



डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन

MINISTRY OF RAILWAYS

Dedicated Freight Corridor of India Limited (DFCCIL)

Public Information Brochure

February 2012

This brochure explains main features of Dedicated Freight Corridor (DFC) Project, the policy framework of land acquisition, entitlement matrix, basic compensation policy, Resettlement and Rehabilitation mechanism and grievance redresses mechanism. This brochure is distributed to Public as an information dissemination process under the project by Dedicated Freight Corridor Corporation of India Limited (DFCCIL) as project implementing agency.

Project at a Glance

The Indian Railway's quadrilateral linking the four metropolitan cities of Delhi, Mumbai, Chennai and Howrah, commonly known as the Golden Quadrilateral and its two diagonals (Delhi-Chennai and Mumbai-Howrah), adding up to a total route length of 10,122 km carried more than 55% of revenue earning freight traffic of IR. The existing trunk routes of Howrah-Delhi on the Eastern Corridor and Mumbai-Delhi on the Western Corridor are highly saturated with line capacity utilization varying between 115% and 150%.

Economic liberalization policies of 1991 followed by information technology explosion have taken India to a new growth scenario. Backed by strong fundamentals and commendable growth in the past few years, the resplendent Indian Economy is poised to grow even further at an average of 8 to 10% in the coming years. Transport requirement in the country, being primarily a derived demand, is slated to increase with elasticity of 1.25 with GDP growth by 10 to 12% in the medium and long term range.

This rapid growth of Indian economy in the last few years has created demand for additional capacity of rail freight transportation, and this is likely to grow further in the future. This burgeoning demand led to the conception of the dedicated freight corridors along the Eastern and Western Routes. Hon'ble Minister for Railways, made this historic announcement on the floor of the House in the Parliament while presenting the Railway Budget for 2005-06.

Ministry of Railways initiated action to establish a Special Purpose Vehicle for construction, operation and maintenance of the dedicated freight corridors. This led to the establishment of "Dedicated Freight Corridor Corporation of India Limited (DFCCIL)", to undertake planning & development, mobilization of financial resources and construction, maintenance, and operation of the dedicated freight corridors. DFCCIL was incorporated as a company under the Companies Act 1956 on 30th October 2006.



Eastern Corridor: The Eastern Corridor is a DFC with an initial route length of 1301 km and consisting of two distinct segments as an electrified double line of 897 km between Son Nagar and Dadri, and an electrified single line of approximately 404 km between Khurja and Ludhiana (Sahnawal Kalan). It was further decided to extend the Eastern DFC to Dankuni in the Kolkata area, an additional route length of approximately 538 km making a total corridor length of about 1839 km.

Western Corridor: The Western Corridor is a double line DFC from Jawaharlal Nehru Port in Navi Mumbai to Tughlakabad/Dadri in the NCR of Delhi, running along the Indian Railways’ JN Port, Vasai Road, Surat, Vadodara, Ahmedabad, Mahesana, Palanpur, Ajmer, Phulera, Ringus, Rewari, Dadri route over a route length of 1499 km.

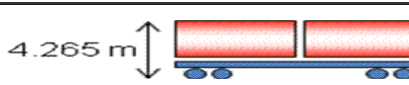
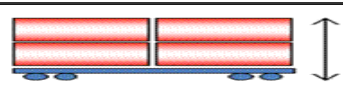
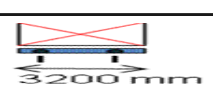
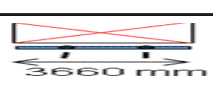
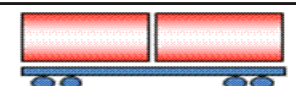
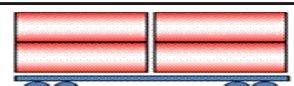
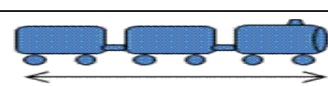
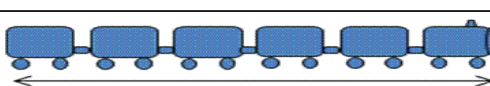

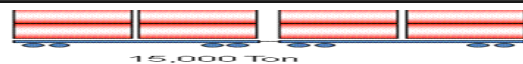
Mission

As the dedicated agency to make the vision into reality, DFCCIL’s mission is:



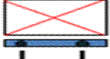
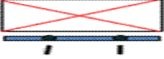


- To build a corridor with appropriate technology that enables Indian Railways to regain its market share of freight transport by creating additional capacity and guaranteeing efficient, reliable, safe and cheaper options for mobility to its customers.
- To set up Multimodal logistic parks along the DFC to provide complete transport solution to customers.
- To support the government’s initiatives toward ecological sustainability by encouraging users to adopt railways as the most environment friendly mode for their transport requirements.

Salient Features

Dedicated Freight Corridors are proposed to adopt world class and state-of-the-art technology. Significant improvement is proposed to be made in the existing carrying capacity by modifying basic design features. The permanent way will be constructed with significantly higher design features that will enable it to withstand heavier loads at higher speeds. Simultaneously, in order to optimize productive use of the right of way, dimensions of the rolling stock are proposed to be enlarged. Both these improvements will allow longer and heavier trains to ply on the Dedicated Freight Corridors. The following tables provide comparative information of the existing standards on Indian Railways and the proposed standard for DFCC.

Feature	Existing	On DFC
Moving Dimensions		
Height	 4.265 m	 7.1 m for Western DFC 5.1 m for Eastern DFC
Width	 3200 mm	 3660 mm
Container Stack	 Single Stack	 Double Stack
Train length	 700 m	 1500 m
Train Load	 4,000 Ton	 15,000 Ton

Upgraded Dimensions Of DFC

Feature	Existing	On DFC
Heavier Axle Loads		
Axle Load	 22.9t/25t	 32.5t/25t for Track Superstructure
Track Loading density	 8.67 t/m	 12 t/m
Maximum Speed	 75 Kmph	 100 Kmph
Grade	Up to 1 in 100	1 in 200
Curvature	Up to 10 degree	Up to 2.5 degree
Traction	Electrical(25 KV)	Electrical(2x25 KV)
Station Spacing	7-10 Km	40 Km
Signalling	Absolute/Automatic with 1 Km spacing	Automatic with 2 Km spacing
Communication	Emergency Sockets/Mobile Train Radio	Mobile Train Radio

Benefit of the Project

DFC Project aims to help boosting the present trends of growth of the economy in India as well as improve the environment:

- Acceleration of nationwide economic development due to improvement of freight transportation system in India.
- Increase of industrial development along the DFC will bring about increase of employment opportunity in the region.
- Improvement of transportation of agricultural produce by DFC in terms of distance and speed will bring about expansion and improvement of the market for farmers in the region as well as forestry and fisheries.
- Less energy use for transport of goods compared to transportation by truck.
- No gaseous emission to local community along the DFC alignment (Reduction of gaseous emission from truck along the road).
- Clean energy transportation system, Green House Gas Emission Reduction by 477 million ton CO₂ over a period of 30 years.

Land Acquisition Pattern of the DFC Project

On Eastern Corridor, DFC Alignment passes through the states of West Bengal, Bihar, Jharkhand, Uttar Pradesh, Haryana and Punjab. The Western Corridor will traverse the distance from Dadri in Uttar Pradesh to Mumbai – Jawaharlal Nehru Port (JNPT), passing through the states of Uttar Pradesh, Haryana, Rajasthan, Gujarat & Maharashtra. For DFC, linear pattern of land acquisition will be required for project design. The alignment has been designed to avoid or minimize the demolition of permanent structures, local communities, city planning areas, residential areas, swampy areas, and quarry sites. The alignment runs parallel to the existing railway line by utilizing the existing railway land as much as possible to minimize land acquisition, while it takes detour to the existing railway line to avoid densely populated areas. However, some land acquisition is still required in both parallel and detour sections.

Basic Legislation and Policy of Land Acquisition and Rehabilitation and Resettlement for the DFC Project

Railways (Amendment) Act, 2008

The Act under which the land acquisition is being done by the DFC Project (declared as Special Railway Project). Land Acquisition Act 1894 is not applied to the land acquisition under this Act.

National Rehabilitation and Resettlement Policy, 2007

In case of DFC project, a narrow stretch of land is to be acquired. Para 7.19 of NRRP 2007 on linear land acquisition for railway projects is basically applicable to the DFC project.

Competent Authority

Person authorized by the Central Government by notification, to perform the functions of the Competent Authority for such area as may be specified in the notification (List of Competent Authorities for respective districts are available in the offices of Chief Project Manager's of DFCCIL).

Person Interested as per RAA 2008

- (i) All persons claiming an interest in compensation to be made on account of the acquisition of land under this Act
- (ii) Tribals and other traditional forest dwellers who have lost any traditional rights recognized under the Scheduled Tribes (STs) and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006
- (iii) A person interested in an easement affecting the land
- (iv) Persons who have tenancy rights under the relevant state laws

Cut-off Date for Entitlement

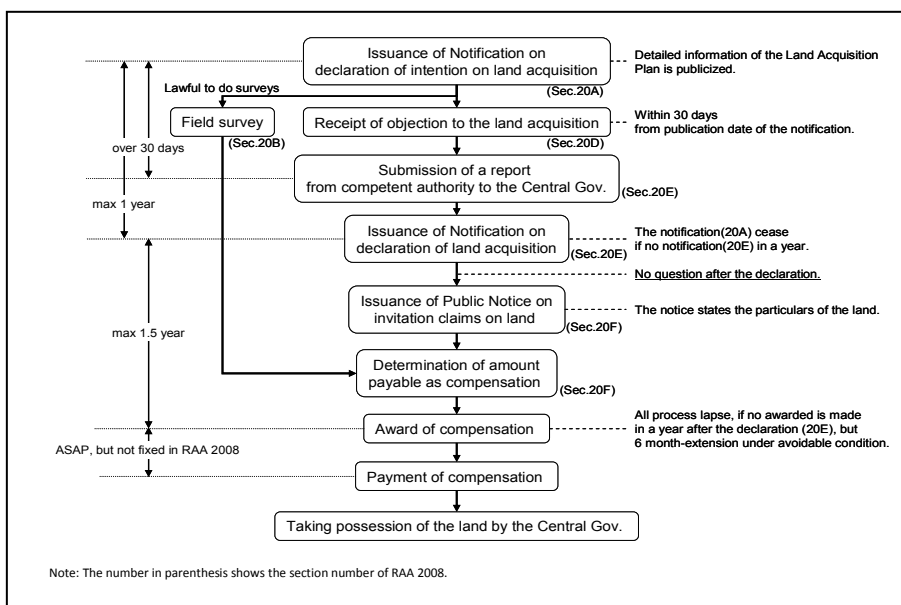
The cut-off date for entitlement as per RAA 2008 / NRRP 2007 is the date on which notification is issued as per the notification prescribed under the Section 20A of the RAA, 2008 for both title holders and non-title holders. The same applies to tenants, renters and users of the land. If more than one notification 20 A is issued, the date of publication of the latest notification is applicable.

Objective of RRP as per Policy

- Avoid or minimize land acquisition and involuntary resettlement impacts by exploring all viable alternatives.
- To ensure adequate rehabilitation package and expeditious implementation of rehabilitation process with the active participation of affected families.
- Special care for weaker sections like SCs/STs/Vulnerable groups.
- To provide better standard of living and providing sustainable income to Project Affected Persons (PAPs).
- Facilitate harmonious relationship between the requiring body and affected families through mutual cooperation.
- Ensure payment of compensation and resettlement assistance prior to taking over land and commencement of any construction activity.

Basic Compensation Policy as per RAA 2008 and NRRP 2007

- Land acquisition will be the responsibility of the Competent Authority nominated by Ministry of Railways.
- Market value of the building and other immovable property or assets, trees, plants and standing crops attached to the land or building to be acquired will be determined by specialist persons with their respective fields (Section 20G (4,5,6), RAA 2008).
- Compensation amount will be paid normally within one year after the notification of the declaration of land acquisition. In case of unavoidable circumstances it can be extended by 6 months. Provided further that where an award is made within extended period, the entitled persons shall be paid an additional compensation for the delay in making of the award, every month for the period so extended, at the rate of not less than 5% of the value of the award, for each month of such delay (Section 20F(1,2), RAA 2008).
- If compensation money is not claimed by the interested persons for one year after the notice for collection of compensation amount then in such cases the compensation amount will be kept with the Executing Agency (DFCCIL) in a separate account till the end of the project. Interested parties either directly or through their legal heirs as the case may be can claim their compensation after satisfactory documentary verification.
- Nothing in Land Acquisition Act, 1894 shall apply to acquisition under this Act.



Flowchart of the Land Acquisition Process under RAA 2008

Compensation for Loss of Land

- The compensation amount for land will be paid to the land losers as per the RAA 2008. The market value of the land on the date of publication of the notification under Section 20A (8(a), Section 20F). In addition to the market value of land, in every case award a sum of sixty percent on such market-value will be paid in consideration of the compulsory nature of the acquisition (Section 20F(9), RAA 2008).
- In case where a State Government through any act or Gazette Notification or as approved by any authority of State Government (duly authorized for the purpose) has fixed a rate for compensation of land, the same may be adopted by the Competent Authority in determining the compensation for land in lieu of above.
- Additional ex-gratia payment of Rs. 20,000 for those losing land up to 1,500 sqmtrs (para 7.19, NRRP 2007); plus @Rs. 15/sqmtr for area acquired above 1,500 sqmtrs.
- Stamp duty and registration charges for replacement land purchased within a year from the compensation payment will be refunded.

Compensation for Loss of Private Structures

Title Holders/Owners

- Cash compensation for structures at replacement cost
- Right to salvage materials from demolished structures.
- Three months notice to vacate structures.
- Refund of Stamp duty and registration charges of new alternative houses/shops at prevailing market rate within one year.

Tenants/Lease Holders

- An apportionment of the compensation payable to structure owners for registered lessees (by local laws)
- 3 month written notice + Rs. 10, 000 shifting allowance for tenants
- In case 3 month notice is not given, 3 month rental allowance

Compensation for Loss of Private Structure for Non-title Holders

Encroachers

- Cash compensation for loss of structures only if 3 month notice is not given

Squatters

- Cash assistance for structures at replacement cost

Compensation for Trees and Crops

- Cash compensation to be paid at market value (the rate estimated by the Forest Department for trees, State Agri. Extension Department for crops, etc.)
- Three months advance notice to harvest fruits, crops and remove trees

Compensation for Common Property Resources

- Reconstruction of community structures and replacement of common property resources in consultation with the community as appropriate

Rehabilitation and Resettlement Assistance

Over all

- Transition Allowance of Rs. 4,000/- per household.
- Training Assistance of Rs. 4,000/- for income generation per household.

Families Losing Livelihood

- Rehabilitation grant equivalent to 750 days of minimum agricultural wages to those families losing livelihood (para 7.14, NRRP 2007).

Displaced PAPs

- Each affected family getting displaced shall get a one-time financial assistance of Rs. 10,000/- as shifting allowance (para 7.11, NRRP 2007)
- Each affected family that is displaced and has cattle shall get financial assistance of Rs.15,000/- for construct for construction of cattle shed (para 7.10, NRRP 2007).

Special Rehabilitation and Resettlement Benefit for Rural Artisan, Small Traders and Self-employed to be Displaced

- Each affected person who is a rural artisan, small trader or self employed person and who has been displaced shall get a onetime financial assistance of Rs.25,000/- for construction of working shed or shop (para 7.12, NRRP 2007)

Special Rehabilitation and Resettlement Benefit for Small/Marginal Farmers

- In case of PAPs who are rendered landless or reduced to the status of small or marginal farmer due to land acquisition, they shall be entitled to rehabilitation grant of 750 days of minimum agricultural wages

Special Rehabilitation and Resettlement Benefit for Vulnerable Groups

- One time additional financial assistance equivalent to 300 days of minimum agricultural wages for vulnerable persons if they are not provided with alternative livelihood, and who are not otherwise covered as a part of family.

Special Rehabilitation and Resettlement Benefit for PAPs below Poverty Line

- House construction assistance for those living below poverty line equivalent to the latest construction cost of Indira Awas Yojana Scheme for Rural Areas and cost of house construction under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) for urban areas.
- Temporary employment in the project construction work to Affected Persons with particular attention to PAPs below poverty line by the project contractor during construction, to the extent possible

Special Rehabilitation and Resettlement Benefit for Scheduled Tribe (ST)

- Each ST affected family shall get an additional one time financial assistance equivalent to 500 days minimum agricultural wages for loss customary right or usage of forest produce (para 7.21.5, NRRP 2007)
- In case of land acquisition from each ST affected family, at least one third of compensation amount due shall be paid to the affected families at the outset as first installment and rest at the time of taking over the possession of the land (para 7.21.4, NRRP 2007)

Grievance Redressal

Primarily, the Chief Project Managers shall head the grievances redressal in their respective jurisdiction. In addition, Competent Agency of each District and DFCCIL Corporate Office (Social and Environmental Management Unit (SEMU)) may also be contacted for grievance redressal.

Environment and Social Safeguards

CORPORATE ENVIRONMENT POLICY

DFCCIL has adopted a "Corporate Environment Policy" to adopt not only an environment friendly mode of transport system but also to take initiatives in each aspect of its working to foster growth and sustenance of healthy environment. The corporation is thus committed towards compliance of all regulations and guidelines relating to environment. It is our endeavour to adopt –

- Integrated Environment Management and Practices.
- To exhibit sensitivity towards environmental responsibilities and conduct our activities accordingly.
- Efficient utilization of energy resources.
- Associate in direct activities towards environmental improvement through development of green belt and conservation of water resources.
- Make efforts for preservation of ecological balance & heritage.
- Mitigation measures for noise, vibration and waste pollution.
- Sensitize human resource of the corporation towards environmental needs.
- Sustain improvement of environmental performance of the organization

Objectives of Environmental and Social Impact Assessment (ESIA) and Public Consultation Meeting (PCM)

The general objectives of ESIA and PCM in the DFC Project are outlined below:

Environmental and Social Impact Assessment (ESIA)

- Identifying and assessing potential environmental and social impacts due to implementation of the Project;
- To ensure that adverse environmental and social impacts/risks are well-mitigated to achieve applicable social objectives;
- To ensure that project-affected persons benefit from the proposed projects to the extent possible, and that they are consulted about the project throughout the life of a project;
- To comply with applicable GOI state laws and regulations, compensation, relocation, and resettlement.

Public Consultation Meeting (PCM)

- Holding an opinion exchange process in the ESIA study by sharing potential positive and negative environmental and social impacts and propose mitigation measures;
- Ensuring transparency of decision-making process of the Project by enhancing public involvement into project planning;
- Ensure wide range of meaningful consultations with stakeholders including likely PAPs on compensation, disclosure of project information, participation of PAPs in planning and implementation of the resettlement program in order to suitably accommodate their inputs and make rehabilitation and resettlement plan more participatory and broad based; and
- Facilitate harmonious relationship between the Executing Authority and PAPs through mutual co-operation and interaction.



Natural environmental survey



Noise & vibration measurement survey

Major Potential Environmental and Social Impacts and Proposed Mitigation Measures

Parameter	Stage	Potential Impacts	Proposed Mitigation Measures
Natural Environment			
Biodiversity	Construction & Operation	Increasing risks of; i) distraction/loss of habitat and wildlife, and ii) disturbance of wildlife movement.	- Compensatory plantation with local species - Green Belt Development - Preparation of culverts and underpasses to facilitate wildlife movement
Pollution Control			
Noise & Vibration	Construction	Increasing noise & vibration level due to operation of construction equipments	- Advance notice of construction activities to neighbors - Installing noise barriers at residential area and sensitive area if necessary - Ensuring correct track geometry by advanced measurement
	Operation	Increasing noise & vibration level due to train operation	
Water Quality	Construction	Deterioration of water quality such as turbidity by the earth work.	- Prevention of contamination directly to river - Appropriate maintenance of stockpiled soil and loose materials - Preparation of emergency mitigations such as floating oil booms
Air Quality	Construction	Generating dust from earthmoving and construction work.	- Plantation along the DFC line - Sprinkling of water - Using low emission construction equipments and vehicles
Social Environment			
Land Acquisition	Before Construction	Land acquisition of private land and involuntary resettlement	Providing compensation for the affected land and structures as per the policies to be established in the RRP

Local Economy/ Livelihood	Before Construction & Construction	-Affecting source of income at some extent due to land acquisition. -Increasing local business opportunities due to construction activities	-Awarding appropriate rehabilitation programs -Providing job opportunities related to the Project to local people and project affected people
Social Infrastructure	Construction	Disturbed accessibility to local social infrastructure such as religious places and water pipelines for domestic water supply and irrigation system to some extent	Securing a temporary passage to local infrastructure and religious places during construction
	Operation		- Securing access to local infrastructure including religious places by providing a road, bridge and/or underpass - Arrangement of cross drainage works such as bridges, culverts, etc.

Environmental & Social Mitigation Measures

DFCCIL has drawn plans for (1) providing measures to mitigate identified adverse environmental impacts; and (2) providing the environmental & social monitoring plan with responsibility at each party. It proposes to conduct the following major monitoring activities:

Biodiversity

- Recording plantation progress and site observation regularly.
- Site observation from preliminary and secondary data with officers of Balaram Ambaji Wildlife Sanctuary.

Noise & Vibration

- Measurement according to the national standard and international standards at the construction and operation phases.

Water Quality

- Sampling & analysis of water and wastewater according to the national water quality standard at the construction and operation phases.

Air Quality

- Sampling & analysis for selected parameters (e.g. dust & exhaust emission) according to the national ambient air quality standard during the construction phase.

Land Acquisition & Livelihood Stabilization

- Monthly check of compensation payment record and problems raised by communities at the planning and construction phases.

Address of the Project Authorities

DFCCIL Corporate Office

**Dedicated Freight Corridor Corporation of India Ltd.
5th Floor, Pragati Maidan Metro Station Building Complex,
New Delhi- 110001**

Addresses of CPM offices of the DFCCIL

<u>Western Corridor</u>	<u>Eastern Corridor</u>
<u>Ahmedabad</u> DFCCIL, Old DRM Office Building, Kalupur, Ahmedabad (Gujarat) - 380002.	<u>Allahabad (East)</u> DFCCIL, Old GM Building, Near Balmiki Chowraha, Allahabad (U.P.) – 211001
<u>Ajmer</u> DFCCIL, 42A/3, Civil Lines, Ajmer (Rajasthan) - 305001	<u>Allahabad (West)</u> DFCCIL, Old GM Building, Near Balmiki Chowraha, Allahabad (U.P.) – 211001
<u>Jaipur</u> DFCCIL, B-12, Hanuman Nagar, Near Metro Hospital, Sirsi Road, Jaipur (Rajasthan) - 302021	<u>Kanpur</u> DFCCIL, 117/180, Block-H-2, Pandu Nagar, Near Ram Kali Nursing Home, Kanpur (U.P.) - 208005
<u>Mumbai</u> DFCCIL, 7th Floor, New Administrative Building, Central Railway, D N Road, Mumbai (Maharashtra) - 400001	<u>Ambala</u> DFCCIL, 125-A, Civil Line, Opp. Patnayak Hospital, Ambala City (Haryana)
<u>Surat</u> DFCCIL, Aruns-1, 4th Floor, Piplod Dumas Road, Near ISCON Mall, Surat(Gujrat) - 395007	<u>Mughalsarai.</u> 122/1, Shayam Kunj Vihar, Near Vishram Dhaba, Narayanpur (BSB-MGS) Bypass, Post Naipura, Thana Lanka, Varanasi – (U.P.) - 221011
<u>Vadodara</u> DFCCIL, 13-14, 17-18, 3rd Floor, Panorma Complex, R C Dutt Road, Alkapuri, Vadodara (Gujarat) - 390007	<u>Kolkata</u> 18/N, Ground Floor, Block-A, New Alipur Kolkata (W.B.) - 700053
<u>Noida</u> A-102, 1st Floor, Star House, Sector- 4, Noida (U.P.)- 201301	<u>Meerut</u> DFCCIL, 15, New Arya Nagar, Near Jail Choongi Chowraha, Meerut (U.P.)