues in the public consultation.

Sl. No.	Categories	Total Respondents	% of Total
1	Literate	111	88.1
2	Illiterate	15	11.9
Total		126	100
1	Under Matric	34	26.98
2	Matric	55	43.65
3	Graduate	33	26.19
4	Professional	4	3.17
Total		126	100

Table 5 Distribution of participants by Literacy Status

Table 5 Shows that 88.10% people participated in public consultation meeting were literate while 11.90% were illiterate.

It shows that distribution of participant educational attainment is high, it can be taken as an indicator of social development of any district. The professional category has been only 3.17%. The highest representation (43.65%) has been of matriculates. Little more than one –fourth of respondents have reported as graduates. Although in Rajasthan education level is on developing stage and so that the education level in the region seems to be developing stage

Sl. No.	Categories	Total Respondents	% of Total
1	Agriculture	02	1.58
2	Private Service	47	37.30
3	Govt. Service	19	15.07
4	Business	58	46.03
Total		126	100.00

Table 6 Distribution of participants by Occupation

Table 6 shows that the highest proportion of the respondent are engaged in business, which is their main occupation. As per data only 1.58% of total respondents are engaged in agriculture and 15.07% are in government service. 37.30 of total participants are engaged in Private service

Table 7 Distribution of participants by Level of yearly Income

Sl. No.	Categories	Total Respondents	% of Total
1	5000-10000	00	0.00
2	10000-25000	16	12.69
3	25001-50000	37	29.37
4	50001-100000	56	44.45
5	100001 and above	17	13.49
Total		126	100.00

Table 7 Entire respondents have been divided into five categories. The data reveals that 12.69% people fall under the slab of 10000- 25,000 annual income, 29.37% people are under the category of 25000- 50,000, 44.45% under 50000-10,0000, 13.49% under 100000 and above. It shows that the people are financially weak and facing hard ship.

Sl. No.	Categories	Total Respondents	% of Total
1	Significant	24	19.06
2	Relatively Significant	45	35.71
3	Insignificant Impact	44	34.92
4	Negligible Impact	13	10.31
Total		126	100.00

Table 8 Distribution of participants by Impacts of project

Table 8 shows that 24 respondent (19.06%) told that the impact of project would be significant and 45 respondent (35.92%) replied that the impact would be relatively significant.34.92 % respondent think that the affect of project will be either significant or relatively significant. 10.31% told that there would be no affect.

Table 9 Distribution of participants	s by Typ	e of Impacts	of Propose	d project
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Sl. No.	Categories	Total Respondents	% of Total
1	Loss of land	30	23.81
2	Loss of Occupation	55	43.65
3	Loss of Livelihood	31	24.60
4	Others	10	7.94
Total		126	100.00

Table 9 shows that 30 respondents (23.81%%) will loss their agriculture land, which is the source of their income, although agriculture is their not prime occupation, while 55 respondent (43.65%) reported that they are going to loss their occupation. 31 respondents (24.60%) replied that they will loss livelihood while others 7.94% told that they will face other difficulties

Sl. No.	Categories	Total Respondents	% of Total
1	Land	14	11.11
2	Cash	85	67.46
3	House	20	15.87
4	Others	07	5.56
Total		126	100.00

Table 10 Distribution of participants by Type of Compensation by Govt.

Table 10 shows that if Govt. acquires the land what type of compensation they wanted. 14 respondents (11.11%) wanted that they should be given land for land while 85 respondents (67.46%) replied that they want cash compensation for land. 20 respondents has given choice for the house, 7 respondents (5.56%) wanted other facilities for the land.

3.3 Question answers during the meeting and reply

- 1. Ex-chairman, municipality, Abu road asked about the advantages of the project.
- **Ans.-** Mantec consultant replied that first of all a large-scale employment problem will be solved, villagers will be benefited, as the village will be developed drastically and the financial and economic condition will be upgraded. People will get products at a cheaper rate than before, also due to easy transportation farmers will get a good deal of their products and by this it will improve the living standards of the peoples of the region. The freight Corridor is proposed to be comprising of exclusively reserved railway tracks laid out for the Freight Trains only where the Freight Trains would be moving at a very high speed of over 100 km. an hour. At present it takes almost two days for a container train to make the journey from Mumbai to New Delhione of the most saturated corridors in the country. It will take just 24 hours after the completion of the project to do this journey. Further, the Freight Trains will also be carrying

much more freight than the present container trains. Besides, this project is also expected to create 6,80,000 new jobs directly and indirectly.

- 2. O.A.municipality, Abu road asked about the number of railway tracks to be laid under DFC Project.
- Ans. Two railway tracks will be laid.
- 3. Villager from Abu road, asked about the compensation provided for the acquired land.
- **Ans:** Mantec consultant answered that according to the policy of govt. of India, there is provision for cash, or land against land, or house against house. There is also provision of Rs 10,000 rupees cash disturbance allowance for the disturbed family for shifting of house. All efforts will be made to limit the project within the Railway land. However, situations may be there where additional land along the existing railway tracks or for laying the bypass tracks and creating allied facilities such as stations and platforms, bridges, freight terminals, warehousing, godowns, parking spaces, offices etc. may have to be compulsorily required. In such cases the compensation will be given as per the applicable Govt. of India rules and regulations. Committee consisting of local MLA, M.P., D.M. and other representatives will decide the structure for land remuneration and according to that payment will be made.
- 4. Villager from Pindwara, asked about the time period for finishing the project work.
- **Ans.** Mantec consultant told that this corridor project has started working in 2005 and survey work has started. The govt. of India would take up the work in 2009 and will be completed in 2014.
- **5.** Advocate from Abu road asked about the sound pollution created by the vibration of the D.F.C lines and about the remuneration provided for the people affected due to sound pollution.
- **Ans:** The research is going on for this problem and there is provision of remuneration according to the govt. policy.
- 5. Businessman asked about the traffic problem created due to the formation of level crossing.
- **Ans**: Mantec consultant answered that survey is going on and railway overbridge or under bridge will be developed according to necessity.
- **6.** Local public from Pindwara, questioned about the height of the railway tracks of D.F.C. and also whether the railway tracks will be covered or uncovered.
- Ans: The tracks will remain open and height will also remain same as usual.
- 7. Villager from looniyapura, asked about the speed of the DFC and also how many trains will pass in 24-hour time.
- **Ans:** Mantec consultant replied that the speed will be 100 km per hour and 140 trains both up and down lines will pass every day.
- **8.** Businessmen from Pindwara asked about the time started for the project and how many stations will be created for D.F.C.
- **Ans:** Mantec consultant answered that the project will be started on 2009 and two stations will be created in Rajasthan:one in Marwar junction and the other will be at Phulera.

Since there was no other point to discuss and stakeholders were happy to listen the Mantec presentation they agreed that the DFC project would be beneficial for villages of Sirohi district. So the meeting ended with a vote of thanks to the chair.

3.4 SUGGESTIONS FROM THE STAKEHOLDERS

1. Security measures should be taken along both sides of the railway tracks to save mishap in the densely populated area.

- 2. Public road is also getting counselling meeting should be held for future requirement of lands if required.
- 3. People demanded under-bridge in level crossing no.131 and over-bridge at crossing no 132.
- 4. You are acquiring 20 m land for D.F.C. then you should take another 200 ft area, because covered while acquiring 20 m land, so it will be much better to acquire extra 200 ft area totally.
- 5. We don't need compensation according to DLC rates, but we need compensation that will be similar to the amount of last registry.
- 6. The existing railway track is nearby to the GAIL and HPCL petrol pipelines, so the new track should be laid down outside city parallel to the national highway. By this means, the railway property and the public property both will be saved from damage.
- 7. The inhabitants of the village looniyapura raised an issue that the children and the common peoples are jobless; so jobs must be provided.
- 8. The villagers of looniyapura told that they are united till date, they don't want to be separated from each other; they don't want separation otherwise they will settle elsewhere.

3.5 Major findings

- Stakeholder/ Public Consultation meeting For Sirohi district was held at Abu Road on 29 June 2007
- 2. 126 participants were attended the meeting
- 3. All the participants appreciated the proposed project but they wanted that government gave appropriate compensation for their properties
- 4. In Abu Road if proposed DFC project passes through the Abu Road station in eastern side then many railway facilities will be affected, in which Diesel Locomotive shed is also included
- 5. Interestingly new railway quarters and three water tank has been constructing within 20 metre (eastern side) of the existing (loop line)
- 6. Near about all the participants, residing near the railway track said that if government acquired 20-metre land in eastern side than it is better to acquire all our land near the railway track. Because after completion of the project, it is impossible to here due to noise and vibration caused by the train
- 7. They suggested that if it is possible than a detour would be made from maval station to Bhimana passing further eastern side of the existing rail line and NH-14. Land is also available there, so that many railway properties and some displacement of the people will be avoided
- 8. They wanted that the civil engineers would decide the compensation of the structure.
- 9. In eastern side following railway properties will be affected: -----
 - A Primary school B Pilots and Guards running room C Tanks of Indian oil D A temple E Hostel
- 10. In Luniapura also five private building will be affected by proposed DFC project
- 11. In Pindwara some residence will be affected by this project
- 12. All participants are agreed to save Abu Road station so that a detour should be constructed from Maval to Bhimana.



पश्चिमी फ्रेट कॉरिडोर का सर्वे श

मारवाड व फुलेरा में सामान चढाया व

उतारा जा सकेगा। परियोजना के तहत

अधिक व्यस्त रहने वाले रेलबे कॉसिंग

पर ओवरीबज बनाए जाएंगे। कम

व्यस्त रहने वाले रेलवे काँसिंग पर

'अण्डर पासिंग वे' बनाया जाना

पुस्ताबित है। रेल विभाग, जापान को

जीका व मेन्ट्रेक कन्सल्टेंट के

अधिकारियों की 'जीका स्टडी टीम

गठित की गई है जो परियोजना के

सामाजिक, आधिक व धार्मिक मामलो

समेत विभिन्न पहल्कों का अध्ययन

कर रही है। वर्ष 2010 में परियोजना

रेलवे का प्रस्तावित फ्रेट कॉरिडोर

राज्य के सात जिलों से निकलेगा।

विल्ली से मुंबई के बीच वर्तमान

रेल ट्रेक के रामानांतर संबर,अलबर, जयपुर, नाजीर,

अजगेर, पाली और सिरोडी जिल

से निकलते हुए पालनपुर होता.

राज्य के सात जिलों से

20 से 26 मीटर भूमि कम्प्यूटर नियंत्रित होगी। सूत्रों के अनुसार राजस्थान में मात्र दो स्टेशनों परियोजना की जद में

सिर्फ मारवाड जंवरान और फुलेरा में होगी लोडिंग-अनलोडिंग मनोज चौरसिया

आब्रोड, 25 जून

रेलवे की डेडिकेटेड मल्सी मॉडल हाई एक्सल लोड फ्रेंट कोरिडोर का शुभारम्भ होगा। वर्ष 2014 में परियोजना के तहत 'पटिचमी परियोजना पूरी हो जाएगी। कारिडोर' के समेदाग का कार्य शुरू हो चुका है। जापान इंटरनेशनल कॉपॉरेशन एजेंसी (जीका) को ओर गजरेगा फ्रेट कॉरिडोर से दिल्ली की 'मेन्ट्रेक कन्सल्टेंट' को परियोजना के दायर आने वाली भूमि के आकलन व सर्वेक्षण का कार्य सौपा गया है।

दिल्ली-मंबई मालवाहक पश्च के 1493 किलोमीटर की परिवमी कॉरिडोर परियोजना पूरी तरह से हुआ बादर (मुंबई) तक पहुंचेजा। मुआवजे का प्रावधान

सवेक्षण शरू

मेन्द्रेक की ओर से बांसवाड़ा के स्वोद संस्थान को सर्वेक्षण का कार्य दिया गया है। इसके तहत संख्यान के अधिकारियों ने सर्वेवाण का ७ य शुरू कर दिया है। वर्तमान रेलवे ट्रेक के पूर्व की तरफ 20 से 26 सीटर भूमि कोरिडोर के दायरे में आ रही है। सर्वे के दौरान आग जनता से ज्यादा टेलवे की पहियोजना की जद में आ रही है।

परियोजना के जद में

सिरोही रोड रेलवे स्टेशन के पास बाई एक का कुछ भाग, रेलवे कॉलोनी, रेलवे का दूरसंचार टावर परियोजना की जद में है। रारुपमंज में किसी को कोई नकसाल नहीं होगा। आब्रोड में रेलवे फाटक 134 के पास ट्रेजिंग खुल, सिञ्बल विभाग का आवाजाही रहेगी। कार्यालय व कुछ पॉल्टिक प्रॉमज पश्चिमी कॉरिझेर परियोजना की

धपेट में आएंगे।

तहसील में भूमि के मूल्य या बाजार भाव घर मुआवजा देव होगा। इराके लिए कमेटी का जठन किया जारणा । इसमें जिला कलवटर, क्षेत्रीय विद्यायक व जीका के अधिकारियों को शामिल किया गवा हे।

(आम जनता को कम सुकसान है, लेकिन कुछ स्थानों पर नकसान होगा। रेलवे को काफी भूमि इस परियोजना की जव में आएजी। इसकी सीमा में आने वालों को पीछे हटना पड़ सकता है। प्रभावितों को मुआवजा देवे के लिए कमेठी जदित की जाएगी। 🎵

-महेश शर्मा, कार्यक्रम अधिकारी, स्वीद संख्यान, बांसवाहा

देश के 9 राज्यों व 65 जिला से होता दुआ रेलवे ट्रेक सिरोही ओहोजिक क्षेत्र का कुछ भाग, जिले में प्रवेश करेगा। इस ट्रेक पर रेलवे दूरसंचार टावर, झाइवर प्रतिदिन ७० मालवाहक जाड़ियों की

-रजनीश जैन, सचिव, स्वीट संस्थान, बासवाझ

(3) 3rd stage of Village Level Stakeholder/Public Consultation Meeting in Sirohi District

1.0 Brief Description of State and Sirohi District

The Rajasthan State International fronties of 140 km with Pakistan. Arawali Hill Range runs diagonally from south west through its middle. Nearly 61 % area of state lies west of the Arawalies, which is characterized by extremes in temperature and scanty rain fall varying annually from 20 to 40 cm. average. Areas East of Aravalies have comparatively fertile soil and good annual rainfall varying 40 to 80 cms. The Geographical diversities of the state have made it vulnerable to drought and Scarcity condition sirohi is in south west of Rajasthan. In north there is Jalor and Pali District. , In west Jalor, In South Palanpur (Guj). In East Pali and Udaipur District. Its area is 5136 Sq. km. Marwari is the local language spoken there and Hindi is official language.

 Population Male/Female Ratio Literacy Rate Koads Crops Minerals Kopper, Lead, Zinc and Fluoride. 	1-	Tehsil	5
 Male/Female Ratio Literacy Rate Koads Crops Minerals Maize, Oilseeds Copper, Lead, Zinc and Fluoride. 	2.	Population	850,756
 Literacy Rate State State	3.	Male/Female Ratio	944
5.Roads1196 Km.6.CropsMaize, Oilseeds7.MineralsCopper, Lead, Zinc and Fluoride.	4.	Literacy Rate	54.39%
6. Crops Maize, Oilseeds7. Minerals Copper, Lead, Zinc and Fluoride.	5.	Roads	1196 Km.
7. Minerals Copper, Lead, Zinc and Fluoride.	6.	Crops	Maize, Oilseeds
	7.	Minerals	Copper, Lead, Zinc and Fluoride.

The Stakeholders public consultation final and last meeting for the proposed DFC project was conducted in the hall of Panchayat Samiti Pindwara, District. Sirohi Tehsil Pindwara on dated 12/08/07 to disseminate general information to public about the proposed project and to get final suggestions. 8 villages of Pindwara are affected by the proposed Railway corridor in Sirohi District. The Chief Guest was Pradhan of Pindwara and the Consultant was Sociologist (Mantec). The Meeting started at 11 P.M. and Continued up to 2 P.M.

2.0 **Project Summary Sheet**

3rd Stage Meeting			
	PROJECT SUMMARY SHEET		
Title of the Project	Conducting 3 rd Round Final Meeting of Sirohi District Level Stakeholder/Public Consultation Meeting for Development Study Regarding the Dedicated Multimodal High Axle Freight Corridor for Ministry of Railway Govt.		
Date and Place of meeting	12-08-07 Panchayat Samiti Hall distt. Sirohi Tehsil, Pindwara		
Local Consultant	Name of the Local Consultant:		
	Mantec Consultant Pvt. Ltd. New Delhi.		
Local Organizer	Name of N.G.O. : SWEET INSTITUTE BANSWARA 167 Matra Sadan Commercial Area Banswara Ph. No. 9414219698		

PROJECT SUMMARY SHEET			
Organizing Place	P.S. Pindwara Tehsil Pindwara Distt. Sirohi		
No. Invitees	150		
No. of Presence	80		
Methods Used for Information	Personal Contact:		
Dissemination	Dispatching Invitation Letters to Affected Villages		
	Press News in Newspaper:		
	Information at Panchayat Office and Teh. Office		
	Mike announcement by Jeep		
	Others		
Stationary Served to the	Writing Pad		
Participants	Ball Pen		
	Questionnaire		
Methods Adopted for Discussion	Slide Presentation – L.C.D		
	Lecture		
	Group Discussion		
	Question/Answer Session		
Methods Adopted for	Still Photography by Camera		
Documentation	Audio/Video Recording		
	Minutes of Meeting		
Media Coverage	Newspaper: Danik Bhansker		
	Rajasthan Patrika and Other Local Papers		

2.1 Method of Selection of Stakeholder

The Mantec Consultants Pvt. Ltd has already organized first stage of stakeholder/participation meeting. They have authorized "Sweet Institute" to meet the concerned Government authority and collect relevant data for carrying forward social environment and to organize Public Consultation Meeting for Mantec Consultants Pvt. Ltd. the letter No. 2007/infra/31/1 Pt. dated 01/06/07 issued by ministry of Railways.

In continuous efforts second round PCM was held on 29.06.07 at Panchayat Samiti Sabha Bhawan Senior Railway Institute Abu Road District. Sirohi. Now the third meeting was being held on dated 12.08.07 at Pindwara Panchayat Samiti Sabha Bhawan to get the final suggestions from the people participation meeting of third PCM Sirohi District.

For III Meeting in July detailed survey was done along the Railway track. We also contacted the affected people Gate wise. The list has been submitted to you. Sample survey forms and summary of the P.F. Social Economic Survey forms were filled in and village meetings were held. The reports of the village meeting and name of the villages have been sent to organization.

This survey was done with the previous information that we had calculated the No. of villages and families 30 m from the Railway boundary in this connection many villages were affected. But now considering the 24 Mt. ranges from the centre point of the last track, the affected villages would be less.

The Sansthan informed the affected families to attend the meeting on dated 12.08.07 at Pindwara at 11 A.M. The team leader on Motorbike and Jeep did a survey along the Railway line and took some photographs of the places.

The members of Sansthan also met and requested Panchayat Samiti to help in organizing the public meeting successfully. They assured to Sansthan. All the stakeholders along the railway line affected farmer' Schemes, businessmen, private service and employers were invited to attend the meeting.

Public participation was undertaken to make explicit the social and other factors that affected development impact of dedicated freight corridor and mediate project.

The Sansthan sent the volunteers along the railway line and affected public households to attend the meeting through invitation letters.

Before starting the III PCM meeting survey forms were filled in by Programme officer during field visit and track survey in month of july07. A track-to-track survey was done. It was noted that at every railway Gate, how many persons are affected. Their details were taken. Personal contact was also done. All this information has been sent to you. We also informed the affected families to attend the meeting on dated 12.08.07 at 11.00 Pm.

Results

Through public participation, stakeholders meeting, key social issues were identified and replied by Mantec consultant. There was confusion about the affected area. Mantec consultant told that 24 m areas along the Railway line are affected. The main issue was addressed how poor and vulnerable groups may benefit from the project. Our facilitator team visited the affected villages of Sirohi and requested Primary & Secondary stakeholders to attend the meeting. To invite the most affected stakeholders the limited No. of stake holders has been invited. But by reading the newspapers, uninvited and interested persons attended the public consultation meeting. It was good that the people are interested to know more about the DFC project. It was good sign.

2.2 Selection of Meeting Facilitators

1. Venue of the Meeting

Looking to the stakeholders facility and Local advice, the venue was decided the Hall of P.S. Pindwara where stakeholder can sit comfortably.

2. All the arrangement were made comfortable for sitting, drinking water, Tea and Snack, Photographer, Video Grapher etc by our Sansthan. For local publicity invitation letters through our facilitator were sent in 8 villages. In Dainik Bhasker and other local news paper and wide massage was given through mike announcement.

3. Invitation to public representatives and affected stakeholders were sent by hand to ensure the stakeholders participation in the meeting during the field visit & survey work.

- 4. Four facilitator were appointed for the participation meeting as follows.
- Team leader
- Programme organizer
- Record keeper to write the proceeding of the meeting
- One Translator to assist the Programme
- Looking to the local situation and weather all necessary arrangements were made by our team

2.3 Selection of Stakeholders (Invitees)

Around 125 persons were invited to attend the meeting.

2.4 Method of Information Dissemination

- 1. Local newspapers about the venue and date of meeting.
- 2. Information of DFC Project to the local stakeholders by face to face during village Level meeting.

- 3. Invitation letters to the affected stakeholders during the survey of Railway track.
- 4. Information to Pradhan /Public representatives by official letters.

3.0 Participants of Stakeholder/Public Consultation Meeting

Around 80 participants were attend the Stakeholder/Public Consultation Meeting.

3.1 Detail of the Stakeholder/Public Consultation Dated 12.08.07 District. Sirohi Village Pindwara

1. Stake holders/Public consultation Meeting is a bottom up approach in this gigantic Freight Corridor project. It is one of the tools to reflect the views of general public as well as those connected with the project- Central and local Govt. organization to farmers and commercial and industrial sectors of the society. It is an important tool of information dissemination & to get the final suggestions from the villages.

Time -11.00PM to 2.00PM

- 1. Firstly introduction Session was held Programme officer welcomed all the guests of Mantec and all Participants.
- 2. Then inauguration was done by Pradhan Pindwara.
- 3. Programme officer gave the information and details of working of Sweet Sansthan Banswara and gave details of Railway Survey.
- 4. Programme officer Sweet Requested to Mr. Prabash Mishra to give detail information of the DFC project.

Consultant of Mantec told that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed. He also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for Freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel, and fertilizer is anticipated on Ludhiana-Delhi-Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, Delhi upto Ludhiana. On an average approximately 9000 loaded trucks move daily over the corridor, i.e. Delhi-Mumbai Western Corridor and Ludhiana-Hawrah Eastern corridor. He added that Freght Corridor is basically constructed alongside existing double track from Mumbai-Delhi, from Palanpur up to Ahmedabad routes. From the city Vadodara adjoing the existing areas drawing up from Rajasthan, because of the congested areas, change all the way up to Mahesana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

He also told about the Sirohi District.

- 1. Maximum 24 meters of land will be taken from the central line of the extreme track (existing/under conversion as BG on eastern side). The existing ROW of railway will be used, if available and Land Acquisition will be done for the balance land.
- 2. 45 Meters of land strip will be acquired for the detour route as per the drawings shown.
- 3. Compensation will be made as NRR Policy, 2003. However the draft policy NRR policy, 2006 will also be considered for compensation, if applicable at the time of acquisition.
- 4. 12 Villages of Sub District. Pindwara Named- Keshavganj, Bilad, Madarsa Colony Sirohi Road, Hajari, Banas, Goliya, Swaroopganj, Bhimana, Bhujela, Kivarly & Murthala affected
- In Sub distt. Abu Road the following villages named Luniyapur, Gandh nagar Ward No. 9, Ward No. 20, Ward No. 23, Abu Road Industrial Area, Chandrawali Industrial, Chandrawali and Mawal are affected.

He also said about the benefits of the project:

1.	Economic Riffle Effect	:	840 x 100Cr.
2.	Total Investment	:	240 x 100 Cr.
3.	Jobs Created	:	68000
4.	Household Income	:	215.2 x 100 Cr.
5.	Tax Revenue	:	17.64 x 100 Cr.

Along with Rail line, stations, bridges, signals and control system, electricity supply system rehabilitation of cargo handling yards also have to be developed.

Programme officer 'Sweet' thanked to consultant Mantec for giving the detail information of the project and people were very happy.

3.2 Question/Answers

After Listening the lecture of Consultant of Mantec the programme officer of 'Sweet' invited the participants to ask question one by one.

Name Villager, Keshavganj

Q.1 What would be the compensation rate?

Ans. The compensation of land, house and structure would be given from present market rate. They will be given interim assistance of Rs. 10000 & 30% would be given extra from the market rate.

Name Villager

Q.2 Is there any provision of gate in present corridor?

Ans. G.M. 'Mantec' told that on the DFC 140 trains would go in a day 70 up and 70 down. The speed up the train would be 100 km. per hour. The route would so busy that no body can pass on the track there is provision of ROB / RUB for the facility of the people they will be constructed as and where needed. There is no provision of gate in the present corridor.

Name Villager, Pindwara

Q.3 There is Binani cement factory 70 trucks pass in one hour. What facilities will be given?

Ans. Your question is good ROB will be made for facilities of the factory and people will be given facilities for transportation.

Name Villager, Pindwara

Q.4 Madarsa Colony ward no. 1 is badly affected. Will it be shifted?

Ans. Yes this ward is completely affected. Houses are also affected they will be given land/shops houses and School facilities at other place and good compensation would be given.

Name Villager, Sirohi Road

Q.5 How much land would be acquired in Detour?

Ans. Where there will be detour or by pass the land would be taken 45 Mt. from the center of the last track. If there is railway land available, no land would be acquired but land is not available then extra land would be acquired. At Sirohi railway station, railway colonies over bridge of railway platforms are affected. It will be shifted in the West.

Name Villager, Abu Road

Q.6 Is there any provision of gate in present corridor?

Ans. G.M. 'Mantec' told that on the DFC 140 trains would go in a day 70 up & 70 down. The speed up the train would be 100 km. per hour. The route would so busy that no body can pass on the track there is provision of ROB / RUB for the facility of the people they will be constructed as and where needed. There is no provision of gate in the present's corridor.

Name Villager, Abu Road

Q.7 Banas village is also affected and it is very busy road which goes to Laxmi Cement Factory. What will be done?

Ans. The Banas railway station, railway colony & railway quarters and temples are also affected they all will be shifted & ROB will be made for the Laxmi Cement Factory.

Name Villager, Luniyapur

Q.8 How much land you're going to take for this project?

Ans. We are going to take only 24 Mt. land from the center of the last track. No more land will be require for this project. Earlier we had taken from the boundary of the railway station but now it is taken only 24 m from the center of the last track.

Name Villager, Morthala

Q.9 If there is no earning member in the family, will he get service in the railway?

Ans. G.M. 'Mantec' told that your Question is very good. We have note down in the report and suggest the Govt. You can get the jobs according to your experience, ability and qualification. As I have already told that 680000 jobs will be created from the corridor I hope you will be employed.

Name Villager

Q.10 When this Project will start to work and when the compensation would be given?

Ans. G.M. 'Mantec' told that the survey work is going to complete and the project will start to work in 2009 and would complete its work in 2014. The compensation would be given in time, the process is going on. You need not to worry. You will get good compensation & good amount.

Name Villager, Morthala

Q.11 IOC Petrol and diesel Pump, Gas pipeline are going under ground from Kandla to Mathura. Will it be removed answer?

Ans. Yes any structure or any under ground pipe line going on the eastern part through the corridor; it will be removed and shifted other place. Every facility will be given for the people and factory.

Name Villager, Gandhi Nagar Sirohi

Q.12 Will there be any more meeting or survey for it?

Ans. G.M. 'Mantec' told that this the last meeting. You have been invited for your good suggestion. We are here to note down your points and to give report to the higher authorities.

Note

There was a good discussion with the participants. They have their on points. Consultant Mantec gave satisfied answers. There was good gathering of the people.

Since there was no other point to discuss and stake holders were happy to listen the Mantec presentation. They agreed that the DFC project would be beneficial for villages of Sirohi. So the meeting ended with a vote of thanks to the chair.

3.3 Profile of Participants

The major observations of stakeholders/public consultation meeting were held in the Panchayat Samiti Hall of Pindwara District. Sirohi on dt. 012.08.07 recorded through questionnaire are as follows:

Sl. No.	Name of Village/City	Total Respondent	% of Total
1	Abu Road	12	15.00
2	Pidwara	13	16.20
3	Keshavganj	09	11.25
4	Luniyapur	08	10.00
5	Maval	09	11.25
6	Sirohi	16	20.00
7	Morthala	08	10.00
8	Hajari	05	6.25
Total		80	100.00

Table 1.1 Distribution of Respondents by Village

Table 1.1 reveals the fact that there were 80 respondents present of 8 villages/towns. III public consultation meeting which was held on dt. 12.08.07 on dedicated freight corridor project to get the final suggestions from the affected villages. The Sirohi Road respondents 16 (20%) has Shown the highest Participation, While the lowest 5 respondent has shown the lowest participants (6.25%) Pindwara stood Second 13(16.25%)., III stood Abu Road 12 respondents (15%). IV stood Keshavaganj and Maval 9 res. (11.25%), V stood Luniyapur and Morthala 8 respondents (10%). It shows that all the affected villages of Pindwara of Sirohi District. attended the meeting. They were interested to attend the meeting and give their suggestions.

Sl. No.	Categories	Total Respondent	% of Total
1	Scheduled Caste	05	6.25
2	Scheduled Tribes	18	22.50
3	Other Backward Class	33	41.25
4	General	24	30.00
Total		80	100.00

Table 1.2 Distribution of Respondents by Level of Social Structure

Table 1.2 reveals the fact that the maximum participation was belonged to other backward class (41.25%). The public consultation meeting was organized in Pindwara P.S. Hall. The representation of General listed Second (30%). They belonged to education a business class. The representation of S.T. was listed 3rd. The data shows that less percentage of S.C. was the lowest 6.25% observed.

Sl. No.	Categories	Total Respondent	% of Total
1	Less then 4	12	15.00
2	Less then 6	29	36.25
3	More Less then 6	39	48.00
Total		80	100.00

Table 1.3 Distribution of Participants by Family Size

Table 1.3 brings out that the family size varies from less than four people to more than six persons in the meeting. The respondents having lowest representation that is less than four persons family size was represented by 15 %. The less than 6 members family size was 36.25 %. The Maximum respondents were having more then 6 Persons. It shows that the family size of the respondents were very big. They are not adopting family planning.

Sl. No.	Categories	Total Respondent	% of Total
1	Native	64	80.00
2	Migrated	16	20.00
Total		80	100.00

Table 1 4 Distribution of Participants by Origin

The Table 1.4 points out that majority 80 % of the respondents were original or native inhabitants of Sirohi District. Only 16 participants (20%) have reported that they are migrated from outside the District. No views were given on majority and minority issues in the III public consultation meeting some persons are migrated in Sirohi distt. for business purpose and settled in the distt.

Sl. No.	Categories	Total Respondent	% of Total
1	Literate	67	83.75
2	Illiterate	13	16.25
Total		80	100.00
1	Under Matric	20	29.86
2	Matric	30	44.77
3	Graduate	17	25.37
4	Professional	-	-
Total		67	100.00

Table 5 Distribution of Dartisinants by Literacy Status

Table 1.5 shows that 83.75% people participating in the III public consultation meeting were literate. It shows that distribution of participants educational attainment was very high. It can be taken as an indicator of social development of any district. The professional category has been 0%. The highest proportion of respondent was observed in under metric 29.86%. They are from labor class and doing agriculture. The analysis shows that as the educational level increases the proportion of the respondent decreases. The matric pass respondents were 30 only (44.77%) but they are not employed. They did not get any job and doing agriculture work. They were interested to get jobs from the DFC project. The graduate were 17 (25.37%) they are employed in Govt. service or in Pvt. Schools

Sl. No.	Categories	Total Respondent	% of Total
1	Agriculture	31	38.75
2	Private Service	26	32.50
3	Govt. Service	13	16.25
4	Business	10	12.50
Total		80	100.00

Table 1.6 Distribution of Participants by Occupation

Table 1.6 shows that the highest proportions of the respondent were engaged in primary activities of agriculture. Agriculture is the main occupation of 38.75% respondents. As per data 26 (32.50%) respondents were engaged in private service and 13 (16.25%) respondents were engaged in Govt. service. 10 (12.50%) respondent were from businessmen. The lowest percentage was observed in Business. Maximum people are poor & depend on agriculture and they wanted some kind of jobs from the railway.

Table 1.7 Distribution of participants by Level of Yearly Income

Sl. No.	Categories	Total Respondent	% of Total
1	5000-10000	-	-
2	10001-25000	14	17.50
3	25001-50000	31	38.75
4	50001-100000	20	25.00
5	100001 and Above	15	18.75
Total		80	100.00

Table 1.7 total respondents level of yearly income was divided in to 5 categories. The data reveals that the level of annual household income 0% in the range of 5000-10000 and Second 10001-25000 was 14 (17.50%), and III stands in the range 25001-50000 31 respondents (38.75%). 20 respondents were from 50001 to 100000 (25%). 15 Participants (18.75%) were from 1000001 and above. It shows that the people are poor and facing hard ship.

Sl. No.	Categories	Total Respondent	% of Total
1	Significant	54	67.5
2	Relatively Significant	Relatively Significant 26	
3	Insignificant Impact	-	-
4	Negligible Impact -		-
Total		80	100

Table 1.8 Distribution of Participants by Impacts of Project

Table 1.8 shows that the 54 respondent (67.5%) told the impact of project would be significant and 26 respondents (32.05%) replied that the impact would be relatively significant impact. No respondents told that there would be insignificant impact or Negligible Impact because only 24 m land is acquired from the center of the last track. Sirohi District. is affected.

Sl. No.	Categories	Total Respondent	% of Total
1	Loss of Land	34	42.50
2	Loss of Occupation	19	23.75
3	Loss of Livelihood	17	21.25
4	Others	10	12.50
Total		80	100.00

 Table 1.9 Distribution of Participants by Type of Impacts of Proposed Project

Table 1.9 shows that 34 respondents (42.50%) will have loss of land because it is their primary occupation while 19 respondent (23.75) told that they would have loss of Occupation although. 17 respondent (21.25%) told that they will have loss of lively hood and they will be badly affected. 10 respondents (12.50%) told that they will have other impact of propose project.

Table 1.10 Distribution of Participants by Type of Compensation by Govt.

Sl. No.	Categories	Total Respondent	% of Total
1	Land	20	25.00
2	Cash	42	52.50
3	House	08	10.00
4	Others	10	12.50
Total		80	100.00

Table 1.10 shows that if Govt. acquires the land what type of compensation they wanted. 20 respondents (25%) wanted that they should be given land for land while 42 respondents (52.50%) replied that they wanted cash compensation for land. 8 respondents (10%) wanted house compensation. 10 respondents (12.50%) wanted other facilities which are available at present. So that they may settle.

3.4 Suggestions to the Project Owner in Terms of Engineering Social and Environmental Concern

- 1. Fair compensation should be given in time at the market rate.
- 2. They should be settled at proper place for residence.
- 3. ROB or RUB should be made for the facilities of the people and factory. Because 2 big factory of Binani and Laxmi cement factory are affected
- 4. There are many industrial labours working in the factory their families will be affected, so proper attention should be given to them.
- 5. Those who have land in the East and West. There should be provision for drains to carry the flow the water.
- 6. There are the businessmen who are affected and their shops would be broken. They should be given shops and cash compensation for resettlement.
- 7. The people are having agriculture occupation and their land is also affected. So they want that their children should be given employment.

3.5 Summary of Findings

There was gathering of 80 people. We have invited 150 stakeholders but reading the news in the newspapers some uninvited persons attended the meeting. 80 stakeholders filled in the form. 80 respondents of 8 village participated in the III public consultation meeting aimed DFC project to get final suggestion from the villagers. The Sirohi and Pindwara villages have shown the highest participation (20 & 16.25%), while the lowest participation was observed from Hajari 6.25%.

It was noted that there were 41.25% belongs to OBC while 22. 05% from S.T. Caste. The lowest percentage was from S.C. Caste (6.25%). The General percentage was 30%.

The people having more than 6 children percentage were 48% & the people having less than 6 children percentage were 36.25%. It is difficult to run their family and belong to poor caste. So they wanted employment for their lively hood.

The analysis reveals that majority 80% of the respondents in the meeting was original in habitants. The literacy percentage was 83.75% but under metric percentage was 29.86%. & 25.37% were graduates. It reveals the fact that people are less in Govt. Service. The study showed that higher educational level witnesses the decreasing proportion of the respondent because they are less worried about the DFC project.

It was also investigated that the occupational pattern is quite diversified. 38.75% respondents are engaged in agriculture while businessmen's percent was 12.50% only. Agriculture is main occupation of the villagers. The level of income reveals the fact that 0% respondents were in 5000 to 10000 yearly income while 17.50% respondent were from 10001 to 25000, 38.75% respondent were in the range of 25001 to 50000 & 50001 to 100000 were 25% 18.75% were in the range of 100001 & above. It shows that the area belongs to poor people & they have lively hood problems.

The table 1.8 Shows that only 67.15. % people have significant effect and 32.05% said that they have relatively significant effect. The Sirohi District. People were very happy. They wanted to start the project work at the earliest. They would get employment and were in favor of DFC Corridor.

(4) Record of Village Meeting in Sirohi District

Record of Village Meeting

Village : Abu Road (Town) Date : 21/7/2007 Timing : 9.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Abu Road to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	If Govt. acquired 24 meter of land in station area of Abu Road in eastern side than it is better to acquire all our land and structure, because it is impossible to live here due to noise and vibration	We will forward your suggestion to higher authority
4	A detour will be made from Maval to Bhimana passing further eastern side of existing rail line and NH 14	We will forward your suggestion to higher authority
5	ROB will be made on Railway crossing 131 and 132	We will forward your suggestion to higher authority

Important issues and suggestion during feed back meeting

Record of Village Meeting

Village : Morthala Date : 21//2007 Timing : 5.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Morthala to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

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Village : Wasda Date : 22/7/2007 Timing : 10,30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in wasda to convey the right message to the affected persons about the DFC project and to collect their suggestions.

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

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Village:MawalDate:22/7/2007Timing:12.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Mawal to convey the right message to the affected persons about the DFC project and to collect their suggestions.

C M-	T	C
5. NO	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Amba Date : 22/7/2007 Timing : 5.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Amba to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Job for the project affected people in Railways	We will consider your comment and will pass it to the concerned department and appropriate care will be taken

Important issues and suggestion during feed back meeting

Village : Chandrawati Date : 23/7/2007 Timing : 9.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Chandrawati to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will work start	Work will start in 2008-9
4	Job for the project affected people in Railways	We will consider your comment and will pass it to the concerned department and appropriate care will be taken
5	How it will be beneficial to the poor farmers and labours	The development of corridor will act as a catalyst for the growth of the region, so the farmers as well as villagers will be benefited directly or indirectly

Important issues and suggestion during feed back meeting

Village : Kui Date : 23/7/2007 Timing : 11.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kui to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Safety measures for noise and vibration	Noise and vibration study is going on and after the predicted study suitable measure will be taken.

Important issues and suggestion during feed back meeting

Village : Khadat Date : 23/7/2007 Timing : 5.00 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Khadat to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Safety measures for noise and vibration	Noise and vibration study is going on and after the predicted study suitable measure will be taken.

Important issues and suggestion during feed back meeting

Village : Santpur Date : 23/7/2007 Timing : 6.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Santpur to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Safety measures for noise and vibration	Noise and vibration study is going on and after the predicted study suitable measure will be taken.

Important issues and suggestion during feed back meeting

Village : Or Date : 24/7/2007 Timing : 10.00 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Or to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Derna Date : 24/7/2007 Timing : 11.00 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Derna to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Job for the project affected people in Railways	We will consider your comment and will pass it to the concerned department and appropriate care will be taken

Important issues and suggestion during feed back meeting

Village : Toonka Date : 24/7/2007 Timing : 4.00 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Toonka to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5 m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Kiverli Date : 24/7/2007 Timing : 6.00 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kiverli to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated. Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Safety measures for noise and vibration	Noise and vibration study is going on and after the predicted study suitable measure will be taken.

Important issues and suggestion during feed back meeting

Village : Wara Date : 24/7/2007 Timing : 10.00 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Wara to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Bharia Date : 24/7/2007 Timing : 11.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bharia to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Job for the project affected people in Railways	We will consider your comment and will pass it to the concerned department and appropriate care will be taken

Important issues and suggestion during feed back meeting

Village : Bhimana Date : 24/7/2007 Timing : 4.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bhimana to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Job for the project affected people in Railways	We will consider your comment and will pass it to the concerned department and appropriate care will be taken

Important issues and suggestion during feed back meeting

Village : Udvariya Date : 24/7/2007 Timing : 5.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Udvariya to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Vatera Date : 25/7/2007 Timing : 10.00 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Vatera to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Safety measures for noise and vibration	Noise and vibration study is going on and after the predicted study suitable measure will be taken.

Important issues and suggestion during feed back meeting

Village : Bharvi Date : 25/7/2007 Timing : 2.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Bharvi to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5 m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Kodaria Date : 25/7/2007 Timing : 4.00 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Kodaria to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Peshua Date : 25/7/2007 Timing : 5.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Peshia to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Banas Date : 26/7/2007 Timing : 9.00 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Banas to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5 m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006
5	Safety measures for noise and vibration	Noise and vibration study is going on and after the predicted study suitable measure will be taken.

Important issues and suggestion during feed back meeting

Village : Adarsh doorigri Date : 26/7/2007 Timing : 10.30 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Adarsh Doongri to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5 m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Godhuivawa Date : 26/7/2007 Timing : 11.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Godhuivawa to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Reechhri Date : 26/7/2007 Timing : 3.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Reechri to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5 m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Charwali Date : 26/7/2007 Timing : 5.00 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Charawli to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	When will the work start	Work will start from 2009
4	Resettlement scheme for the affected family	It will be according to NRP-2006

Important issues and suggestion during feed back meeting

Village : Ajari Date : 26/7/2007 Timing : 6.30 PM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Ajari to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5 m would be acquired.
3	If Govt. acquired 24 meter of land in station area of Abu Road in eastern side than it is better to acquire all our land and structure, because it is impossible to live here due to noise and vibration	We will forward your suggestion to higher authority
4	A detour will be made from Maval to Bhimana passing further eastern side of existing rail line and NH 14	We will forward your suggestion to higher authority
5	ROB will be made on Railway crossing 131 and 132	We will forward your suggestion to higher authority

Important issues and suggestion during feed back meeting

Village : Pindwara (Town) Date : 27/7/2007 Timing : 10.00 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Pindwara (Town) to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parrelel section and in detour route 43.5m would be acquired.
3	If Govt. acquired 24 meter of land in station area of Abu Road in eastern side than it is better to acquire all our land and structure, because it is impossible to live here due to noise and vibration	We will forward your suggestion to higher authority
4	A detour will be made from Maval to Bhimana passing further eastern side of existing rail line and NH 14	We will forward your suggestion to higher authority
5	ROB will be made on Railway crossing 131 and 132	We will forward your suggestion to higher authority

Important issues and suggestion during feed back meeting

Village : Sadalwa Date : 27/7/2007 Timing : 11.3 0 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Sadalwa to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	If Govt. acquired 24 meter of land in station area of Abu Road in eastern side than it is better to acquire all our land and structure, because it is impossible to live here due to noise and vibration	We will forward your suggestion to higher authority
4	A detour will be made from Maval to Bhimana passing further eastern side of existing rail line and NH 14	We will forward your suggestion to higher authority
5	ROB will be made on Railway crossing 131 and 132	We will forward your suggestion to higher authority

Important issues and suggestion during feed back meeting

Village : Keshavganj Date : 27/7/2007 Timing : 4.0 0 AM

The public consultation meeting was organized by "SWEET Institute" to disseminate the information about the DFC project and to know the opinions of various stakeholders including the Project Affected Persons (PAPs), especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village.

Feedback meeting was organized by field staff of "SWEET Institute" in order to know opinions of the villagers about the proposed DFC Project, especially those who are likely to be affected by the proposed DFC project and to assist Gram Panchayat to constitute Village Rehabilitation Committee (VRC) in each affected village. The meeting provided a good platform to interact with the villagers and the sense of awareness about the project was seemingly higher after the meeting was over.

Feedback meeting was conducted in Keshavganj to convey the right message to the affected persons about the DFC project and to collect their suggestions

S. No	Issues	Suggestion
1.	Compensation amount for the affected families and when we will get compensation	Compensation amount would be given as per NRP -2006 and their suggestion for the same would also be incorporated . Affected persons receive compensation before starting the project
2.	Land requirement for the DFC project in Abu Road	24 meter of land would be acquired from the middle of the existing track in parallel section and in detour route 43.5m would be acquired.
3	If Govt. acquired 24 meter of land in station area of Abu Road in eastern side than it is better to acquire all our land and structure, because it is impossible to live here due to noise and vibration	We will forward your suggestion to higher authority
4	A detour will be made from Maval to Bhimana passing further eastern side of existing rail line and NH 14	We will forward your suggestion to higher authority
5	ROB will be made on Railway crossing 131 and 132	We will forward your suggestion to higher authority

Important issues and suggestion during feed back meeting

(5) Socio-Economic Survey in Sirohi District

Sub-	District		ABU ROAD													
Panc	hayat Sami	iti							ABU	ROAD						
	Iter	n	Wasda	Mawal	Amba	Chandra wati	Siyawa	Abu Road (Town)	Kui	Khadat	Santpur (rural)	Morthala	Or	Derna	Toonka	Kiverli
		Census Village Code	23742	23741	23740	23739	23745		23737	23736	23721	23722	23723	23724	23725	23692
1	PAPs with	Titles														
1)	Type of Se	ettlement														
	a	a Urban- City			Nil	Yes	Nil	Yes	Nil	Nil	Rural	Nil	Nil	Nil	Nil	Nil
	b	Urban- Small Town	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	a	Regular Village			Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	b SC * Village		Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c ST** Village		Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil
2)	Type of Current Land Use Pattern															
	a Industrial Land		Nil	Nil	Nil	Yes	Nil	Yes	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil
	b	Residential Land	Nil	Yes	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil
	с	Commercial Land	Nil	Nil	Nil	Yes	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Agricultural Land	Yes	Yes	Yes	Nil	Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil
	e	Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Pond/etc)	Nil	Nil	nn	Nil	Nil	Yes	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Yes
3)	No. of Aff	ected "Titled" Structures														
	a	House (Own/Rented)	Nil		Nil	Nil	Nil	18 Own	Nil	Nil	Nil	23 Own	Nil	Nil	Nil	Nil
	b	Shop (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	1 Own	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Office (Own/ Rented)	Nil	Nil	Nil	Yes	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Factory (Own/ Rented)	Nil	Nil	Nil	10 Own	Nil	150w	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Storage (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Others	Nil	Nil	Nil	ol	Nil	W.1a	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)	No. of Affected People of the "Titled" Str		ucture	s												
	a	Number of PAPs	Nil	5	Nil	150	Nil	315	Nil	Nil	Nil	115	Nil	Nil	Nil	Nil
	b	Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	23	Nil	Nil	Nil	Nil
	с	Number of Encroachers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Poverty Line	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub-	District								ABU	ROAD						
Panc	hayat Sam	iti							ABU	ROAD	,					
	Iter	n	Wasda	Mawal	Amba	Chandraw ati	Siyawa	Abu Road (Town)	Kui	Khadat	Santpur (rural)	Morthala	Or	Derna	Toonka	Kiverli
		Census Village Code	23742	23741	23740	23739	23745		23737	23736	23721	23722	23723	23724	23725	23692
5)	Number o	of Affected Public Facilitites/ C	Commo	on Proj	perties											
	a	Temple/ Mosque/ Church	Nil	Nil	Nil	Nil	Nil	2 Temp	Nil	Nil	Nil	2	Nil	Nil	Nil	Nil
	b	Graveyard/ Crematorium	Nil	-	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Well/ Hand Pump	Nil	I HP	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d Community Building		Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e Police Station/ Govt .Offices		Nil	Nil	Nil	Nil	Nil	2 Polic	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f Health Facilities		Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	g Schools/ Educational Institute		Nil	Nil	Nil	Nil	Nil	3 Educ	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1
	h Others		Nil	RIy.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6)	Current	Price of Land													xg	
	a	Market Price (Per Bigha)	Nil													
	b	Govt. Price/ Circle Rate	Nil	18,41,5 7	50 Rs/sq'ft	1,50,00	128 Rs/Sq'f t	1,79,30 0	72Rs/s q.ft	25 Rs/Sq 'ft	50 Rs/sq'ft	24,212 Rs/Big ha	72 Rs/sq'ft	25.37 Rs/sq'ft	25 t Rs/sq'ft	22,000 Rs/Big ha
2	Classifica	tion of PAPs without Titles/Sq	uatter	s												
	a	Station-oriented Occupation	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Shops/Kiosks	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Seasonal labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		i. Agricultural labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Yes
		ii. Industrial labour	Nil	Yes	Nil	Yes	Nil	Yes	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil
	d	Railway-related gangman	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Migrating tribal people	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3	Features o	of Natural Environment														
1)	Wildlife S	anctuary/Forest Area														
	a	Protected Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes
	b	Reserved Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Wildlife Sancatuary	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4	Others															
Note		* SC Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		** ST Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub	District		PINDWARA																
Pan	chayat San	iti								PI	NDWA	RA							
	Ite	n	Wara	Bharja	Bhimana	Udvariya	Vatera	Bhavri	Kodaria	Peshua	Banas	Adarsh doorigri	Ghodhuiy awa	Reechhri	Chawarli	Ajari	Pindwara (town)	Sadalwa	Keshavga nj
		Census Village Code	23650	23651	23653	23655	23654	23657	23658	23636	23660	23661	23662	23635	23663	23615		23596	23595
1	PAPs wit	h Titles																	
1)	Type of S	ettlement																	
	a	Urban-City	Nil	Yes	Yes	Yes	Yes	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil
	b	Urban- Small Town	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil
	a	Regular Village	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	b	SC * Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c ST** Village		Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil
2)	Type of C	Airrent Land Use Pattern																	
	a	Industrial Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	b	Residential Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Yes	Yes	Nil	Yes
	с	Commercial Land	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	d	Agricultural Land	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Nil	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	e	Waste Land	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Yes
	f	Pond/etc)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Nil	Yes	Yes	Yes	Nil	Nil
3)	No. of Aff	ected "Titled" Structures														,	3/1		
	a	House (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil) Oun	Oun	Nil	Nil
	b	Shop (Own/ Rented)	Nil	Nil	Nil	Nil	Nil	Oun	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Office (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	nn	Nil	Nil	Nil	Nil	Nil
	d	Factory (Own/Rented)	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Storage (Own/Rented)	Nil	Nil	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4)) No. of Affected People of the "Titled"			ires															
	a	Number of PAPs	Nil	Nil	Nil	Nil	Nil	6	Nil	Nil	Nil	Nil	Nil	Nil	Nil	35	170	Nil	Nil
	b	Number of Squatters	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Number of Encroachers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
1	d	Poverty Line	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Sub	-District		PINDWARA																
Pan	chayat Sam	iti								PI	NDWA	RA							
	Iter	n	Wara	Bharja	Bhimana	Udvariya	Vatera	Bhavri	Kodaria	Peshua	Banas	Adarsh doorigri	Ghodhuiy awa	Reechhri	Chawarli	Ajari	Pindwara (town)	Sadalwa	Keshavga nj
		Census Village Code	23650	23651	23653	23655	23654	23657	23658	23636	23660	23661	23662	23635	23663	23615		23596	23595
5)	Number o	f Affected Public Facilitites/ (Comm	on Pro	perties														
	a	Temple/ Mosque/ Church	Nil	Nil	Nil	Nil	Nil	1	Nil	Nil	2	Nil	Nil	Nil	Nil	Nil	l Temp	Nil	Nil
	b	Graveyard/ Crematorium	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	c	Well/ Hand Pump	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	l Well	Nil	Nil	Nil	Nil	1 H.P.	l Hand	Nil	Nil
	d	Community Building	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Police Station/ Govt .Offices	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	g	Schools/ Educational Institute	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Z Schoo	Nil	Nil
	h	Others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	г.w. D	Nil	Nil	Nil
6)) Current Price of Land																		
	a	Market Price (Per Bigha)																	
	b	Govt. Price/ Circle Rate	64.17 Rs/sq'f t	2,55,77 0	2,23,22 1	3,50,00 0	1,75,00 0	199Rs/ sq.ft	72 Rs/sq'ft	83 Rs/sq.ft	51 Rs/sqft	36.33R s/sqft	33.77R s/sq'ft	75 Rs/SQ'f t	1,42,97 0	132Rs/ sq'ft	184Rs/ sqft	21 Rs/sq'ft	26 Rs/sq.ft
2	Classifica	tion of PAPs without Titles/Sc	luatte	rs															
	a	Station-oriented Occupation	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil
	b	Shops/Kiosks	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Seasonal labour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		i. Agricultural labour	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Yes	Yes	Nil	Yes
		ii. Industrial labour	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil	Yes	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil
	d	Railway-related gangman	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	e	Migrating tribal people	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	f	Health Facilities	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3	Features	of Natural Environment																	
1)	Wildlife S	anctuary/Forest Area																	
	a	Protected Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Yes	Nil	Nil
	b	Reserved Forest	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	с	Wildlife Sancatuary	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4	Others																		
Note		* SC Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
		** ST Village	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

(6) Questionnaire Survey in Sirohi District

In Sirohi 31 villages are likely to be affected by the proposed DFC project. In Pindwara, Morthala, Abu Road, Ajari, some residencial stractures are likely to be affected and rest villages are affected in terms of land. 811 persons are supposed to be affected by the proposed project.

S.No	Villages	Total Surveyed Families
1	Wasad	6
2	Abu Road	8
3	Morthala	4
4	Pindara	5
	Total	23

Table 1 Distribution of Project Affected Families

Table 1 indicates the distribution of dedicated freight corridor project affected families in Sirohi district of Rajasthan It is evident that four villages namely Wasad, Abu Road, Morthala, Pindara are the project affected villages in Sirohi District. In total, 23 project-affected families have been surveyed in these villages. The survey shows that Abu road is the severely affected.

		House Type									
S.No	Village	Single Detached One Storey	Single Detached Two Storey	Apartment Row House Duplex	Tents or Tentative Simple Hut	Total Surveyed Families					
1	Wasad	6	Nill	Nill	Nill	6					
2	Abu Road	6	2	Nill	Nill	8					
3	Morthala	4	Nill	Nill	Nill	4					
4	Pindara	5	Nill	Nill	Nill	5					
	Total	21(91%)	2(9%)			23(100%)					

 Table 2 Distribution of Project Affected Families by Type of Affected Structure

Table 2 represents the distribution of project-affected families by type of houses being affected during the implementation of dedicated freight corridor railway line. It is evident form the table that one type of houses has been observed in the project affected villages as discussed. The statistics show that only (9%) houses getting damaged are single detached two storey structures in all four project affected villages in Pali where socio-economic survey were conducted. Majority of the houses (91%) are single detached storey.

Serial	Villages			Total Surveyed Families						
No.		Govt. Job	Private Service	Busin ess	Wage Employee	Agriculture	Daily wage labour	Unemployed	Other	
1	Wasad	1	Nill	Nill	NIII	5	Nill	Nill	Nill	6
2	Abu Road	1	2	1	3	1	Nill	Nill	Nill	8
3	Morthala	1	Nill	Nill	3	1	Nill	Nill	Nill	4
4	Pindwara	1	1	Nill	2	Nill	Nill	Nill	NIII	5
	Total	4(!7%)	4(!7%) 3(13%) 1(4%) 8(36%) 7(30%) 22							

Table 3 Distribution of Project Affected Families by Occupation

Table 3 exhibits the distribution of project-affected families by occupational structure in projectaffected villages in Sirohi district. Accordingly, project affected families have been divided into five categories of economic activities. Wage employment seems to be the chief occupation in the area. About more than 36% percent of total surveyed families are engaged in this type of labour activities. The proportion of the project-affected families engaged in business is about 4%. About 17% of project affected families earn their livelihood from government sector. The study reveals remarkable differences in occupational structure across different project affected villages

Sl. No.	Villages	Illiterate	Can Read only 3	Can read and write doth	Upto Class 5	Upto Class 12 or Plus 2	Grdduate & above	ITI	Other	Total Surveyed Families
1	Wasad	1	1	4	Nill	Nill	Nill	Nill	Nill	6
2	Abu Road	1	Nill	3	2	1	1	Nill	Nill	8
3	Morthala	3	Nill	nill	1	Nill	Nill	Nill	Nill	4
4	Pindara	2	Nill	Nill	1	2	Nill	Nill	Nill	5
	Total	7(30%))	1(4%)	7(30%)	4(17%)	3(13%)	1(4%)	0	0	23

 Table 4 Distribution of Project Affected Families by Level of Education

Table 4 presents the distribution of project-affected families by level of education in project-affected villages in Sirohi district. The study reveals that 30%% of the project-affected families have been registered illiterate.

Majorities (30%) of the respondents can only write and read only. As the educational level increases the share of educated persons decreases in the project affected areas. It is evident from the fact that only 4% of the project affected respondents have been reported graduates and post graduates. The village wise picture is also not quite different from the district averages in almost all educational categories.

Sl. No.	Villages		Total Surveyed						
		Hindu	Muslim	Christian	Jain	Sikh	Boudh	Others	Families
1	Wasad	6	Nill	Nill	Nill	Nill	Nill	Nill	6
2	Pindwara	5	Nill	Nill	Nill	Nill	Nill	Nill	5
3	Morthala	4	Nill	Nill	Nill	Nill	Nill	Nil	4
4	Abu Road	8	Nill	Nill	Nill	Nill	Nill	Nill	8
	Total	23(100%)							23

Table 5 Distribution of Project Affected Families by Religion

Table 5 exhibits the distribution of project-affected families by religious faith in project-affected villages in Sirohi district. It is evident from the table that all the project-affected families are Hindu. Hence, the region seems to be Hindu dominated.

		Amenities							Total
S.No	Villages	τv	Radio	Fridge	Mixer	ElectrictCooker	Electric Fan	Others	
1	Vasad	3	1	0	4	3	5	2	6
2	Pindwara	2	1	1	1	0	4	0	5
3	Morthala	1	2	0	0	0	2	0	4
4	Abu Road	5	0	1	2	0	5	0	8
	Total	11	4	2	7	3	16	2	23
	Percentage	24	9	4	16	7	36	4	100

Table-6 Distribution of Project Affected Families by Household Amenities

Table 6 reveals the distribution of project affected families by household amenities available in the house of project affected villages in Sirohi district. The study reveals that about 24% of the project affected families have television facility in their houses. It is also observed that television is the popular source of Information in these villages than radio. It is evident from the fact that only 9% of the families enjoy radio facility in these villages. The survey shows that only about 4% of the families have fridges in their houses.

It indicates the moderate standard of living of the inhabitants as the region experiences hot climate. Fridge seems to be the necessity of daily life. The statistics available on household items brings out that mixer is used only in 16% of total surveyed families. The proportion of electric cooker using facilities is slightly more than 7 percent of total project affected families

	Other Assets								
S.No.	Villages	Cycle	Bullock cart	Scooter/ Motor Cycle	Jeep/Car	Truck			
1	Vasad	0	0	1	0	0			
2	Pindwara	2	0	1	0	0			
3	Morthala	0	0	2	0	0			
4 Abu Road		0	1	2	0	0			
Total		2	1	6	0	0			
Percentage		22	11	67	0	0			

Table-7 Distributaries of project affected family by other assets

Table 7 indicates the distribution of project-affected families by other assets available in the house of project-affected families in Sirohi district. The study reveals that 67% percent of the families have

scooter or motorcycle. 22% of the total families have been observed owning bicycle in the project affected villages.

	Sources of Potable Water								
	Villages	Dig Well	Dig Well	Pump Well	Pump Well	Natural Water			
S.No		(Private)	(Common)	(Common)	(Private)	Resources	Total		
1	Vasad	1	0	0	3	0	6		
2	Pindwara	0	2	1	3	1	5		
3	Morthala	1	0	0	0	3	4		
4	Abu Road	2	2	4	0		8		
	Total	4	4	5	6	4	23		
	Percentage	17	17	22	27	17	100		

Table-8 Source of Potable water

Table 8 represents the distribution of project affected families by access to potable water across different project affected villages. About five sources of water have been witnessed in the project affected villages. The study indicates that about 17% families depend on private dig wells for their drinking water needs. About 17% of the total surveyed families use common dig wells for drinking water. 27% of the total surveyed families use pump well for drinking water

Villages	Electricity not available	Electricity available
Vasad	1	5
Pindwara	1	4
Morthala	1	3
Abu Road	1	7
Total	4	19

Table-9 Availability of Electricity

Table 9 presents the distribution of project affected families by access to electricity facility across different project affected villages. The study reveals that only one mode i.e. electricity is used in these villages. The study shows that only 17% of the families have not access to the electricity in project affected area in Sirohi.

Table-10 Awareness about the project

Villages	Aware	Total
Vasad	yes	6
Pindwara	yes	5
Morthala	yes	4
Abu Road	yes	8
Total		23

Question relating to sources of information of the project was asked from those respondents who were aware about the dedicated freight corridor project passing through Sirohi district of Rajasthan. Table 10 shows that all affected persons were aware about the project.

	Table 11	Source of Information
--	----------	-----------------------

S. No.	Villages	Newspaper	TV	PCM	Survey Team	Total Surveyed Family
1	Wasad	5	Nill		1	6
2	Abu Road	6	Nill		2	8
3	Pindwara	5	Nill		Nill	5
4	Morthala	4	Nill	Nill	7	
---	------------	----	------	------	-----	
5	Total	20	Nill	3	23	
	Percentage				100	

In Table 11, it is clear that newspaper is the main source of information to know about DFC project of project affected area.

Villages	Type of Benefits		
	Wage Employment	Business Opportunity	Total
Vasad	5	1	6
Pindwara	5	0	5
Morthala	4	0	4
Abu Road	6	2	8
Total	20	3	23
Percentage	87	13	100

 Table 12 Type of Benefits by Project

While examining the economic benefits likely to be accrued from dedicated freight corridor project multiple responses have also been kept in individual key field. Hence, the proportion of each field is not 100.00%. It is evident from the Table 12 that 87% of the respondents stated that dedicated freight corridor project will provide wage employment to the local inhabitants. in About 13% of the respondents opined that if the project is implemented, there would be ample trade and business opportunities. Interestingly, there is no affected families feel that there are also chances of industrialization.

S No	Villagos	Preferences			
5.INU	villages	Compensation	R & R	Compensation\R & R	Total
1	Vasad	4	2	0	6
2	Pindwara	2	2	1	5
3	Morthala	1	2	1	4
4	Abu Road	5	3	0	8
	Total	12	9	2	23
	Percentage	52	39	9	100

 Table-13 Type of compensation

Table 13 presents the distribution of project affected families by preferences regarding resettlement and rehabilitation likely to result from proposed dedicated freight corridor across different project affected villages. The study brings out that about 52% of total surveyed families stated they should be properly compensated. The proportion of families demanding both compensation and resettlement and rehabilitation is 9% at the district level. There are remarkable variations in this regard across the project-affected villages. 391% Of total project affected families preferred R& R package.

(7) Sketch & Photos in Sirohi District



Dist. Sirohi- Sub Dist.- Pindwara, Rajasthan India Temple Two 24 m eastern Side of track



Dargah- Village Goliya 20 m. on Eastern Side of Track (Abu Road)



Temple Near Village Dhanary Gate No. 109 Temple 20 m. on the Eastern Side of Track



Temple 20m. on the Eastern Side of Track Village Luniyapur (Abu Road) Sirohi



Appx. 30 Trees are present in 100m. Stretch near Abu Road Railway Station



Appx. 34 Houses near Abu Road Railway Station

7. Alwar District

(1) 2 Stage of District Level Stakeholder / Public Consultation Meeting in Alwar District

1.0 Brief Description of the State: RAJASTHAN

Rajasthan is a vibrant and exotic state where tradition and royal glory meet in a riot of colors against the vast backdrop of sand and desert. It has an unusual diversity in its entire forms- people, customs, culture, costumes, music, manners, dialects, cuisine and physiography.

Rajasthan is located in the northwestern part of the subcontinent. It is bounded on the west and northwest by Pakistan, on the north and northeast by the states of Punjab, Haryana, and Uttar Pradesh, on the east and southeast by the states of Uttar Pradesh and Madhya Pradesh, and on the southwest by the state of Gujarat. The Tropic of Cancer passes through its southern tip in the Banswara district. The state has an area of 132,140 square miles (342,239 square kilometers).

In the west, Rajasthan is relatively dry and infertile; this area includes some of the Thar Desert, also known as the Great Indian Desert. In the southwestern part of the state, the land is wetter, hilly, and more fertile. The climate varies throughout Rajasthan. On average winter temperatures range from 8° to 28° C (46° to 82° F) and summer temperatures range from 25° to 46° C (77° to 115° F). Average rainfall also varies; the western deserts accumulate about 100 mm (about 4 in) annually, while the southeastern part of the state receives 650 mm (26 in) annually, most of which falls from July through September during the monsoon season.

1.1 Brief Description of the District: ALWAR

Area

8,380 sq.kms. (2.45 per cent of the State)

Location

Alwar district is situated in the Northeastern part of Rajasthan. Gurgaon of Haryana, Bharatpur district on Northeast and Mahendragarh of Haryana, bound it in the North. Jaipur lies in the Southwest and Dausa in the south.

Distance from Major Cities

- Jaipur- 143 kms.
- Delhi- 155 kms.
- Ahmedabad-768 kms.
- Mumbai-1319 kms.

Climate and Rainfall

The district has a dry climate with hot summer, a cold winter and a short monsoon season.

- During May the maximum temperature is around 41 degrees Celsius and minimum is around 28 degrees Celsius
- During January the maximum temperature is around 23 degrees Celsius and minimum around 8 degrees Celsius
- The normal annual rainfall in the district is 57.77 cms.
- The average humidity: 70 per cent

Administrative Set-up

Alwar, Behror, Rajgarh and Kishangarhbas are four sub-divisions in the district. The district consists of ten tehsils, seven sub-tehsils and six Nagar Palikas.

Human Resources

Indicators of Human Resources				
Population	Persons	29,90,862		
Density of Population	Persons per sq.kms	357		
Literacy	Per cent	62.48		
Total Working Population	Per cent	31.3		
Percentage distribution of work force				
Cultivators	Per cent	64.07		
Agricultural Labourers	Per cent	7.56		
Manufacturing, Processing Servicing and Repairs	Per cent	1.5		
Other Workers	Per cent	26.87		

(2) Infrastructure

• <u>Electricity</u>

As of March 2000, 1,921 villages have been electrified out of 1,946 villages in the district.

• <u>Water</u>

The water is generally fresh and potable. Irrigation in the district is mostly done by dug wells, energized tube-wells and canals emanating from irrigation tank, like Jaisamand, Siliserh, Mangulasar, Baleti and Deooti.

<u>Road Transport</u>

The National Highway No.8 passes through the district. Behror, an important city of the district is on the route connecting Jaipur with Delhi. A State Highway also runs from Alwar to Bharatpur. The total length of roads in the district is about 3,511 kms. as of March 2000.

<u>Rail Transport</u>

Alwar has the biggest railway station in the district, situated on Delhi-Jaipur broad gauge section of Western Railway. There is 158 kms of railway track in the district. The district is well connected by rail to Delhi, Ahmedabad, Mathura and other major towns of Rajasthan like Jaipur, Udaipur, Jodhpur, Ajmer, etc.

• <u>Air Transport</u>

The nearest airport is Jaipur airport at a distance of 143 kms.

1.2 Brief Description of the DFC Project (In Alwar)

Ministry of Railways, Government of India has planned to develop a dedicated multimodal high axle freight corridor project on eastern and western corridors. This need has been felt due to the growing economy of India requiring improvement in physical movement of goods by means of railways within the country. The Japan International Cooperation Agency is undertaking a development study of this dedicated freight corridor project for the Indian government. Western route (Mumbai-Delhi route) of dedicated freight corridor will be traversing Jawaharlal Nehru Port Trust (JNPT) -Ahmedabad-Palanpur-Rewari-Asaoti-Dadri. Down direction of this corridor is considered towards Delhi and Up direction towards JNPT. The proposed alignment passes through the states of Maharastra, Gujarat, Rajasthan, Haryana, Delhi and Uttar Pradesh involving Thane and Raigarh districts of Maharastra, Valsad, Navsari, Surat, Bharuch, Vadodra, Anand, Kheda, Ahmedabad, Gandhinagar, Mahesana and Banas Kantha districts of Gujarat; Sirohi, Pali, Ajmer, Nagaur, Jaipur, Alwar and Sikar districts of Rajasthan, Mahendragarh (Narnaul), Rewari, Gurgaon and Faridabad districts of Haryana, South Delhi district of Delhi and Gautam Budhnagar district of Uttar Pradesh.

Project Features in Alwar

- Dedicated Freight Western corridor enters in Alwar district near Kathuwas.
- Total length of DFC corridor in Alwar District is approximately 4 km.
- In Alwar district DFC go along with existing railway line
- There are some major and minor railway-road crossings in the district.
- There are some people likely to be affected in Kathwas region
- The district head quarter is directly connected to Mahendragarh and Delhi.

1.3 Proposed DFC Alignment in Alwar District



1 Toject Builling Blieet		
PRO	DJECT SUMMARY SHEET	
Title of the Project	2nd stage of Stakeholder/Public Consultation Meeting for	
	Development Study Regarding the Dedicated Multimodal	
	High Axle Freight Corridor for Ministry of Railway Govt.	
Date and Place of Meeting	22-06-07, Shakti Resort, NH – 8, Behror, Alwar	
Local Consultant	Mantec Consultant Pvt. Ltd. New Delhi.	
Local Organizer	Society For Environment & Development	
	UG-3, E77, West Vinod Nagar, Delhi-110092	
Organizing Place	Shakti Resort, NH – 8, Behror, Alwar	
No. Invitees	112	
No. of Participants	85	
Methods Used for Information	Personal Contact: -	
Dissemination	Dispatching Invitation Letter:-	
	Information in Newspaper:-	
	Invitation to distt. Office by letters	
	Information at Panchayat Office and Teh. Office	
	Others - Press News Dainik Bhaskar and Rajasthan Patrika,	
	Danik Navjoyti, Rashtradoot.	
Stationary Served to the	Writing Pad	
Participants	Ball Pen	
	Questionnaire	
Methods Adopted for Discussion	Slide Presentation	
	Lecture	
	Group Discussion	
	Question/Answer Session	
Methods Adopted for	Still Photography	
Documentation	Audio/Video Recording	
	Minutes of Meeting	
Media Coverage	Nil	

2.0 Project Summary Sheet

2.1 Method of Selection of the Stakeholders

The latest version of JICA Guidelines for Environment and Social Consideration has been developed in 2004 so that JICA funded feasibility study incorporates due consideration of the environmental protection and safeguards the sectors of society directly or indirectly affected by the project. Current feasibility study is being carried out applying these guidelines.

In order to encourage participation of the local residents, Stakeholder/ Public Consultation Meeting is considered as a tool that should play an important role during the project design stage. It has been designed to

- Disclose information on project for open discussion
- Disseminate information to the lowest possible hierarchy of the social system
- Obtain interaction of the participants of Stakeholder/Public Consultation Meeting
- Reflect the valid comments elicited from the open discussion to the design of the project
- Build a consensus on the project implementation and associated factors.

There are three stages of Stakeholder and Public Consultation Meeting. The first stage of Stakeholder/Public Consultation Meeting is held on state level, followed by second stage of

Stakeholder/Public Consultation Meeting held in the districts, and the third stage of Stakeholder/ Public Consultation Meeting will be held in the villages directly affected by the project.

The Mantec Consultants Pvt. Ltd has already organized the first stage of Stake holder/Public Consultation Meeting in the state of Rajasthan.

To organize the second stage of Stakeholder/ Public Consultation Meeting Mantec consultants have authorized "Society For Environment and Development" to meet the concerned government authorities and collect relevant data for carrying forward study of social environment and organize second stage of Stakeholder/Public Consultation Meeting for information dissemination of the project As per the directions of the guidelines for conducting the 2nd stage of the Stakeholder/Public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 01-06-07 to facilitate these meetings .

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Boards were contacted to participate in the Meetings. State Government Department were also apprised and approached and were invited to participate in the Stakeholders/Public Consultation Meetings including the State Public Works Department, Irrigation and Power, Urban Development and Poverty Alleviation Department, industries, telecommunication and Information technology Trade and Commerce, Surface Transport, Tourism, Container/Corporation of India, Port Trusts etc.

Our meeting facilitator team visited all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project. Our team also met & informed the Distt. Administration and requested to help in organizing the public meeting successfully. Local stakeholders along the railway line, affected farmers, businessmen, private service and Govt. service employers were invited in the meeting. Our study team also contacted Tehsildars of affected Tehsil, Panchayat Samiti Pramukh, Gram Pradhan, and local MLA and requested them to attend the meeting and also gave necessary support in conducting second stage of Stakeholder and Public Consultation Meeting. Public Consultation on proposed Dedicated Fright Corridor (DFC) was held in Ajmer district of Rajasthan on 22nd June 2007 at Shakti Resort, NH-8, Behror, Alwar. Extensive publicity was done one week prior to the program through distribution of pamphlets, one to one meetings, announcement through loudspeakers in villages and newspaper releases. Around 125 people directly and many more times indirectly invited for the program. Around 85 persons from affected villages, members of market associations, transport unions, industry associations, media and government departments participated.

The main objective of the second stage of Stakeholder/Public Consultation Meeting is to disseminate the information to general public. In the State of Rajasthan this DFC Project will affect seven districts. Affected districts are Alwar, Sikar, Nagaur, Jaipur, Ajmer, Pali & Sirohi. In the district of Ajmer DFC does follow the existing rail line with one detour of 13 km. at Kishangarh and small diversion in Adarsh Nagar, Ajmer due to congested areas. Therefore new land will be acquired for DFC project especially in Kishangarh. So that in giving invitation our meeting facilitator team took consideration the people of that area were present in the meeting. Not only that our meeting facilitator team visited all the affected villages and requested primary and secondary stakeholder to attend the meeting, Random sampling method was used for the selection of stakeholder because limited persons had to be invited. Our meeting facilitator team also took consideration in extending invitations that vulnerable group of affected area should be present in the meeting.

2.2 Selection of Meeting Facilitators

Simultaneously extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the Stakeholders/Public Consultation Meetings. Preference was given to Non Government Organizations (NGO) who had local presence, popularity and experience of social and public works. It has to be well acquainted with multifarious cross section of the society to help in

the selection of the right type of stakeholders for the meetings as well as for facilitating other related activities i.e.

- Venue for the meetings.
- Arrangements to be made.
- Assisting in local publicity.
- Invitation to the stakeholders and motivating them for participation.
- Maintenance and compilation of record and feedbacks.
- Other local arrangements like transport, hospitality, security and smooth conduction of the meeting proceedings.

An NGO 'Society for Environment & Development' was therefore appointed for facilitating the Stakeholders/ Public Consultation Meeting in Alwar.

2.3 Selection of the Stakeholders (Invitees)

Around 112 people were invited to attend stakeholder meeting.

2.4 Methods of Information Dissemination

1) Method of Notifying the meeting to the Participants:-

- 1. Notified the date and venue of the stakeholders/ Public consultant meeting in local newspaper, Radio, TV and requesting people to attend the meeting.
- 2. With help of local NGO we tried to paste the handout and the information of the project on the public place on the area.
- 3. With the help of the local NGOs we tried to disseminate the information of the project to the local people by face-to-face meeting as much as possible.
- 4. With the help of local media we tried to publish the Summary of Stakeholders and Public Consultation Meeting in newspaper, TV and Radio.

2.5 Venue of Stakeholder and Public Consultation Meeting

Shakti Resort, NH-8, Brhror, Alwar.

3.0 Participants of the Stakeholder/Public Consultation Meeting

Around 85 people participated in the stakeholder meeting.

3.1 Minutes of the Stakeholder/ Public Consultation Meeting

The Executive Director, Society started the program with welcome address for Environment & Development. Director, MANTEC Consultants was present as Chief Guest while Advisor (Public Consultation), JICA Study Team presided over the program. SED gave details about the project through power point presentation and invited views from participants. Following were the main points of discussion during the program:

- 1. Alignment of the new railway line and affected villages/urban areas.
- 2. Area to be acquired by the Railways.
- 3. Compensation package for the affected farmers, shop & house Owners etc.
- 4. Diversions, Stations & Detour to be constructed at Kishangarh in the district.
- 5. When will the work start & when will it reach completion?
- 6. Economic development of the area
- 7. Benefits of the project to general public at large and specific people.
- 8. Negative impact of the project on specific sector/service.

Many questions were asked on the above-mentioned points and answered by Mantec representatives.

Stakeholders/ Public Consultation Meeting is a bottom up approach in this gigantic freight corridor project. It is one of the tools to reflect the views of the general public as well as those concerned with the project ranging from the central and local government organizations to commercial and industrial sectors of the society as a whole. It is an important tool of information dissemination during the planning stage of the project.

4:00 pm Representative from Society for Environment & Development introduced Guests to the participants. He also gave brief introduction and objectives of organizing the programme.

4:10 pm Mantec representatives made brief presentation on DFC project to the participants and showed detailed PowerPoint presentation.

4:20 pm Representative of Society for Environment & Development explained that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed, he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel and fertilizer is anticipated on Ludhiana- Delhi – Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, and Delhi up to Ludhiana. On an average approximately 9000-loaded truck move daily over the corridor, i.e. Delhi-Mumbai Western Corridor and Ludhiana – Howrah Eastern Corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai –Delhi, from Palanpur up to Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan, because of the congested areas, change all the way up to Mehsana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

4:50 pm Question/Answer session (Detail of question and answer is given separately)

5.30 pm The meeting ended with vote of thanks to the chair and snacks and tea were served.

3.2 Description of the Profile of the Participants

The major observations of the Stakeholders/Public Consultation Meeting held at Ajmer on 20-06-2007 recorded through questionnaire are as follows:

Sl. No.	Name of Village / city	Total Respondents	% of Total
1	M anglpur	10	11.77
2	Adeend	7	8.23
3	M ahtawas	7	8.23
4	Bharoda	13	15.30
5	M anchal	2	2.35
6	Khatuwas	18	21.17
7	M andan	9	10.58
8	Chakramdas	10	11.77
9	Machi	1	1.17
10	Gahdala	1	1.17
11	Tasing	1	1.17
12	Nalpur	1	1.17
13	Bhasrithal	1	1.17
14	Korada	1	1.17
15	Bhararr	1	1.17
16	Nangla Road	1	1.17
17	Bhirr	1	1.17
	Total	85	100.00

 Table 1 Distribution of Respondents by Village

Table 1 reveals that there were total Eighty-Five respondents present. Natives of seventeen villages /towns participated in the Stakeholder/Public Consultation Meeting on Dedicated Freight Corridor Project. The Khatuwas village has shown the highest participation (21.17%) while the lowest participation (1.17%) was observed from as many as nine villages. The participation of respondents of other villages hovered between these two extreme values.

Table 2 Distribution of Laterpation by Develor Caste Structur	Table 2	Distribution	of Particip	ation by]	Level of	Caste Structur	e
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Sl. No.	Name of Locality	Total Respondents	% of Total
1	Scheduled Caste	7	8.24
2	Scheduled Tribe	3	3.52
3	Other Backward Class	58	68.24
4	General	17	20.00
	Total	85	100.00

Overall the maximum participation belonged to OBC (68.24%), as the public consultation meeting was organized in one of the backward districts. The representation of General Category was listed second i.e. 20 percent. The data shows that Scheduled Caste is represented third while Scheduled Tribe is fourth.

 Table 3 Distribution of Participants by Family Size

Sl. No.	Categories	Total Respondents	% of Total
1	Less than 4	42	49.41
2	Less than 6	25	29.41
3	More than 6	18	21.18
	Total	85	100.00

Table 3 brings out that the family size varies from less than four persons to more than six persons in the region. The respondents having highest representation (i.e. less than 4 persons) family size represented 49.41%. The minimum respondent's family size is more than 6 persons in a family (21.18%).

Sl. No.	Categories	Numbers	% of Total
1	Native	80	94.11
2	Migrated	5	5.88
	Total	85	100.00

 Table 4
 Distribution of Participants by Origin

Table 4 points out that majority (94.11 %) of the respondents are original inhabitants of the region. Only about 5.88% participants have reported as migrated from outside. No views were given on majority issues in the Stakeholder/Public Consultation Meeting.

Sl. No.	Categories	Numbers	% of Total
1	Literate	85	100.00
2	Illiterate	0	0.00
	Total	85	100.00

Table- 5 Distribution of Participants by Literacy Status

Note: PS- people who know how to write and read are considered literate

Table 5 indicates that all the people participating in the Stakeholder/Public Consultation Meeting were illiterate

Sl. No.	Categories	Numbers	% of Total
1	Under Matric	42	49.41
2	Matric	20	23.53
3	Higher Secondary	13	15.29
4	Graduate	8	9.41
5	Other Professional Qualification	2	2.35
	Total	85	100.00

 Table 6
 Distribution of Participants by Level of Education

Table 6 shows the distribution of participants by level of educational attainments. The level of educational attainment could be taken as an indicator of social development of any region. The highest proportion of respondents has been found under matriculates (49.41%). The Analysis shows that as the educational level increases the proportion of the respondent's decreases except in one level is graduation (9.41%). It is ascribed to the primitive economy of the regions evident from the table 7. It shows that educated people of the area attended the Stakeholder/Public Consultation Meeting.

Table 7	Distribution	of Participants	by Occupation
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S1. No.	C ategories	N um bers	% of Total
1	Agriculture	67	78.82
2	Private Service	3	3.52
3	Govt. Service	1	1.18
4	Bussiness	14	16.48
5	Others	0	0.00
	Total	85	100.00

Table -7 depicts the distribution of participants of stakeholders meeting by occupation. It is evident that highest proportion of the respondents is engaged in primary activities particularly agriculture. Agriculture is the chief occupation of 78.82% respondents in the region. As per the data 3.52% and 1.18% respondents are engaged in private and Govt. services respectively. The proportion of the

respondent's livelihood from other economically gainful activities is second highest (16.48%) in the area. It indicates that the occupational pattern of the area is diversifying.

Sl. No.	Categories	Numbers	% of Total
1	Rs 10000 to Rs 25, 000	39	45.88
2	Rs25, 000 to Rs 50,000	20	23.53
3	Rs 50,000 to Rs 1,00,000	17	20.00
4	Rs 1,00,001 and above	9	10.58
	Total	85	100.00

 Table 8 Distributions of Participants by Level of Yearly Income (Rupees)

The Table -8 shows the distribution of participants by level of annual household income of the respondents, the entire population has been divided into four categories. The data reveals that the level of annual household income varies from starting from Rs 10,000 to less than rupees 25,000 to more than rupees 1, 00,000 in the region. The analysis brings out that about 45.88% respondents earn less than rupees 25,000 in a year. The highest proportion of the participants also falls in the same categories. The proportion of household earning more than one lac in a year is only 10.58%, while the other two categories i.e. between Rs 25,000 to 50,000 and 50,000 to Rs 100,000 shows 20 % and 10.58% respectively.

No. of Participants Sl. No. Item % Percentage. 1 Significant Impact 66 77.64 2 **Relatively Significant Impact** 13 15.29 2.35 3 Insignificant Impact 2 4 Negligible Impact 4 4.70 85 100.00 Total

 Table -9 Distributions of Participants by Impact of the Projects

Table 9 shows that 66 respondent (77.64%) told that the impact of project would be significant and 13 respondent (15.29%) replied that the impact would be relatively significant. 2.35 % respondent think that the affect of project will be either significant or relatively significant. 4.70% told that there would be no affect.

Table -	10 Distributions	of Participants	by Types o	of Impact due	to Proposed Project
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Sl. No.	Item	No. of Participants	% Percentage
1	Loss of Land	35	41.17
2	Loss of Occupation	26	30.58
3	Loss of Live hood	11	12.94
4	Other	13	15.29
	Total	85	100.00

Table 10 shows that 35 respondents (41.17%) will loss their agriculture land, which is the source of their income, as agriculture is their prime occupation, while 26 respondent (30.58%) reported that they are going to loss their occupation.11 respondents (12.94%) replied that they will loss livelihood while others 15.29% told that they will face other difficulties.

Sl. No.	Item	No. of Participants	% Percentage
1	Land	15	17.64
2	Cash	34	40.00
3	Home	12	14.11
4	Other	24	28.23
	Total	85	100.00

 Table 11 Distributions of Participants by Type of Compensation

Maximum people want cash against their loss of land or occupation.

The Table 11 shows that if Govt. acquires the land what type of compensation they wanted. 15 respondents (17.64%) wanted that they should be given land for land while 34 respondents (40%) replied that they want cash compensation for land. While 12 (14.11%) respondents asked for house compensation to be given and 24 respondents (28.23%) wanted other facilities for the land.

3.3 Question / Answer

During the proceeding of the public consultation meeting a lot of discussion took place among the stakeholders, local politicians and transport union leaders, representative of NGOs, media persons and organizers of the meeting. The major issues that emerged during the discussion and suggestions regarding the item No 13 of the questionnaire together are enumerated as under:

Question 1 Participant from Khatuawas asked "How much land would be taken over by the project to build the new corridor?"

Answer 1 Representative of Society for Environment & Development appreciated his question and replied "The railway needs only 20 meters land from the middle of the existing track system on eastern side. Only 20 metre of land is required for the construction of the new railway track."

Question 2 Participant from Adeeng asked, "When this project would be completed?

Answer 2 Mantec representatives replied, "The project feasibility study has been started in 2006 and this corridor is expected to be completed by the year 2013 and the whole project is expected to be completed in the year 2021. The Govt. of India has already taken the decision in principal and it has conducted studies at its own level also. It has been accepted that this project will be playing an important and essential role in maintaining and adding further to the present economic growth of the country. Considering the importance of this project the government is keen to implement this project at the earliest. The groundwork as therefore started and the present meeting is being conducted to spread general awareness. These will help in undertaking further studies concerning actual implementation of the project. All the efforts are being made to complete these basic studies at the earliest and a time frame has been projected to complete these studies in as short a time as possible.

Question 3 Participant from Behror "Will there be any benefit to the layman from the project? He also suggested "The new line should cover Behror as it is major hub for industries and dry port."

Answer 3 In context of this Mantec representative said "The comman man will get employment from the project." He also added "The project aims to generate around 6.80 lac jobs in the country." Mr. Minnato in consultation with participants made alternative detour route on PowerPoint and took suggestion for consideration.

Question 4 Participant from village Chakramdas "What are the benefits and requirements of the project and what kind of compensation would be paid to the land owners? Would it be according to the market cost or govt. rates? "

Answer 4 In this regard Mantec representative said, "The compensations shall be paid as per National Rehabilitation Policy of 2006 of Government of India."

Question 5 Participant from Kathuwas said "can it is possible to connect Narnaul-Khori- Neem Ka Rana to the DFC alignment because Neem Ka Rana is industrial center; it will be beneficial for the particular area?

Answer 5 Representative from JICA Study Team said "However I am not a engineer therefore I can not say that whether it is possible or not, he showed the alignment and said, "I will forward this proposal to the higher authority.

Question 6 Participant from Behrod "please tell me how many villages will be affected by this proposed alignmentt?

Answer 6 Mantec representative said, "Very few villages will be affected by this alignment

JICA Study Team is studying about the track demands on the railway cargos between Mumbai- Delhi, between Mundra- Ahmedabad –Delhi, between Son-Nagar-Ludhiana every 5 years starting from 2008 to 2032. In the next 25 years they are trying to work out the railway tracks in demand for sending cargos. The existing railway tracks are having no more capacity to carry cargos. That is why freight corridor system is necessary to construct.

Since there was no other point to discuss the meeting ended with a vote of thanks to the chair.

3.4 Summary of Major Findings

About Eighty-five respondents of Seventeen villages participated in the public consultation meeting aimed at construction of dedicated freight corridor. The Katuawas village has shown the highest participation while the lowest participation was observed from as many as five villages.

It is also investigated that the occupational pattern in the region is quite diversified. People are engaged in various economic activities. However, agriculture is still the main occupation of the people. The examination of the level of annual household income reveals that there is marked difference in this regard. Majority of the respondent's shows meager income level i.e. less than rupees 25,000 per year. However, a significant proportion of the respondents have observed earning between Rs 25000 to Rs 50,000. About majority of the respondent reported that they have access to the roads in the area. Majority people are having railway line. Interestingly more than eighty percent of respondents are in favour of this multi modal dedicated freight corridor.

(3) 3rd stage of Village Level Stakeholder / Public Consultation Meeting in Alwar District

1.1 Brief Description of District: ALWAR

Area

• 8,380 sq.kms. (2.45 per cent of the State)

Location

Alwar district is situated in the North-Eastern part of Rajasthan. It is bounded in the North by Gurgaon of Haryana, Bharatpur district on North-East and Mahendragarh of Haryana. Jaipur lies in the South-West and Dausa in the south.

Distance from Major Cities

- Jaipur-143 kms.
- Delhi-155 kms.
- Mumbai-1319 kms.

Climate and Rainfall

The district has a dry climate with hot summer, a cold winter and a short monsoon season.

- During May the maximum temperature is around 41 degrees celsius and minimum is around 28 degrees celsius
- During January the maximum temperature is around 23 degrees celsius and minimum around 8 degrees celsius
- The normal annual rainfall in the district is 57.77 cms.
- The average humidity: 70 per cent

Administrative Set-up

Alwar, Behror, Rajgarh and Kishangarhbas are four sub-divisions in the district. The district consists of ten tehsils, seven sub-tehsils and six Nagar Palikas.

Indicators of Human Reso	urces			
Population	persons	29,90,862		
Density of population	persons per sq.kms	357		
Literacy	per cent	62.48		
Total working population	per cent	31.3		
Percentage distribution of	work force	·		
Cultivators	per cent	64.07		
Agricultural labourers	per cent	7.56		
Manufacturing, processing				
servicing and repairs	per cent	1.5		
Other workers	per cent	26.87		

Table 1.2 Human Resources

Infrastructure

• Electricity

As of March 2000, 1,921 villages have benn electrified out of 1,946 villages in the district.

• Water

The water is generally fresh and potable. Irrigation in the district is mostly done by dug wells, energized tube-wells and canals emanating from irrigation tank, like Jaisamand, Siliserh, Mangulasar, Baleti and Deooti.

Road Transport

The National Highway No.8 passes through the distict. Behror, an important city of the district is on the route connecting Jaipur with Delhi. A State Highway also runs from Alwar to Bharatpur. The total length of roads in the district is about 3,511 kms. as of March 2000.

• Rail Transport

Alwar is the biggest railway station in the district, situated on Delhi-Jaipur broad gauge section of Western Railway. There is 158 kms of railway track in the district. The district is well connected by rail to Delhi, Ahmedabad, Mathura and other major towns of Rajasthan like Jaipur, Udaipur, Jodhpur, Ajmer, etc.

• Air Transport

The nearest airport is Jaipur airport at a distance of 143 km.

1.3 Brief description of the DFC Project

Due to the growing economy of India, the need of improvement in physical movement of goods by means of railways within the country has been felt. Henceforth the Ministry of Railways,- Government of India- has planned to develop dedicated multimodal high axle freight corridor project on Eastern (Ludhiana to Hawrah) and Western (Delhi to Mumbai) corridors. The Japan International Cooperation Agency is undertaking a development study of this dedicated freight corridor project for the Indian government. Western route (Mumbai-Delhi route) of dedicated freight corridor will be traversing Jawaharlal Nehru Port Trust (JNPT) - Ahmedabad-Palanpur-Rewari-Asaoti-Dadri. Down direction of this corridor is considered towards Delhi and up direction towards JNPT. The proposed alignment passes through the states of Maharastra, Gujarat, Rajasthan, Haryana, Delhi and Uttar Pradesh involving Thane and Raigarh districts of Maharastra, Valsad, Navsari, Surat, Bharuch, Vadodra, Anand, Kheda, Ahmedabad, Gandhinagar, Mahesana and Banas Kantha districts of Gujarat; Sirohi, Pali, Ajmer, Nagaur, Jaipur, Alwar and Sikar districts of Rajasthan, Mahendragarh (Narnaul), Rewari, Gurgaon and Faridabad districts of Haryana, South Delhi district of Delhi and Gautam Budhnagar district of Uttar Pradesh.

Project features in Alwar

- o Dedicated Freight Western corridor enters in Alwar district near Kathuwas.
- o Total length of DFC corridor in Alwar District is approximately 4 km.
- o In Alwar district DFC go along with existing railway line.
- o There is some major and minor railway-road crossing in the district.
- o There are some people likely to be affected in Kathwas region.

o The district head quarter is directly connected to Mahendragarh and Delhi.

1.4 Alignment of Alwar District





	PROJECT SUMMARY SHEET			
Title of the Project	3rd stage of stakeholder/public consultation meeting for developmer study regarding the dedicated multimodal high axle freight corridor for ministry of railway govt.			
Date and place of meeting	16-08-2007, Govt. Primary School, VillKathuwas, Alwar (Rajasthan)			
Local Consultant	Mantec Consultant Pvt. Ltd. New Delhi.			
Local Organizer	Society For Environment & Development UG-3,E77,West Vinod Nagar,Delhi-110092			
Organizing Place	Govt. Primary School, VillKathuwas, Alwar			
No. Invitees	84			
No. of presence	52			
Methods Used for Information Dissemination	Personal Contact: - Dispatching Invitation Letter:- Information in Newspaper:- Invitation to distt. office by letters Information at Panchayat office and Teh. Office			
	Navjoyti,Rashtradoot.			
Stationary served to the	Writing Pad			
participants	Ball Pen Questionnaire			
Methods adopted for	Slide presentation			
discussion	Lecture			
	Group Discussion Question/Answer Session			
Methods adopted for	Still photography			
documentation	Audio/Video Recording			
	Minutes of meeting			
Media Coverage	Published in Rajasthan Patrika			

2.1 Method of Selection of Stakeholders:

The latest version of JICA Guidelines for Environment and Social Consideration has been developed in 2004 so that JICA funded feasibility study incorporates due consideration of the environmental protection and safeguards the sectors of society directly or indirectly affected by the project. Current feasibility study is carried out applying this guideline

In order to encourage participation of the local residents, Stakeholder/ Public Consultation Meeting is considered as a tool that should play an important role during the project design stage. It is designed to

- Disclose information on project for open discussion.
- Disseminate information to the lowest possible hierarchy of the social system.

- Obtain interaction of the participants of Stakeholder/Public Consultation Meetings.
- Reflect the valid comments elicited from the open discussions to the design of the project.
- Build a consensus on the project implementation and associated factors.

There are three stages of Stakeholder and Public Consultation Meetings. The first stage of Stakeholder/Public Consultation Meeting is held on state level, followed by second stage of Stakeholder/ Public Consultation Meeting held in the districts, and the third stage of stakeholder/ public consultation meeting is held in the villages directly affected by the project.

The Mantec Consultants Pvt. Ltd has already organized first stage of Stakeholder/Public Consultation Meeting in the state of Rajasthan and second stage at Behror (Alwar) in association with Society for Environment & Development in the month of June, 2007.

To organize the third stage of Stakeholder/ Public Consultation Meeting, Mantec consultants has authorized "Society For Environment and Development" to meet the concerned government authorities and collect relevant data for carrying forward the social environment study and organize second stage of Stakeholder/Public Consultation Meeting for information dissemination about the project. As per direction of the guidelines for conducting the 3rd stage of the Stakeholder/ Public Consultation Meetings a formal order of the Ministry of Railways was got issued vide their letter dated 01-06-07 to facilitate these meetings.

Further, continuous efforts were made to keep the Ministry of Railways involved in the project as the major stakeholder through their local set-up. Rehabilitation Commissioners were also appointed from the state government departments. Similarly Department of Environment and Forestry and State Pollution Control Boards were contacted to participate in the Meetings. State Government Departments were also apprised and approached and were invited to participate in the Stakeholders/Public Consultation Meetings including the State Public Works Department, Irrigation and Power, Urban Development and Poverty Alleviation Department, industries, telecommunication and Information technology Trade and Commerce, Surface Transport, Tourism, Container/Corporation of India, Port Trusts etc.

Our meeting Facilitator Team visited all the affected villages and requested Primary and Secondary Stakeholders to attend the meeting. Our meeting facilitator team preferred to invite the people who will be affected directly by this project. Our team also met & informed the distt. Administration and requested to help in organizing the public meeting successfully. Local stakeholders along the railway line, affected farmers, businessmen, private service and Govt. service employees were invited in the meeting. Our study team also contacted Tehsildars of affected Tehsils, Panchayat Samiti Pramukhs, Gram Pradhan & local MLA and requested them to attend the meeting and also gave necessary support in conducting second stage of Stakeholder/Public Consultation Meeting. Public consultation on proposed Dedicated Fright Corridor (DFC) was held in village Kathuwas (Alwar) on 16th August. 2007 at Govt. Primary School. Extensive publicity was done one week prior to the program through distribution of pamphlets, one to one meetings, announcement through loudspeakers in villages and newspaper releases. Around 84 people directly and many more times indirectly were invited for the program. Around 52 persons from affected villages, members of market associations, transport unions, industry associations, media and government departments participated. Press Conference was held on 15th August and News was published in leading newspapers like Rajasthan Patrika on 18th August. 2007.

The main objective of the third stage of Stakeholder/Public Consultation Meeting is to disseminate the general information to public. In the State of Rajasthan seven Districts will be affected by this DFC project. Affected districts are Alwar, Sikar, Nagaur, Jaipur, Ajmer, Pali & Sirohi. In the district of Ajmer DFC does follow the existing rail line with one detour of 13 km. at Kishangarh and small diversion in Adarsh Nagar, Ajmer due to congested areas. Therefore new land will be acquired for DFC project especially in Kishangarh. While extending invitations our meeting facilitator team took consideration that the people of that area were present in the meeting. Not only that our meeting facilitator team visited all the affected villages and requested primary and secondary stakeholder to attend the meeting, Satterfield random sampling method was also used for the selection of

stakeholders because limited people had to be invited. Our meeting facilitator team also took consideration while extending invitations that vulnerable group of affected area should definitely be present in the meeting.

2.2 Selection of meeting facilitators:-

Simultaneously extensive surveys were conducted for the identification of suitable local agencies for the successful organization of the Stakeholders/Public Consultation Meetings.

Preference was given to appoint Non Government Organizations (NGO) who had local presence, popularity and experience of social and public works. The NGO had to be well acquainted with multifarious cross section of society to help in the selection of the right type of stakeholders for the meetings as well as for facilitating other related activities. i.e.

Venue of the meetings Arrangements to be made; Assistance in local publicity; Invitation to the stakeholders and motivating them for participation; Maintenance and compilation of records and feed backs; and Other local arrangements like transport, hospitality, security and smooth conduction of the meeting proceedings.

An NGO 'Society for Environment & Development' was therefore appointed for facilitating the Stakeholders/ Public Consultation meeting in the Alwar District.

2.3 Method of Information DisseminationA) Method of Notifying the meeting to the participants:-

- 1. Notified the date and venue of the Stakeholders/ Public Consultation meeting in local newspaper, Radio, TV and requesting people to attend the meeting.
- 2. With help of local NGO we tried to put up and handover the information of the project on the public place in the area.
- 3. With the help of the local NGOs we tried to dissemination the information of the project to the local people by face-to-face meetings as much as possible.
- 4. With the help of local media we tried to publish the summary of Stakeholders and Public Consultation Meeting in newspaper, TV, Radio.

2.4 Venue of Stakeholder and Public Consultation Meeting

Govt. Primary School, Village. -Kathuwas, Alwar

3. Details of Stakeholder/ Public Consultation Meeting

The programme was started with Welcome Address by Executive Director, Society for Environment & Development. Sarpanch was present as Chief Guest while the Head Master Presided over the programme. Representative from MANTEC Consultants gave details about the project through power point presentation and invited views from participants. Following were the main points of discussion during the programme –

- 1. Alignment of the new railway line and affected villages/urban areas.
- 2. Area to be acquired by the Railways.
- 3. Compensation package for the affected farmers, shop & house Owners etc.
- 4. When work will start & completion of project.
- 5. Economic development of area

- 6. Benefits of the project to general public at large and specific people.
- 7. Negative impact of the project to specific sector/service.

Stakeholders/ Public consultation meeting is a bottom up approach in this gigantic freight corridor project. It is one of the tools to reflect the views of the general public as well as those concerned with the project ranging from the central and local government organization to commercial and industrial sectors of the society as a whole. It is an important tool of information dissemination during the planning stage of project.

4:00 pm

Representative of Society for Environment & Development introduced Guests to the participants. He also gave brief introduction and objectives of organizing the programme and made brief presentation on DFC project to the participants and requested Mantec representative for detailed PowerPoint presentation.

4:20 pm

Mantec representative explained that because of the ever growing economy of India, improvement of physical ability for moving goods by means of railways within the country is considered urgently needed; he also explained that the railway line starting from Mumbai running all the way up to Delhi is dedicated only for freight Corridor and nothing to do with the passengers. Growth of major and minor ports of India, the traffic between Northern Hinterland and Western port and huge traffic of coal, steel and fertilizer is anticipated on Ludhiana- Delhi – Howrah route. He said that there are lots of containers coming into this country from outside and landing at Mumbai and moving by train to Ahmedabad, Jaipur, Delhi upto Ludhiana. On an average approximately 9000 loaded trucks move daily over the corridor, i.e. Delhi- Mumbai Western Corridor and Ludhiana – Howrah Eastern Corridor. He added that Freight Corridor is basically constructed alongside existing double track from Mumbai –Delhi, from palanpur upto Ahmedabad routes. From the city Vadodara adjoining the existing areas drawing up from Rajasthan , because of the congested areas, change all the way upto Mehsana the Freight Corridor has to be constructed avoiding the congestion on existing railway lines.

4:50 pm - Question/Answer session (Detail of question and answer is given separately)

5.30 pm - Distribution of snacks and tea and the meeting ended with vote of thanks by chair.

3.1 Description of Profile of participants:

The major observations of the stakeholders/public consultation meeting held at Kathuwas on 16-08-2007 recorded through questionnaire are as follows:

Sr. No	Name of village / city	Total respondent	% of Total
1	Khatuwas	52	100
2	Total	52	100

 Table -1 Distribution of Respondents by village

The table 1 reveals that there were total fifty two respondents, all natives of village Khatuwas participated in the public consultation meeting on dedicated freight corridor project as this is the only district likely to be affected by DFC.

Sr. No	Name of Village	Total respondent	%of total
1	Scheduled Caste	5	9.61
2	Scheduled tribe	0	0
3	Other backward class	28	53.84
4	General	19	36.53
5	Total	52	100

Table -2 Distribution of Participation by level of caste structure

On overall the maximum participation was belong to OBC (53.84%), while the representation of general was the listed second i.e. 36.5%. The data show that Scheduled caste is represented third while Scheduled tribe is nil.

Sr. No	Categories	Total Respondent	%of total
1	Less than 4	16	30.77
2	Less than 6	32	61.53
3	More than 6	4	7.69
4	Total	52	100

Table 3 Distribution of participants by Family size

Table 3 brings out that the family size varies from less than four persons to more than six persons in the region. The respondents having highest representation (i.e. less than 6 persons) family size, represented 61.53%. The minimum respondent family size is the more than 6 persons in family (7.69%).

Sr. No	Categories	Numbers	% of total
1	Native	50	96.15
2	Migrated	2	3.84
3	Total	52	100

Table 4 Distribution of participants by origin

Table 4 points out that majority (96.15 %) of the respondents are original inhabitants of the region. Only about 3.84% participants have reported as migrated from outside. No views were given on majority issues in the public consultation meeting.

Tabla 5	Distribution	of	norticinonte	hv	I itoroov	Statue
Table 5	Distribution	UI	participants	Dy	Literacy	Status

Sr. No	Categories	Numbers	% of Total
1	Literate	52	100
2	Illiterate	0	0
3	Total	52	100

Table 5 indicates that all the people participating in the public consultation meeting were literate.

Sr. No	Categories	Numbers	% of total
1	Under metric	18	34.61
2	Metric	25	48.07
3	Higher Secondary	9	17.3
4	Graduate	8	15.38
5	Other profession	0	0
	Qualification		
6	Total	52	100

 Table 6
 Distribution of participants by level of Education

Table 6 shows the distribution of participants by level of educational attainments. The level of educational attainment could be taken as an indicator of social development of any region. The highest proportion of respondent has observed as matriculates (48.07%). The Analysis shows that as the educational level increases the proportion of the respondent's decreases except in one level is graduation (15.38%). It is ascribed to the primitive economy of the regions evident from the table 7. It shows that public consultation meeting has participated by aware and educated people of the area.

Sr. No	Categories	Numbers	%of Total
1	Agriculture	46	88.46
2	Private service	3	5.77
3	Govt. Service	2	3.84
4	Business	1	1.92
5	Others	0	0
6	Total	52	100

Table 7 Distribution of participants by Occupation

Table 7 depicts the distribution of participants of stakeholders meeting by occupation. It is evident that highest proportion of the respondents are engaged in primary activities particularly agriculture. Agriculture is the chief occupation of 88.46% respondents in the region. As per the data it shows that 5.77% and 3.84% respondents are engaged in private and govt. services respectively.

Sr. No	Categories	Numbers	% of Total
1	Rs 10000 to Rs25,000	19	36.53
2	Rs25,000 to Rs 50,000	14	26.92
3	Rs 50,000 to Rs	15	28.84
	1,00,000		
4	Rs 1,00,001 and above	4	7.69
5	Total	52	100

Table 8 Distribution of Participants by Level of Yearly Income (rupees)

Table 8 shows the distribution of participants by level of annual household income of the respondents. The entire population has been divided into four categories. The data reveals that the level of annual household income varies from starting from Rs 10,000 to less than rupees 25,000 to more than rupees 100,000 in the region. The analysis brings out that about 36.53% respondents earn less than rupees 25,000 in a year. The highest proportion of the participants is also from the same categories. The proportion of household earning more than one lakh in a year is only 7.69%, while the other two categories i.e. between Rs 25,000 to 50,000 and 50,000 to Rs 1, 00,000 shows 26.92 % and 28.84% respectively.

S.No.	Item	No. of Participant	% percentage.
1	Significant Impact	51	98.07
2	Relatively Significant	1	1.92
	Impact		
3	Insignificant Impact	0	0
4	Negligible Impact	0	0
	Total	52	100.00%

 Table No .9
 Distribution of participants by Impact of the Projects.

The table shows that the maximum Participants get significant impact from this project.

Table No. 10 Distribution	f mantiaimanta	here there are affirmed	ant dura ta Dua	magad Dualast
Table No. 10 Distribution	n participanis	nv ivnes of imns	aci dhe io Pro	nosea Protect
Tuble 110110 Distribution	pur respunds	by types of imp		posed i rojece

S.No.	Item	No. of Participant	% percentage.
1	Loss of Land	47	90.38
2	Loss of occupation	5	9.61
3	Loss of live hood	0	0
4	Other	0	0
	Total	52	100.00%

Table shows that 90.38% participants losses their land while 9.61% participants losses their occupation.

Table 11 Distribution of participants by Type of Compensation

S.No.	Item	No. of Participant	% percentage.
1	Land	33	63.46
2	Cash	19	36.53
3	Home	0	0
4	Other	0	0
	Total	52	100.00%

Maximum people want cash against their loss of land or occupation.

3.2 Question / Answer

During the proceeding of the public consultation meeting a lot of discussion took place among the stakeholders, local politicians and transport union leaders, representative of NGOs, media persons and organizers of the meeting. The major issues that emerged during the discussion and suggestions regarding the item No 13 of the questionnaire together are enumerated as under:

Question: 1 A villager from Khatuwas asked about the railway crossing as it is closed maximum time and our agriculture fields and houses are other side of track?

Answer: 1 Mantec representative replied that on the proposed line at all the crossings overbridge/underbridge shall be made, as goods trains run at the speed of 100 km/hr and pass every ten minutes.

Question: 2 A villager from Khatuwas asked about the rate of compensation of land. He said that we are very close to Haryana and our land is same as of Rewari then we should be compensated at par with the farmers of Haryana?

Answer: 2 In this regard Mantec representative has replied that compensation shall be paid as per National Rehabilitation Policy of 2003 of Government of India. If state government wants they can pay more as NRP is for minimum rate.

Question: 3 A villager from Kathuwas has asked that our lands are being sold equal to the rate of Nimbarana then we should be compensated on same rate by railways? At present Govt. rate is Rs. 3 to 3.5 lakh/bigha while in market rate is Rs. 10-12 lakh/bigha. Thus we should be compensated accordingly.

Answer: 3 In context of this Mantec representative has replied that compensation will be decided after taking into consideration of market rate and we are taking market rate of all the villages affected through our partner NGO's and report this to Railways.

Question: 4 A villager from village Khatuwas asked that maximum compensation be paid to the villagers of our village and they should also be engaged in construction work as labour?

Answer: 4 Mantec representative replied that your suggestions shall be incorporated into the report large number of persons will get employment from the project; he also added that project aims to generate around 6.80 lakhs jobs in the country.

Question: 5 A villager said that compensation should be given at par with the farmers of Rewari and Narnaul; otherwise we will not give land and go for agitation. His other suggestion is to make small passage for villagers to go other side of railway track as schools and other houses are their. So in addition to overbridge/underbridge, as this is far from village, this passage is very necessary and was existed earlier but closed by the railways.

Answer: 5 Mantec representatives replied that in Narnaul officials of district administration has just mentioned market rate of the area and we will also suggest this in our report. The suggestion of small passage will also be forwarded to the DFC Corporation for consideration.

Since there was no other point to discuss the meeting ended with a vote of thanks to the chair.

3.3 Summary of major findings

About fifty two respondents of Khatuwas village participated in the public consultation meeting aimed at construction of dedicated freight corridor.

It is also investigated that the occupational pattern in the region is quite diversified. People are engaged in various economic activities. However, agriculture is still the main occupation of the people. The examination of the level of annual household income reveals that there is marked difference in this regard. About major percentage of the respondents posses meager income level i.e. less than rupees 25,000 per year. However, a significant proportion of the respondents have observed earning between Rs 25000 to Rs 50,000. About majority percent respondent reported that they have access to the roads in the area. Majority people are having railway line. Interestingly more than eighty five percent of respondents are in favour of this multi modal dedicated freight corridor.

ANNEX – 9.1

ENVIRONMENTAL MANAGEMENT ACTION PLAN COMPLIANCE REPORT

Format: III

Environmental Management Action Plan Compliance Report

Specifications	Remarks
Utility Services	
Is the site clear of all utility services.	
Generation of Waste Material	
Is the project site clear of waste material	
Location of disposal of waste material	
Is the site approved for such purpose	
Methods of disposal	
Is disposal being carried out in a satisfactory manner	
Top soil	
Is the contractor stripping topsoil prior to construction activities	
$(\leq 150 \text{ mm to be stripped})$	
Is topsoil stockniled (<2m) properly for later use?	
Contamination of soil	
Check following for refueling/lubrication activities	
Oil intercentor	
Bunded storage	
Whether any spillage	
Are spillages being according to MoEF & CPCB guidelines	
Is the storage is at distance ≥ 300 m from CD works or water	
hodies	
Location and methods for disposal of wastes	
Loss of water bodies	
Are any water bodies/water sources being affected? Give details	
for each case	
Alterations of drainage	
Are the diversions at culvert and bridges provided with provision	
of free flow of water?	
Water pollution	
Distance of disposal of construction wastes from water bodies	
Location of construction and labour camps (from water bodies)	
Is the sewage system designed and constructed properly to avoid	
contamination to ground water and water bodies	
Is the construction activity disrupting the local community water	
facility?	
Generation of Dust	
Are haulage trucks properly covered to prevent blown dust	
Are roads kept dust free	
Are the plant and machinery satisfactorily handled to minimize	
dust generation	
Are the earthwork protected to minimize dust generation	
Details of Concrete Mix Plant	
Location of Concrete Mix Plant under operation (Show on a	
Sketch Plan clearly indicating distances and approach roads)	
Do the exhaust gases comply with the requirements of the	
relevant current emission control legislation?	
Do all the operations at the plants comply with all current rules	
and regulations protecting the environment?	
Stone Crushing operations	
Status of crusher - new to be setup or already existing (In case of	
Status of crusher – new to be setup of alleady existing (III case of)	

Specifications	Remarks
new crusher to be set up, attach copy of all the approvals from	
the concerned agencies)	
Owned or Sub contract	
If new, the starting date	
Installed capacity of the Stone Crushing Plant	
Location of Stone Crushers under operation (Show on a sketch	
Plan clearly indicating distances and approach roads. Indicate the	
direction of the prevailing wind.)	
Distance of all settlements located within 1.5 km radius. Mark on	
separate sketch plans.	
Total Length of haul road	
Settlements along the haul road	
Give details of Noise pollution Control Measures and monitoring	
that have been adopted at the Stone Crushing Site	
Give details of Air Pollution Control Measures	
Is the monitoring of suspended particulate matter being carried	
out as per the Environmental management Action Plan	
Impact on flora and fauna	
Impact on flora give details	
Is plantation activity taken along the Project Corridor	
Name of Species	
No. of Sapling	
Impact on fauna, give details	
Traffic safety & control	
Diversions should be identified and assessed individually "Half	
- width" traffic management arrangements should be identified	
hy chainage	
Is the contractor providing proper segregation of traffic lanes	
from adjacent hazards, such as excavations, etc?	
Are diversions properly delineated?	
Are the warning signs adequately clear?	
Are the warning signs sufficient in number?	
Are dust control measures adequate?	
Workers safety and health	
Has the contractor appointed adequate safety officer and are they	
correctly deployed?	
Is proper safety equipment (eg helmets, eve googles, masks,	
protective footwear, etc.) provided by the contractor to his	
workers?	
Does the contractor have an adequate safety awareness	
programme for his workers?	
Does the contractor have ambulance?	
Does the contractor have proper first aid facilities:	
Are workers provided with potable water in sufficient quantity?	
Environmental enhancement	
Landscape: improvement proposals	
Has any plantations done?	
Suggestion ·	
Suggestion .	