डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इंडिया लि.
भारत सरकार (रेल मंत्रालय) का उपक्रम
Dedicated Freight Corridor Corporation of India Ltd.
A Govt. of India (Ministry of Railway) Enterprise

डेडीकेटेड फ्रेट कोरीडोर

No :- MUM/N/RTI/ 407-I **Date 09/07/2025**

AGM/ADMIN (CPIO)
DFCCIL, Noida

Sub:

Providing of Information under the provision of the RTI Act 2005. Case of RTI of Shri Manish V Patel Mograwadi Near Railway station Valsad Near Ramesh Guest House Mograwadi – RTI-419

Ref: - RTI appeal Number DFCCL/R/E/25/00330 dated 18.06.2025

Vide above referred letters, the applicant has sought the information as stated in column 1. (attached). The reply to be given regarding the information sought is being attached.

Encl. 1.Reply duly approved by CGM/N/MUMBAI
2. Original Application seeking information

(Bratati Banerjee)
APM/HR
Mumbai, DFCCIL

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Sub:-RTI of Shri Manish V Patel Mograwadi Near Railway station valsad Near Ramesh Guest House Mograwadi -RTI-419

Ref:- RTI appeal Number DFCCL/R/E/25/00330 dated 18.06.2025. (644-647)

The detailed remarks are tabulated below: -

Sl No	Query in RTI	Reply
1	Copy of any pre-construction structural assessment reports conducted by DFCCIL or Indian Railways in compliance with Indian Railways Works Manual IRWM and RDSO Safety guidelines specifically for the residential area surrounding my location	The preconstruction Structural assessment is a part of Environment and Social Impact assessment (ESIA). ESIA For Western Corridor of Dedicated Freight Corridor Project (Phase 2) For JNPT–Vadodara and Rewari–Dadri Sections was carried out. Shri Manish V Patel visited DFCCIL Valsad office on 12.06.2025. The copy of relevant documents was given to Shri Manish V Patel on 12.06.2025. As the to total ESIA consist of 1371 pages, it can be seen at DFCCIL ENGINEERS BUILDING, Pramuk darshan 4,near Dmart, valsad to Atul road ,pin 396007-Valsad, Gujarat
2	Details of any vibration impact studies noise assessment reports or safety audits carried out for the running of freight or double-stack trains in proximity to my residence as required under RDSO vibration and noise norms.	The copy of relevant documents was given to Shri Manish V Patel on 12.06.2025 at DFCCIL Valsad Office physically. The receiving copy of same along with all necessary documents are enclosed here with once again.
3	Copy of the approved engineering drawings or planning documents showing protective measures such as buffer zones safety walls or dampening mechanisms proposed to safeguard residential structures near my house	The approved alignment drawings and Boundary wall drawings were already given in previous RTIs. The same are again enclosed here with for ready reference.
4	Whether DFCCIL obtained any No Objection Certificates NOCs or clearances from local municipal authorities for construction specifically near my residence and surrounding locality if yes provide copies.	NOC is not required from Municipal Authorities for carrying out work in Railway land.

DGM/E-III/BL

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5	Name designation and office of the responsible officer or agency who certified the safety of the alignment near residential zones including structural and human impact assessment responsibility for my area.	DFCCIL has awarded Tender to Contractor, M/s EFC .The work in the section is carried out by M/s EFC and supervised by PMC (M/s OCG Consortium)
6	If no such assessments or reports were prepared for my residential area kindly provide written reasons and legal provisions under which such studies were deemed unnecessary	ESIA For Western Corridor of Dedicated Freight Corridor Project (Phase 2) For JNPT–Vadodara and Rewari–Dadri Sections was carried out. Shri Manish V Patel visited DFCCIL Valsad office on 12.06.2025. The copy of relevant documents was given to Shri Manish V Patel on 12.06.2025.
7	If any standard guidelines IRWM RDSO or others were waived or relaxed for the area near my house kindly provide relevant documents or orders stating the authority and rationale for doing so	No Such Documents available

The detailed reply of RTI-419 is tabulated above.

From last 2 months, Shri Manish V Patel has given more than 17 number of RTIs, Query in CPGRAM, letter to DFC/Viglence, Complain to Gujarat Human Rights and Questions to Collector asking almost same questions as above. Each reply of RTI and reply in all forums had been given by DFCCIL Authorities. Shri Manish V Patel has also visited to DFCCIL/Valsad office on 12.06.2025. All necessary documents were given to him and all safety circulars, Environment Impact Assessment Documents of DFCCIL shown to him regarding this matter. He was also explained regarding all rules, regulation and safety circulars of Railways regarding NOC and compensation as per Railway Land acquisition act 2013.He was also explained regarding the matter that NOC has to be taken by private land owner before rebuilding/new construction, if his property is within 30m from Rail boundary and also explained about the Railway circular that " As per circular No. 2007/LML/19/4 dated 16.05.2008(enclosed for your kind reference), " No new construction of any building or reconstruction of an existing building shall be allowed with in a distance of half the height of the said building from the Railway track boundary ,and in any case at least 3m away from such boundary. Further a 'No objection certificate' from the concerned Railways is required to be submitted by the party to the local authorities for granting permission for the building plans if proposed structure lies between the Railway boundary and the distance of 30m from it".Further he was also explained that his house is away from Railway boundary and not acquired by DFCCIL, hence compensation is not permitted as per Railway act. Dy.CPM/Engg/BL is requested to kindly take further necessary action in this matter.

09/07/2025

DPM/Engg/BL

Dy.CPM/Engg/BL

09/7/25

API

CGM/Mtm

9/7/2025

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RTI REQUEST DETAILS

Registration No. :	DFCCL/R/E/25/00330	**Date of Receipt :**	18/06/2025
Type of Receipt :	Online Receipt	**Language of Request :**	English
Name :	MANISH VIJAYBHAI PATEL	**Gender :**	Male
Address :	Mograwadi Near Railway station, valsad Near Ramesh Guest House, Pin:396001		
State :	Gujarat	**Country :**	India
Phone No. :	+91-6353956749	**Mobile No. :**	+91-6353956749
Email :	xlines004manish@gmail.com		
Status(Rural/Urban) :	Urban	**Education Status :**	Above Graduate
Is Requester Below Poverty Line ? :	No	**Citizenship Status**	Indian
Amount Paid :	10)	**Mode of Payment**	Payment Gateway
Does it concern the life or Liberty of a Person ? :	No(Normal)	**Request Pertains to :**	

Information Sought :

Under the provisions of the Right to Information Act 2005 I seek certified copies and details of the following documents and records specifically related to the Dedicated Freight Corridor DFCCIL track construction and operations in or near my residential area located in Mograwadi Valsad district Gujarat where the project passes through a densely populated residential zone

Information Sought

Copy of any pre-construction structural assessment reports conducted by DFCCIL or Indian Railways in compliance with Indian Railways Works Manual IRWM and RDSO safety guidelines specifically for the residential area surrounding my location

Details of any vibration impact studies noise assessment reports or safety audits carried out for the running of freight or double-stack trains in proximity to my residence as required under RDSO vibration and noise norms

Copy of the approved engineering drawings or planning documents showing protective measures such as buffer zones safety walls or dampening mechanisms proposed to safeguard residential structures near my house

Whether DFCCIL obtained any No Objection Certificates NOCs or clearances from local municipal authorities for construction specifically near my residence and surrounding locality if yes provide copies

Name designation and office of the responsible officer or agency who

Mumbai

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certified the safety of the alignment near residential zones including structural and human impact assessment responsibility for my area

Additional Request

If no such assessments or reports were prepared for my residential area kindly provide written reasons and legal provisions under which such studies were deemed unnecessary

If any standard guidelines IRWM RDSO or others were waived or relaxed for the area near my house kindly provide relevant documents or orders stating the authority and rationale for doing so

Kindly furnish the above information within 30 days as per Section 7(1) of the RTI Act 2005 Please ensure that your reply addresses each point specifically and clearly Vague incomplete or generalised information will not be acceptable Kindly be cautious and precise in your response to avoid unnecessary follow-up or escalation

Print Save Close

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Note

Sub:-RTI of Shri Manish V Patel Mograwadi Near Railway station Valsad Near Ramesh Guest House Mograwadi -**RTI-319**

Ref:- Registration No: DFCCL/R/T/25/00018 dated 06.05.2025

As per RTI compliance, RTI-319, Shri Manish V patel Visited DFCCIL Valsad office DFCCIL office, ENGINEERS BUILDING, 1st Floor, Pramuk darshan 4,near Dmart, valsad to Atul road ,pin 396007-Valsad, Gujarat to collect the document on 12.06.2025.

1. Accordingly, document of EIA Notification-2006 , "where it is written that railway and bridge construction projects do not appear in the list of Schedule 1 and as such, are exempted from the environmental" given to him.
2. The Environmental and Social Impact Assessment Study (ESIA)For Western Corridor of Dedicated Freight Corridor Project (Phase 2) For JNPT–Vadodara and Rewari–Dadri Sections has been carried out and copy of these documents given to him.

Encl: Documents as above

12/06/2025

Manoj Dash
Dy.PM/Engg/BL

3 But Acc. to (ESIA) Still Noise Poulution level are the issue and Vibration to My House and Saftty of My family Members Still Not Concern by the DFCCIL officers

Shri Manish V Patel

Manish

12/6/25

2:13 Pm

CHAPTER 3 APPLICABLE ENVIRONMENTAL LAWS, POLICIES AND GUIDELINES

Environmental Protection cannot be isolated from the general issues of development. To achieve progress in all spheres of human development, economy, technology, industrial production, infrastructure development, and health care should balance with environmental protection. Over the years, together with spreading of environmental consciousness, there has been a change in the traditionally held perception that there is a trade-off between environmental quality and economic growth as people have come to believe that the two are necessary complimentary.

Comprehensive environmental legislation has grown in the country since 1970. The Environmental Legislation helps to plug in gaps and protect environment while developing various project associated with the development of the country. The laws implementation will help in sustainable development and protects the human health and property as well. The Ministry of Environment and Forests (MoEF) and the State and Central Pollution Control Boards together form as the regulatory and administrative core sector.

There are many important environmental legislations which are directly relevant to the proposed Dedicated Fright Corridor (DFC) Project between JNPT to Vadodara and Rewari to Dadri. While some legislation are applicable before the execution of the project in terms of getting clearances/permissions from the statutory authorities before the implementation of the project, and some needs to be followed at the time of implementation of the project.

3.1 APPLICABLE NATIONAL POLICIES AND REGULATIONS

3.1.1 The Environment (Protection) Act, 1986

This act was enacted with the objective of providing for the protection and improvement of the environment. It empowers the Central Government to establish authorities [under section 3(3)] charged with the mandate of preventing environmental pollution in all its forms and to tackle specific environmental problems that are peculiar to different parts of the country. Under this Act, the Central Government is empowered to take measures necessary to protect and improve the quality of the environment by setting standards for emissions and discharges; regulating the location of industries; management of hazardous wastes, and protection of public health and welfare. From time to time, the Central Government issues notifications under the EPA for the protection of ecologically-sensitive areas or issues guidelines for matters under the EPA. The Act was last amended in 1991.

3.1.2 EIA Notification, 2006 and Amendments

The Environmental Impact Assessment Notification issued by the Ministry of Environment and Forests, Government of India is governing all developmental interventions that are taking place in the country. This notification was initially issued by the MoEF in 1994 and later amended in 2006 based on re-engineered process. The purpose of this notification is to impose restrictions and prohibitions on the expansion and modernization of any activity or proposing a new project as specified in Schedule I 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.

According to the latest EIA Notification, railway and bridge construction projects do not appear in the list of Schedule I and as such, are exempted from the environmental clearance process.

3.1.3 The Indian Forest Act, 1927

The Indian Forest Act, 1927 was enacted after repealing the Indian Forest Act, 1878 for the purpose of consolidating the law relating to forests, the transit of forest produce and the duty leviable on timber and other forest produce. The Act makes various provisions for conservation of forests and also provides for the State Government to constitute any forest land or waste land as reserved forest which is the property of Government or over which the Government has proprietary rights, or the whole or any part of the forest produce of which the Government is entitled. The preamble and other provisions of the Forest Act are wide enough to cover all categories of forests like reserved forests, village forests, protected forests, etc.

3.1.4 Forest Conservation Act, 1980 and its Amendments

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

The forest authorities conduct a cost-benefit analysis to assess the loss of forest produce, loss to environment vis-à-vis benefits of project. Compensatory Afforestation scheme is prepared to compensate loss of vegetation. The forest authorities identify the degraded forestland of twice the area of the affected land to develop compensatory forest. Once the submitted proposals are reviewed, they forward the proposals to the Principal Chief Conservator of Forests and to the State Secretariat. The State Government recommends the proposals for further processing and approval to the concerned Regional Offices of the Ministry of Environment and Forests in case the total forest area affected is less than 40 ha, otherwise the proposals go to the MoEF at the Central level. The detailed procedure for obtaining clearance under FCA is given in Appendix 8. The current situation with regard to the process of obtaining clearance for DFC Phase 2 Project is mentioned below:

- For Gulistanpur Reserved Forest in Gautam Buddh Nagar District of U.P., the submitted application is being reviewed at the District Forest Department. Once all additional information such as details of tree survey, utility maps for all affected structures within ROW and others is submitted by DFCCIL, the District Forest Department will recommend application to the MoEF Regional Office in Lucknow for Stage I Approval. It is expected that it may take nearly 3-4 months for obtaining Stage I Approval from now. Immediately after Stage I Approval, DFCCIL will have to deposit legally required compensation fee to the Forest Department to cover cost of compensatory afforestation, at Net Present Value (NPV), felling of trees and its transportation before final approval will be granted by the State Forest Department.

- For all forest patches in the Recorded Forest Areas in Thane District of Maharashtra, consolidated proposal has been submitted to the Forest Department. Reconciliation survey has also been completed along with the Forest Department for all forest patches. Action on FCA approval for forest and mangrove areas will start once the clearance under the Wildlife Protection (WPA) Act, 1972 has been granted for the Sanjay Gandhi National Park. It is expected that it may take nearly 3-4 months for obtaining Stage I Approval under FCA from now.

Appendix-4 Detail Survey Reports of Noise and Vibration Survey

Appendix-4a
Noise Survey

Appendix-4a

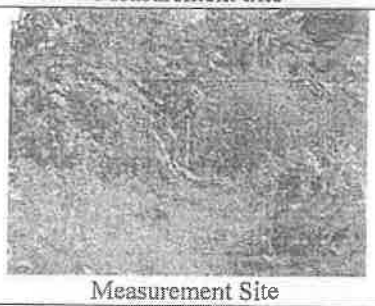
NOISE SURVEY

1. Railway and Background Noise in Parallel Section

1-1 Photographs on Measurement Sites In Parallel Section

(1) Panvel

Photographs on each measurement site and surrounding land use in Panvel are given in Figure 1.1-1.

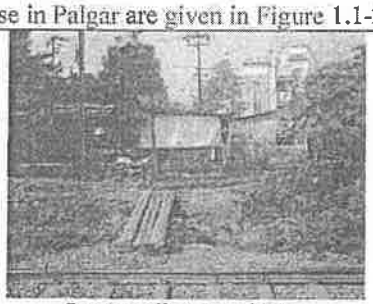
No.1	 Measurement Site	 Surrounding Land Use
No.2	 Measurement Site	 Surrounding Land Use

Source: JICA survey team

Figure 1.1-1 Measurement Sites and Surrounding Land Use in Panvel

(2) Palgar

Photographs on each measurement site and surrounding land use in Palgar are given in Figure 1.1-2.

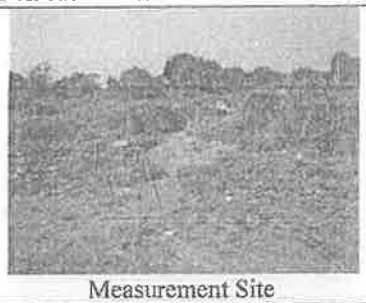
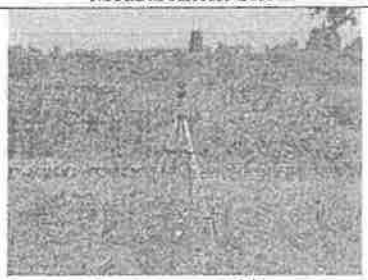
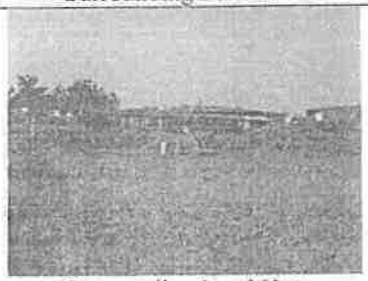
No.1	 Measurement Site	 Surrounding Land Use
No.2	 Measurement Site	 Surrounding Land Use

Source: JICA survey team

Figure 1.1-2 Measurement Sites and Surrounding Land Use in Palgar

(3) Boisar

Photographs on each measurement site and surrounding land use in Boisar are given in Figure 1.1-3.

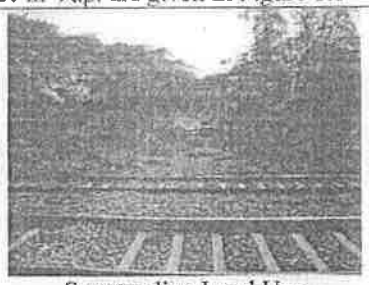
No.1	 Measurement Site	 Surrounding Land Use
No.2	 Measurement Site	 Surrounding Land Use

Source: JICA survey team

Figure 1.1-3 Measurement Sites and Surrounding Land Use in Boisar

(4) Vapi

Photographs on each measurement site and surrounding land use in Vapi are given in Figure 1.1-4.

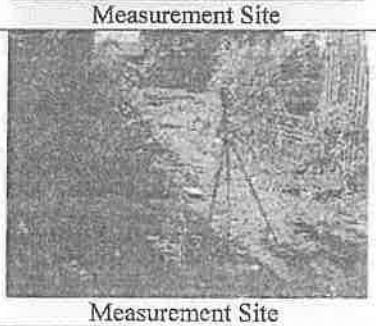
No.1	 Measurement Site	 Surrounding Land Use
No.2	 Measurement Site	 Surrounding Land Use

Source: JICA survey team

Figure 1.1-4 Measurement Sites and Surrounding Land Use in Vapi

(5) Valsad

Photographs on each measurement site and surrounding land use in Valsad are given in Figure 1.1-5.

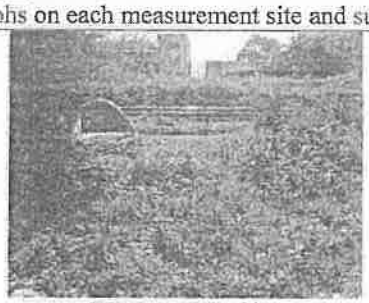
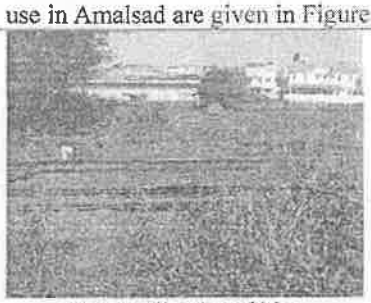
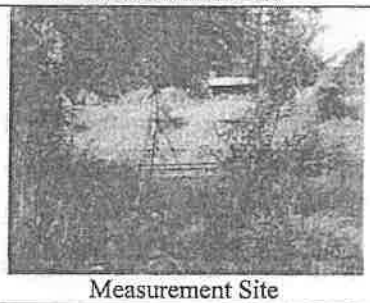
No.1	 Measurement Site	 Surrounding Land Use
No.2	 Measurement Site	 Surrounding Land Use

Source: JICA survey team

Figure 1.1-5 Measurement Sites and Surrounding Land Use in Valsad

(6) Amalsad

Photographs on each measurement site and surrounding land use in Amalsad are given in Figure 1.1-6.

No.1	 Measurement Site	 Surrounding Land Use
No.2	 Measurement Site	 Surrounding Land Use

Source: JICA survey team

Figure 1.1-6 Measurement Sites and Surrounding Land Use in Amalsad

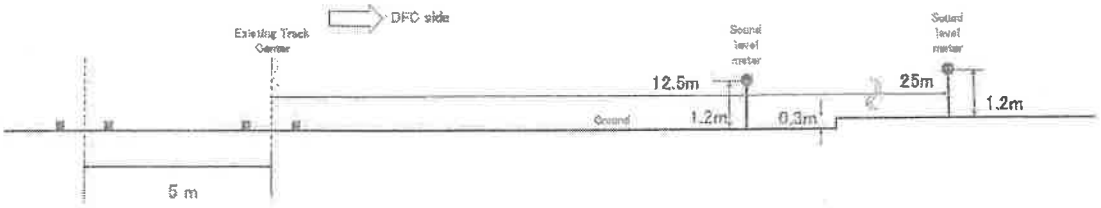
1-2 Results of Railway and Background Noise in Parallel Section

Results of railway and background noise in parallel section are shown below.

(1) Panvel

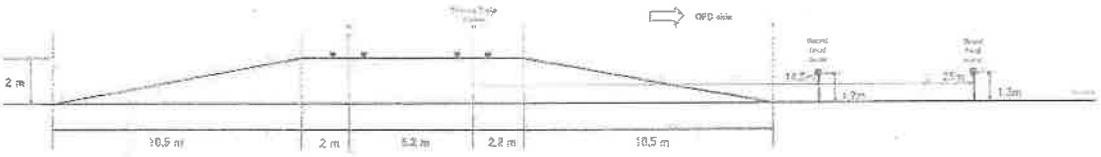
1) Cross-section View

Cross-section view of measurement site in Panvel are given in Figure 1.2-1 and Fiure 1.2-2.



Source: JICA survey team

Figure 1.2-1 Cross-section View of Measurement Site in Panvel №1



Source: JICA survey team

Figure 1.2-2 Cross-section View of Measurement Site in Panvel №2

2) Result of Background Noise

Result of background noise measurement in Panvel is given in Table 1.2-1.

Table 1.2-1 Result of Background Noise Measurement in Panvel

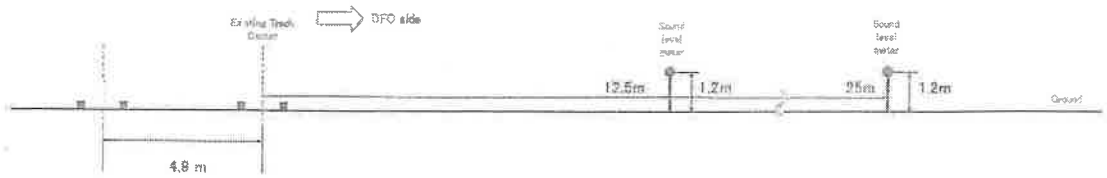
Station	date	No.	Backgroung Noise Level LAeq [dB(A)]				
			10:00~12:00	12:00~14:00	14:00~16:00	16:00~18:00	Overall 10:00~18:00
Panvel	9-Oct	1	51.7	54.6	52.0	52.1	52.7
	9-Oct	2	55.3	54.9	56.6	55.9	55.8

Source: JICA survey team

(4) Vapi

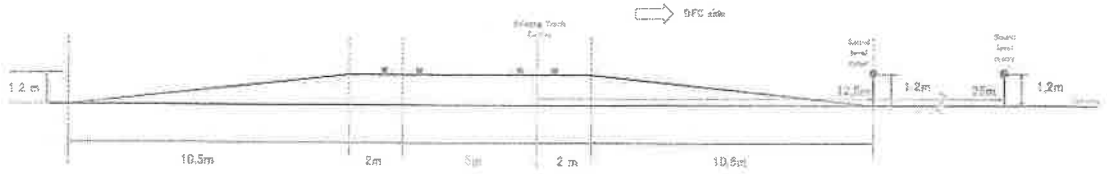
1) Cross-section View

Cross-section view of measurement site in Vapi are given in Figure 1.2-7 and Figure 1.2-8.



Source : JICA Survey Team

Figure 1.2-7 Cross-section View of Measurement Site in Vapi №1



Source : JICA Survey Team

Figure 1.2-8 Cross-section View of Measurement Site in Vapi №2

2) Result of Background Noise

Result of background noise measurement in Vapi is given in Table 1.2-16.

Table 1.2-16 Result of Background Noise Measurement in Vapi

Station	date	No.	Backgroung Noise Level LAeq [dB(A)]				
			10:00~12:00	12:00~14:00	14:00~16:00	16:00~18:00	Overall 10:00~18:00
Vapi	1-Oct	1	48.2	51.8	50.2	50.7	50.5
	1-Oct	2	52.6	52.2	52.5	52.7	52.5

Source : JICA Survey Team

3) Result of Railway Noise

Result of railway noise measurement in Vapi is given in Table 1.2-17 and Table 1.2-18.

Table 1.2-17 Result of Railway Noise Measurement in Vapi №1

No.	date	time	train type	train speed [km/hr] V	train passage time [s]	measurement time [s]	train length [m]	train direction	Railway Noise level [dB]			
									LAE		LAmax	
									12.5m	25.0m	12.5m	25.0m
1	1-Oct	10:10	F	90.0	19.2	31.7	444	up	98.5	90.5	87.8	79.8
2	1-Oct	10:12	F	56.1	38.9	47.5	641	down	79.3	73.9	77.7	72.3
3	1-Oct	10:22	P	82.1	13.0	19.6	288	up	85.0	77.9	83.9	76.8
4	1-Oct	10:30	F	60.2	35.3	53.5	655	up	98.5	90.8	81.2	76.4
5	1-Oct	10:34	P	60.2	21.8	52.6	489	down	87.8	82.0	78.5	72.6
6	1-Oct	10:47	F	58.5	40.3	56.5	641	up	83.5	77.0	81.0	75.4
7	1-Oct	11:14	P	87.4	12.5	28.0	399	down	93.2	86.9	82.5	77.5
8	1-Oct	11:43	P	83.4	21.2	32.8	489	up	86.9	78.5	85.6	77.0
9	1-Oct	11:45	P	87.4	14.5	28.5	399	down	94.0	87.7	85.0	79.0
10	1-Oct	11:51	P	74.2	25.9	28.8	533	up	83.4	75.1	82.0	73.7
11	1-Oct	12:21	P	101.9	13.7	30.5	288	up	96.4	88.2	87.3	79.0
12	1-Oct	12:31	P	72.7	27.4	40.5	586	up	84.0	76.0	82.6	74.6
13	1-Oct	13:09	P	82.4	18.1	22.2	399	down	81.3	74.8	80.1	73.5
14	1-Oct	13:22	P	74.5	28.0	37.4	482	up	96.7	88.7	87.0	77.2
15	1-Oct	13:31	F	75.0	30.9	35.3	655	up	88.2	79.8	86.8	78.3
16	1-Oct	13:47	F	98.5	33.7	42.9	665	down	82.1	76.2	80.6	74.7
17	1-Oct	13:53	P	75.8	12.5	25.7	300	down	92.7	86.1	82.8	77.2
18	1-Oct	14:02	P	66.7	20.0	26.0	399	up	82.2	75.5	81.9	74.2
19	1-Oct	14:16	P	100.5	21.7	28.5	556	down	82.5	76.2	81.2	74.9
20	1-Oct	14:19	F	52.9	48.0	61.0	742	up	85.8	79.6	84.1	77.9
21	1-Oct	14:34	P	91.1	10.2	27.0	286	down	91.1	85.6	81.7	76.3
22	1-Oct	14:53	F	52.3	38.9	42.9	641	up	85.7	78.8	84.2	77.3
23	1-Oct	15:00	P	87.4	21.3	37.7	511	down	93.8	88.0	84.4	79.3
24	1-Oct	15:12	P	70.4	19.6	29.2	511	up	100.1	92.9	90.1	82.2
25	1-Oct	15:21	F	71.1	18.3	24.6	338	down	83.6	77.7	82.3	76.4
26	1-Oct	15:26	P	76.9	19.2	22.4	414	up	85.2	76.9	83.9	75.6
27	1-Oct	15:36	F	67.1	32.0	37.8	655	down	82.0	76.6	81.1	75.1
28	1-Oct	15:40	F	57.6	40.1	52.5	656	up	97.1	90.1	82.1	75.2
29	1-Oct	15:56	P	87.4	17.7	30.6	533	down	82.4	76.1	81.1	74.9
30	1-Oct	16:07	P	103.3	13.1	22.5	375	down	96.3	90.7	85.9	80.5
31	1-Oct	16:15	P	111.3	16.6	17.0	444	down	84.6	77.1	83.4	75.9
32	1-Oct	16:34	P	55.4	11.7	21.4	288	down	83.1	77.4	82.1	76.2
33	1-Oct	16:38	P	97.3	12.8	23.9	333	up	88.2	80.8	87.1	79.7
34	1-Oct	16:47	F	53.6	40.8	57.7	626	up	96.7	90.3	81.5	75.7
35	1-Oct	16:49	P	61.2	29.5	36.3	373	down	78.6	73.3	77.6	71.9
36	1-Oct	16:59	F	69.0	28.9	39.2	536	up	86.3	79.5	84.9	78.0
37	1-Oct	17:11	P	83.4	15.3	20.2	397	up	87.5	79.7	86.4	78.5
average		Passenger (P)		81.8	19.3	28.6	425	up	89.6	81.6	85.3	77.4
				86.3	17.4	28.9	415	down	87.3	81.7	82.1	76.1
		Freight (F)		59.8	38.3	49.7	650	up	90.2	83.2	83.7	76.8
				71.9	30.7	38.2	572	down	81.9	76.1	80.4	74.6

Note) P : passenger train F: freight train
up : to Mumbai down : to Delhi
train passage time (s): time until the back of the train passes after the head of the train passes at a certain point
measurement time (s): This indicates railway noise measurement time for LAE and LAmax in time that is 10dB or more higher than background noise.
average : value calculated by the simple arithmetic average in each up side passenger train, down side passenger train, up side freight train, down side freight train
Source : JICA Survey Team

Table 1.2-18 Result of Railway Noise Measurement in Vapi №2

No.	date	time	train type	train speed [km/hr] V	train passage time [s]	measurement time [s]	train length [m]	train direction	Railway Noise level [dB]			
									LAE		LAmax	
									12.5m	25.0m	12.5m	25.0m
1	1-Oct	9:23	F	59.9	38.8	46.3	641	up	85.9	81.7	84.3	80.2
2	1-Oct	10:11	P	58.1	26.6	26.7	444	up	84.5	80.7	83.1	79.3
3	1-Oct	10:22	P	61.3	14.9	16.9	288	up	82.3	79.2	81.1	78.0
4	1-Oct	10:26	P	95.7	23.3	37.8	666	down	94.4	91.4	84.5	81.3
5	1-Oct	10:29	F	48.0	15.0	55.3	655	up	82.5	79.3	81.1	77.7
6	1-Oct	10:47	F	52.6	42.5	38.9	641	up	83.3	79.3	81.7	77.6
7	1-Oct	10:57	P	69.6	13.6	17.7	238	up	87.5	83.7	86.4	82.6
8	1-Oct	10:58	F	33.6	66.9	57.2	655	down	74.7	71.4	72.9	69.6
9	1-Oct	11:13	P	86.4	14.8	24.8	399	down	89.6	86.8	78.3	75.4
10	1-Oct	11:44	P	109.8	16.0	27.6	399	down	91.8	88.6	80.4	76.8
11	1-Oct	11:49	P	59.0	29.1	27.3	533	up	82.0	77.5	80.5	76.0
12	1-Oct	12:19	P	79.6	11.8	22.8	288	up	93.9	90.1	85.4	81.7
13	1-Oct	12:29	P	59.5	32.1	44.6	550	up	94.4	90.5	81.3	77.1
14	1-Oct	13:30	F	62.1	36.7	42.5	655	up	84.7	80.1	82.1	78.5
15	1-Oct	13:47	F	76.7	32.8	45.4	655	down	93.7	77.1	79.3	75.6
16	1-Oct	13:55	P	101.7	16.5	20.2	399	down	79.6	76.1	78.4	74.9
17	1-Oct	14:01	P	41.2	37.7	56.2	599	up	88.7	85.0	78.5	73.8
18	1-Oct	14:17	P	91.8	24.2	35.6	556	down	92.4	88.6	81.8	77.7
19	1-Oct	14:18	F	67.4	34.3	30.5	742	up	101.2	97.0	87.6	83.1
20	1-Oct	14:34	P	74.5	13.5	22.2	268	down	77.9	74.1	76.8	73.0
21	1-Oct	14:49	F	69.1	32.3	36.5	655	down	88.3	85.7	86.8	84.2
22	1-Oct	14:50	F	63.7	40.0	56.6	641	up	97.7	93.5	82.9	78.2
23	1-Oct	15:01	P	51.8	38.2	42.9	511	down	78.1	76.5	76.9	74.9
24	1-Oct	15:13	P	124.3	18.9	35.6	511	up	98.6	95.2	89.3	86.4
25	1-Oct	15:23	F	60.2	22.8	36.6	338	down	90.0	86.7	78.7	74.4
26	1-Oct	15:25	P	58.7	24.8	25.1	444	up	81.0	76.4	79.6	75.0
27	1-Oct	15:35	F	74.0	32.0	46.4	655	down	94.9	91.7	80.3	77.0
28	1-Oct	16:39	F	60.8	41.5	49.3	653	up	83.9	79.7	82.3	78.1
29	1-Oct	16:57	P	95.3	20.5	33.6	533	down	93.8	91.1	81.8	78.6
30	1-Oct	16:05	P	156.1	12.6	16.6	576	down	85.4	82.9	84.3	81.5
31	1-Oct	16:16	P	90.0	18.0	16.6	444	down	81.9	79.0	80.6	77.8
32	1-Oct	16:36	P	63.7	16.3	27.5	288	down	88.8	85.4	78.7	74.3
33	1-Oct	16:37	P	71.3	17.0	24.7	333	up	93.3	89.6	82.5	78.4
34	1-Oct	16:46	F	42.6	40.4	66.4	626	up	96.1	92.6	81.3	78.9
35	1-Oct	16:58	F	73.8	25.0	42.2	580	up	98.6	95.0	84.7	80.8
36	1-Oct	17:09	P	71.9	20.4	28.3	397	up	82.8	78.3	81.5	77.0
average		Passenger (P)		68.6	22.4	29.1	407	up	88.1	84.2	82.6	78.6
				92.4	19.4	27.8	430	down	86.7	83.7	80.1	76.9
		Freight (F)		58.0	39.6	49.6	649	up	90.5	86.5	83.3	79.3
				62.5	37.4	44.4	592	down	88.3	82.5	79.6	76.2

Note) P : passenger train F: freight train
up : to Manikpur down : to Delhi
train passage time (s): time until the back of the train passes after the head of the train passes at a certain point
measurement time (s): This indicates railway noise measurement time for LAE and LAmax in time that is 10dB or more higher than background noise.
average : value calculated by the simple arithmetic average in each up side passenger train, down side passenger train, up side freight train, down side freight train
Source : JICA Survey Team

4) Result of Frequency Analysis

Result of 1/3 octave band frequency analysis are given in Table 1.2-19 and Table 1.2-20. In Vapi No.1, in consideration of all results roughly, the frequency of 800Hz was mainly dominated. In Vapi No.2, in consideration of all results roughly, the frequency of 400Hz was mainly dominated. In Japan, the main noise of train includes[1] (1)traction, (2)structures and (3) machines equipped to the train, and predominant frequency from each noise is said to be almost from 250 to 2000Hz as well. Therefore, result of predominant frequency was similar to the case in Japan, and this would be suitable value. In addition, in case of countermeasure (e.g. soundproof) for railway noise, Japanese countermeasure method might be available.

Table 1.2-19 Result of 1/3 Octave Band Frequency Analysis of Railway Noise in Vapi №1

№	train type	Noise Level (dB(A))																											
		Frequency (Hz)																											
		20	25	32	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	AP
1	P	31	32	34	39	42	44	52	61	60	64	64	65	70	71	73	73	76	76	72	70	70	68	67	63	61	57	52	83
2	P	30	30	31	38	46	50	53	56	57	62	60	59	61	62	62	63	64	66	66	67	66	66	65	63	61	56	56	76
3	P	29	32	31	29	41	44	55	58	58	63	63	67	68	69	71	72	73	73	69	67	67	67	65	61	59	55	50	81
4	F	36	44	45	51	53	56	57	58	62	63	64	64	68	70	72	72	74	72	70	69	69	69	68	64	63	59	55	82
5	P	31	30	30	34	40	42	46	48	51	53	53	50	59	57	56	56	60	65	58	54	56	55	53	51	49	46	42	68
6	P	32	33	35	39	47	55	58	61	64	66	67	67	70	69	69	69	70	68	69	70	69	69	69	65	62	64	61	81
7	P	32	33	34	37	44	45	49	52	54	58	58	62	64	69	67	69	73	73	71	69	71	70	68	66	63	61	59	81
8	P	34	33	35	37	43	46	54	58	58	62	63	65	70	70	73	74	76	74	71	68	68	66	63	62	60	56	51	83
9	P	34	33	35	38	43	47	46	51	59	56	57	59	63	67	68	69	73	73	71	68	70	68	67	63	62	59	55	80
10	P	34	33	33	35	43	46	54	57	57	61	61	67	68	69	71	72	73	73	68	65	65	66	63	60	57	54	49	81
11	P	35	33	34	39	41	47	50	58	62	64	66	70	70	71	74	75	80	77	73	75	73	71	69	65	63	61	59	86
12	P	35	35	35	36	43	47	55	58	58	63	62	60	69	70	71	71	73	72	66	66	66	65	64	61	58	54	50	81
13	P	35	34	34	38	43	44	47	50	54	63	67	66	69	69	64	68	70	69	66	64	65	65	64	61	58	56	50	77
14	P	30	34	34	32	42	44	52	57	57	62	62	66	70	70	73	75	76	76	71	67	68	67	65	62	60	55	51	83
15	F	36	37	35	44	47	56	58	59	60	65	67	67	69	72	74	74	76	76	73	72	71	71	71	67	66	62	59	84
16	F	36	35	35	41	48	52	54	55	60	60	62	59	62	63	65	66	68	65	68	68	66	66	66	63	60	62	58	78
17	P	36	35	37	38	44	45	46	52	53	54	58	60	62	65	65	67	71	72	69	66	66	67	65	64	62	60	58	79
18	P	37	38	36	38	45	47	54	57	58	61	61	64	66	68	70	70	71	71	67	65	65	65	63	60	58	54	50	79
19	P	37	35	36	39	45	46	48	52	55	58	59	63	64	66	68	67	72	72	69	66	67	66	64	62	58	55	50	79
20	F	40	40	40	44	51	56	62	65	67	69	68	69	70	68	68	67	69	69	69	68	68	66	66	65	64	62	62	81
21	P	37	37	38	40	44	49	50	51	55	58	61	62	62	64	65	68	72	72	67	60	67	67	63	64	62	62	60	79
22	F	30	35	39	40	49	51	57	64	66	68	67	66	70	68	67	69	67	64	60	59	59	60	59	58	57	61	56	80
23	P	36	35	35	36	44	47	50	60	54	55	57	64	62	65	65	67	71	71	68	68	67	66	64	62	58	52	50	78
24	P	35	35	35	40	42	49	59	56	60	63	66	71	72	72	76	77	79	80	76	73	74	72	70	67	64	60	55	85
25	F	35	37	41	45	55	55	56	58	59	59	60	60	62	63	64	67	70	69	68	67	67	65	65	62	59	58	54	78
26	P	35	48	35	37	42	46	52	53	58	63	63	67	70	70	72	73	74	74	70	68	67	66	65	61	58	55	51	82
27	F	37	38	41	46	54	55	53	54	57	58	60	60	61	64	65	68	70	70	70	68	69	69	69	65	62	60	58	79
28	F	37	39	42	45	54	59	55	60	66	64	65	65	67	69	70	69	70	70	70	69	68	68	68	64	64	62	56	81
29	P	36	35	34	37	44	45	47	54	58	57	59	62	65	65	66	68	73	73	70	67	68	69	65	65	59	56	52	80
30	P	35	35	35	39	45	43	50	52	56	57	59	64	64	67	69	72	75	76	75	74	74	74	73	71	67	63	56	85
31	P	37	37	36	39	44	46	46	51	52	58	58	63	63	65	67	68	78	74	71	70	70	66	66	64	60	56	51	82
32	P	38	37	38	39	44	46	47	56	54	64	57	62	62	65	65	69	72	72	70	67	68	66	65	63	59	55	52	79
33	P	38	37	37	38	44	43	50	58	60	64	65	70	71	71	74	75	75	76	74	72	73	71	69	66	62	58	54	85
34	F	38	37	37	41	46	55	57	62	65	68	66	66	69	67	66	64	66	67	66	60	58	59	59	56	56	54	54	80
35	P	30	37	37	38	41	43	48	51	54	56	58	59	59	60	60	59	61	61	58	57	56	56	55	52	49	45	41	71
36	F	30	34	41	46	48	52	59	60	64	67	66	65	69	72	73	73	74	74	74	73	72	71	71	68	66	62	61	84
37	P	39	38	34	30	43	44	53	58	61	62	65	65	72	72	75	75	77	77	74	73	73	71	69	67	64	61	57	82

Note) P : passenger train, F : freight train, Each frequency indicates center frequency of 1/3 octave band. Shaded sections indicate maximum one of each measurement.
Source : JICA Survey Team

Table 1.2-20 Result of 1/3 Octave Band Frequency Analysis of Railway Noise in Vapi №2

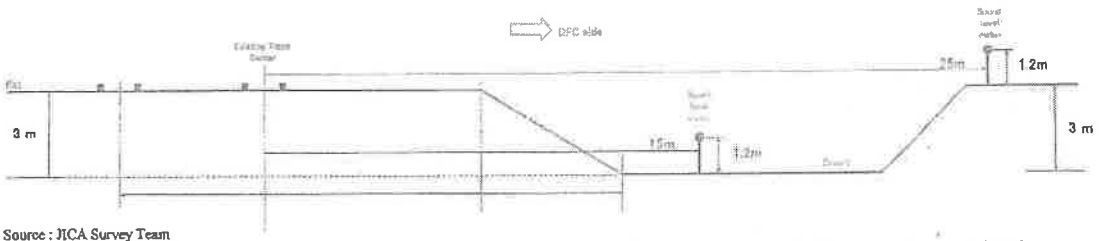
№	train type																												
		20	25	32	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	AP
1	F	38	23	33	33	46	56	61	64	70	70	70	70	71	71	69	67	67	68	69	69	71	72	70	67	66	63	61	82
2	P	31	31	30	34	42	46	54	59	53	64	64	69	67	70	69	68	65	66	63	61	65	65	61	53	55	50	45	76
3	P	32	31	30	35	44	47	56	59	60	64	68	66	70	69	68	69	64	67	63	61	64	67	63	58	56	51	47	79
4	P	32	32	32	35	43	44	50	55	57	58	55	62	60	63	65	66	65	65	66	67	70	70	68	64	61	55	50	79
5	F	38	41	47	52	56	58	58	60	62	64	66	65	65	67	69	66	66	65	65	64	65	66	64	63	61	58	51	78
6	F	33	33	33	37	48	53	58	64	66	69	68	67	69	68	64	64	64	65	66	68	69	70	69	65	66	61	54	80
7	P	34	33	33	38	46	50	53	57	61	65	66	66	71	72	74	74	76	74	69	69	69	69	65	61	59	54	50	83
8	F	34	34	33	33	42	46	40	52	56	50	54	52	56	60	60	56	56	57	58	59	60	61	59	54	53	51	49	70
9	P	35	34	34	35	41	44	48	53	55	56	56	57	65	66	67	67	68	67	65	65	67	66	65	62	58	53	48	77
10	P	35	34	34	37	43	44	47	53	56	56	55	63	65	66	69	68	65	66	67	67	71	70	67	64	61	56	51	79
11	P	35	34	34	35	44	47	55	60	61	64	65	66	69	69	69	68	65	66	63	61	64	65	61	59	56	50	45	78
12	P	36	34	36	39	45	51	55	58	62	67	66	69	69	70	70	73	72	69	68	66	66	67	66	63	62	60	58	81
13	P	35	34	33	35	42	49	57	59	62	62	63	65	67	68	69	69	68	62	61	60	64	66	61	58	59	60	45	78
14	F	38	38	35	43	51	58	57	58	66	66	67	66	67	70	70	60	60	62	67	66	67	66	67	64	62	58	55	80
15	F	36	37	38	42	49	53	55	56	60	60	61	60	64	66	69	65	65	65	68	64	66	67	65	61	59	55	50	77
16	P	38	39	35	39	42	42	48	54	54	57	55	59	59	68	68	66	65	66	64	63	67	67	64	61	57	52	47	77
17	P	37	38	35	37	42	48	56	56	57	65	56	60	64	65	65	63	63	62	56	57	61	61	57	53	50	47	41	74
18	P	37	37	35	37	43	43	50	54	55	57	56	61	55	60	65	66	65	66	65	64	67	67	63	60	57	50	47	77
19	F	37	33	38	40	40	50	63	69	73	75	74	73	75	73	71	70	71	72	72	73	73	73	72	69	68	65	62	85
20	P	38	37	36	37	39	42	47	50	51	50	54	58	62	65	65	64	63	63	62	66	65	65	62	58	54	49	45	75
21	F	38	35	36	43	48	55	56	58	59	60	61	59	63	68	69	68	66	66	67	65	67	68	68	63	59	55	52	78
22	F	38	37	37	38	45	52	58	63	67	70	69	67	69	69	68	65	65	66	67	68	69	70	69	66	65	62	60	80
23	P	38	33	39	39	40	42	51	50	59	57	53	56	60	61	59	56	55	54	53	54	58	57	52	49	46	43	39	65
24	P	38	37	37	39	46	51	56	59	61	68	67	71	73	75	78	75	76	75	72	70	73	73	69	67	64	58	53	85
25	F	38	38	40	49	52	53	53	56	57	57	57	57	65	65	62	61	62	63	62	64	64	64	61	58	55	51	47	74
26	P	38	37	38	37	43	48	55	59	60	64	64	66	68	68	69	66	68	67	63	60	62	65	62	57	55	49	44	76
27	F	39	38	41	47	52	55	54	56	58	58	59	59	64	66	62	67	66	67	68	67	70	70	69	64	61	58	53	76
28	F	39	40	40	45	54	57	60	62	65	66	67	65	66	64	68	67	66	66	67	67	69	70	68	64	60	59	57	79
29	P	39	38	37	38	42	43	50	54	57	57	58	61	66	65	59	60	60	60	58	67	71	71	69	63	60	55	50	80
30	P	39	38	37	39	44	52	54	56	59	60	57	63	65	70	70	70	71	73	72	73	75	76	71	69	65	61	54	83
31	P	39	36	37	37	43	43	46	54	56	56	56	63	68	70	80	68	67	67	67	67	65	60	64	61	58	54	49	79
32	P	39	38	36	39	41	49	48	51	53	56	58	57	63	67	66	62	64	64	62	61	65	65	61	57	54	49	44	75
33	P	39	37	37	37	43	46	56	59	61	64	66	67	70	69	69	70	70	69	65	65	65	68	64	60	57	52	47	80
34	F	39	38	37	38	45	53	57	62	65	67	67	64	67	68	60	61	61	63	65	66	67	68	66	63	61	51	58	78
35	F	39	38	41	45	50	55	61	61	68	69	70	68	70	72	73	72	72	72	71	70	71	73	71	67	67	61	59	83
36	P	39	37	37	37	44	49	58	60	61	64	67	66	71	70	70	69	69	69	65	63	65	67	64	60	57	52	47	79

Note) P : passenger train, F : freight train, Each frequency indicates center frequency of 1/3 octave band. Shaded sections indicate maximum one of each measurement.
Source : JICA Survey Team

(5) Valsad

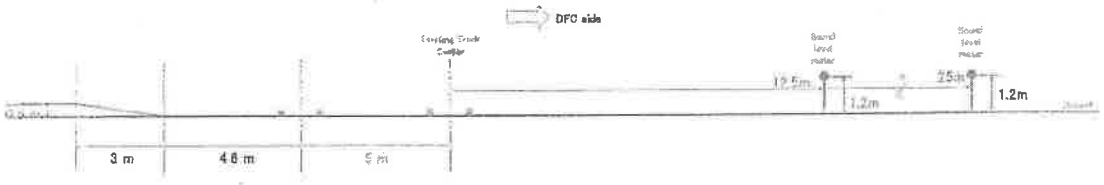
1) Cross-section View

Cross-section view of measurement site in Valsad are given in Figure 1.2-9 and Figure 1.2-10.



Source : JICA Survey Team

Figure 1.2-9 Cross-section View of Measurement Site in Valsad №1



Source : JICA Survey Team

Figure 1.2-10 Cross-section View of Measurement Site in Valsad №2

2) Result of Background Noise

Result of background noise measurement in Valsad is given in Table 1.2-21.

Table 1.2-21 Result of Background Noise Measurement in Valsad

Station	date	No.	Backgroung Noise Level LAeq [dB(A)]				
			10:00~12:00	12:00~14:00	14:00~16:00	16:00~18:00	Overall 10:00~18:00
Valsad	2-Oct	1	48.6	46.8	47.2	47.1	47.1
	2-Oct	2	49.8	46.9	49.2	50.1	49.2

Source : JICA Survey Team

3) Result of Railway Noise

Result of railway noise measurement in Valsad is given in Table 1.2-22 and Table 1.2-23.

Table 1.2-22 Result of Railway Noise Measurement in Valsad №1

№	date	time	train type	train speed [km/hr] V	train passage time [s]	measurement time [s]	train length [m]	train direction	Railway Noise level [dB]			
									LAE		LAmax	
									12.5m	25.0m	12.5m	25.0m
1	2-Oct	10:35	P	26.0	13.0	11.1	288	up	81.8	84.0	80.7	82.9
2	2-Oct	10:49	P	87.7	19.6	30.7	466	down	71.9	75.7	70.6	74.4
3	2-Oct	11:02	P	63.5	27.6	45.9	489	up	90.9	92.4	79.4	79.9
4	2-Oct	11:14	P	49.3	37.5	35.5	533	up	76.3	76.5	74.7	74.9
5	2-Oct	11:23	F	75.9	26.9	35.7	572	up	95.6	96.6	86.6	87.0
6	2-Oct	11:30	F	91.0	26.6	36.9	641	up	96.7	97.9	89.6	89.9
7	2-Oct	11:39	P	61.7	25.4	44.1	288	down	77.2	81.5	66.2	69.8
8	2-Oct	11:41	P	49.2	18.8	32.1	399	up	88.6	88.7	80.8	78.7
9	2-Oct	11:51	P	67.4	29.8	47.0	556	up	90.4	91.7	78.2	78.8
10	2-Oct	12:03	F	74.8	33.3	46.9	641	up	94.3	95.3	83.0	83.5
11	2-Oct	12:19	F	98.1	25.7	39.0	593	up	96.2	98.0	84.9	87.0
12	2-Oct	12:25	P	78.5	19.6	27.2	489	down	69.0	72.7	67.7	71.4
13	2-Oct	12:36	F	54.7	46.4	68.9	641	down	82.5	86.4	70.8	73.3
14	2-Oct	12:43	P	73.8	16.2	19.2	422	up	78.7	80.9	77.6	75.5
15	2-Oct	13:45	F	77.0	12.4	49.0	628	up	95.1	95.1	85.6	85.6
16	2-Oct	13:59	F	81.0	30.3	43.4	641	up	93.5	94.7	82.8	83.3
17	2-Oct	14:14	F	83.1	27.0	28.2	641	up	87.1	87.1	85.7	85.7
18	2-Oct	14:19	P	87.9	16.1	34.8	422	down	81.2	85.7	70.6	74.8
19	2-Oct	14:36	P	98.1	20.6	27.6	556	down	79.5	79.5	78.2	78.2
20	2-Oct	14:37	P	60.8	23.8	37.3	422	up	90.9	90.9	80.1	80.1
21	2-Oct	14:46	F	69.3	34.0	47.1	626	down	84.7	88.0	72.6	74.5
22	2-Oct	14:55	F	59.3	48.5	66.4	641	down	80.3	83.8	70.2	71.3
23	2-Oct	15:09	P	79.3	13.3	14.9	266	down	66.6	70.6	65.4	69.5
24	2-Oct	15:18	F	77.9	29.1	38.3	641	down	76.3	77.1	76.8	75.7
25	2-Oct	15:29	P	59.1	24.3	51.1	399	up	94.8	95.5	88.4	87.2
26	2-Oct	15:40	F	66.2	28.8	35.6	641	up	93.2	94.5	83.0	83.8
27	2-Oct	16:02	P	63.6	17.6	42.4	355	up	89.3	90.7	79.8	80.0
28	2-Oct	16:11	P	101.4	20.3	34.3	556	down	84.6	89.0	72.9	77.2
29	2-Oct	16:16	F	40.9	65.5	86.2	603	up	90.2	91.2	76.5	76.0
30	2-Oct	16:34	F	35.2	47.2	75.9	444	down	79.5	81.4	70.0	69.8
31	2-Oct	16:36	P	59.9	23.1	22.3	399	up	78.9	81.7	77.6	80.4
32	2-Oct	16:44	F	56.9	42.4	64.7	641	up	93.2	94.1	80.3	80.8
33	2-Oct	16:45	F	48.1	59.6	81.5	593	down	71.6	73.0	69.8	71.2
34	2-Oct	16:53	P	66.9	26.9	48.4	556	up	92.4	93.5	81.0	80.8
35	2-Oct	16:58	P	88.5	4.9	10.0	288	down	74.1	77.8	73.4	77.2
average		Passenger (P)		58.1	23.5	35.7	438	up	86.6	87.8	79.8	80.2
				79.8	20.8	33.3	419	down	76.0	79.3	70.6	73.6
		Freight (F)		74.5	32.4	48.6	624	up	93.5	94.4	83.8	84.3
				61.9	43.5	59.5	629	down	78.3	81.7	70.8	73.2

Note) P : passenger train F : freight train
up : to Mumbai down : to Delhi
train passage time (s): time until the back of the train passes after the head of the train passes at a certain point
measurement time (s): This indicates railway noise measurement time for LAE and LAmax in time that is 10dB or more higher than background noise
average : value calculated by the simple arithmetic average in each up side passenger train, down side passenger train, up side freight train, down side freight train

Source : JICA Survey Team

Table 1.2-23 Result of Railway Noise Measurement in Valsad №2

No.	date	time	train type	train speed [km/hr] V	train passage time [s]	measurement time [s]	train length [m]	train direction	Railway Noise level [dB]			
									LAE		LAmax	
									12.5m	25.0m	12.5m	25.0m
1	2-Oct	10:33	P	62.6	15.7	20.3	288	up	82.9	74.3	81.7	73.1
2	2-Oct	10:40	P	61.6	27.0	21.2	466	down	76.4	69.6	75.0	68.2
3	2-Oct	11:01	P	28.8	53.2	53.3	439	up	75.4	67.9	73.7	66.2
4	2-Oct	11:12	P	50.2	46.8	51.2	533	up	77.4	68.2	76.7	66.5
5	2-Oct	11:20	F	32.6	47.2	51.4	572	up	86.1	78.5	84.4	76.6
6	2-Oct	11:28	F	88.6	27.1	34.9	641	up	85.7	77.4	84.2	76.0
7	2-Oct	11:40	P	36.8	22.7	32.8	288	up	79.7	72.7	78.3	71.3
8	2-Oct	11:40	P	44.5	30.0	38.6	399	down	72.6	67.4	71.1	66.0
9	2-Oct	11:50	P	40.3	42.5	60.1	556	up	90.5	84.0	78.5	70.8
10	2-Oct	12:00	F	60.2	37.3	43.7	641	up	82.7	76.5	81.2	74.9
11	2-Oct	12:17	F	90.0	26.1	37.4	593	up	93.0	86.8	91.6	84.4
12	2-Oct	12:35	F	47.6	48.4	60.0	641	down	90.3	85.1	78.9	72.7
13	2-Oct	12:44	F	63.4	33.4	58.4	628	up	96.2	89.1	85.8	78.5
14	2-Oct	12:57	F	71.5	35.4	51.5	641	up	96.3	89.6	83.3	77.0
15	2-Oct	14:06	F	84.5	27.0	45.9	641	up	99.0	92.1	88.7	81.2
16	2-Oct	14:17	P	46.0	30.2	54.8	422	down	82.2	77.3	70.6	64.7
17	2-Oct	14:36	P	37.7	36.6	46.1	422	up	89.2	82.4	79.6	79.7
18	2-Oct	14:38	P	36.5	24.1	34.0	556	down	81.0	75.3	79.6	73.9
19	2-Oct	14:47	F	48.9	44.2	69.4	628	down	88.6	83.0	75.2	69.8
20	2-Oct	15:19	F	80.6	26.2	32.5	641	down	81.4	77.0	80.0	76.2
21	2-Oct	15:27	P	40.2	33.6	72.8	399	up	98.4	93.5	92.1	86.4
22	2-Oct	15:38	F	49.8	40.2	51.3	641	up	84.8	78.5	83.2	76.9
23	2-Oct	16:00	P	29.5	35.7	40.6	356	up	87.7	82.1	76.4	70.0
24	2-Oct	16:49	F	37.4	52.4	79.4	593	down	88.0	83.5	74.2	69.3
25	2-Oct	16:51	P	48.4	36.5	63.8	556	up	93.2	87.3	81.5	74.6
26	2-Oct	16:59	P	94.5	11.8	30.9	288	down	90.0	85.3	80.4	75.3
27	2-Oct	17:06	P	45.3	35.0	63.1	489	up	100.1	95.4	92.7	86.2
average		Passenger(P)		42.0	35.6	51.3	437	up	87.4	80.8	81.0	73.8
				56.6	24.6	35.5	426	down	80.5	75.0	75.4	69.6
		Freight(F)		68.2	34.2	46.8	625	up	90.5	83.4	85.3	78.2
				59.2	42.9	58.8	625	down	87.1	82.5	77.1	72.0

Note) P : passenger train F : freight train
up : to Mumbai down : to Delhi
train passage time (s): time until the back of the train passes after the head of the train passes at a certain point
measurement time (s): This indicates railway noise measurement time for LAE and LAmax in time that is 10dB or more higher than background noise
average : value calculated by the simple arithmetic average in each up side passenger train, down side passenger train, up side freight train, down side freight train

Source : JICA Survey Team

4) Result of Frequency Analysis

Results of 1/3 octave band frequency analysis are given in Table 1.2-24 and Table 1.2-25. In Valsad No.1, in consideration of all results roughly, the frequency of 500Hz was mainly dominated. In Valsad No.2, in consideration of all results roughly, the frequency of 1000Hz was mainly dominated. In Japan, the main noise of train includes[1] (1)traction, (2)structures and (3) machines equipped to the train, and predominant frequency from each noise is said to be almost from 250 to 2000Hz as well. Therefore, result of predominant frequency was similar to the case in Japan, and this would be suitable value. In addition, in case of countermeasure (e.g. soundproof) for railway noise, Japanese countermeasure method might be available.

Table 1.2-24 Results of 1/3 Octave Band Frequency Analysis of Railway Noise in Valsad №1

№	train type	Noise Level [dB(A)] Frequency [Hz] 20	25	32	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	AP
1	P	26	27	30	36	43	47	48	51	52	53	54	60	61	66	69	71	72	70	69	67	68	66	65	63	60	54	50	78
2	P	31	29	31	30	40	41	48	47	47	47	48	50	53	50	57	58	56	57	55	54	53	53	53	50	48	46	42	66
3	P	31	30	31	36	44	48	40	51	53	54	55	57	62	66	67	67	67	66	63	62	63	62	60	50	55	50	48	73
4	P	33	32	31	35	40	44	46	46	48	48	49	53	56	62	63	63	63	61	58	58	60	58	56	54	52	47	45	71
5	F	35	36	40	47	51	52	52	55	56	56	58	55	59	67	72	71	71	69	68	68	66	65	64	61	61	55	52	79
6	F	35	38	40	45	51	55	56	57	58	59	59	59	61	68	71	72	72	70	69	68	69	68	67	64	62	57	54	80
7	P	34	33	33	35	34	37	42	45	46	45	43	48	49	54	53	49	50	50	47	45	47	48	44	42	38	41	39	62
8	P	34	33	32	37	42	43	45	47	49	50	50	54	57	62	64	64	65	63	60	63	60	59	58	55	53	49	45	73
9	P	34	33	34	36	43	48	49	51	53	53	54	60	60	65	67	67	67	65	63	61	62	61	59	56	53	49	44	75
10	F	35	39	44	49	52	54	55	54	55	56	56	57	59	66	70	70	69	67	67	64	64	64	63	60	57	53	50	78
11	F	37	46	46	53	53	55	56	58	55	58	58	58	60	67	72	74	74	72	71	67	67	66	65	63	61	55	51	81
12	P	35	34	34	39	41	43	47	50	50	49	47	50	54	57	57	56	56	56	53	51	52	51	49	47	43	42	38	66
13	F	36	37	36	39	42	46	40	48	50	49	48	48	46	53	55	51	50	50	50	49	48	49	47	41	42	42	37	63
14	P	35	34	24	38	45	47	51	51	51	52	52	57	59	64	67	68	68	66	64	62	62	61	60	57	54	49	44	76
15	F	37	38	43	45	53	58	59	59	50	59	58	59	63	67	68	68	69	67	66	64	65	65	64	61	60	56	51	78
16	F	38	40	44	50	53	56	54	59	59	57	56	56	58	65	70	69	69	67	66	64	65	64	63	60	58	53	50	77
17	F	37	37	39	48	51	53	55	55	56	57	57	57	60	66	71	71	72	70	69	67	67	66	66	63	61	56	53	79
18	P	36	35	35	38	40	41	46	47	47	47	45	50	54	56	56	57	57	57	55	53	54	53	51	48	45	43	38	67
19	P	36	35	35	39	42	45	50	53	49	50	47	51	55	60	60	60	62	61	50	57	57	55	53	51	48	44	40	70
20	P	36	35	35	37	43	46	48	48	50	51	50	54	58	63	65	65	65	64	61	59	60	60	58	55	51	47	42	73
21	F	36	37	41	46	51	51	53	54	52	52	50	50	54	57	57	57	58	58	57	57	56	55	54	51	48	45	41	68
22	F	36	36	35	38	41	45	46	47	48	47	45	44	46	49	51	48	48	48	47	48	46	46	44	41	40	41	36	62
23	P	36	35	34	37	38	42	44	49	47	47	46	50	51	53	55	54	54	53	50	51	49	50	50	49	46	44	41	65
24	F	37	38	41	47	49	50	51	52	53	52	50	50	53	59	60	59	59	59	58	56	56	56	55	52	50	48	48	69
25	P	36	36	34	35	43	45	48	50	50	50	50	54	59	62	65	64	65	65	61	59	61	61	59	59	53	48	44	74
26	F	36	36	37	43	49	52	53	56	55	56	56	55	58	64	69	67	67	66	65	64	64	64	64	60	58	54	50	76
27	P	36	35	34	37	41	47	48	49	50	51	50	56	60	64	66	66	67	67	64	61	62	62	61	57	54	49	45	75
28	P	36	36	35	35	41	44	45	51	45	49	47	50	55	60	61	61	61	61	58	57	58	57	54	52	49	46	41	70
29	F	36	35	35	40	42	47	51	51	51	52	52	53	60	63	61	59	62	60	59	60	59	59	58	55	54	50	46	71
30	P	37	36	35	34	34	35	40	43	44	43	41	45	47	52	50	46	45	44	44	43	43	43	40	37	37	40	35	61
31	P	37	36	55	39	42	46	46	49	49	50	48	53	57	62	64	64	64	62	60	59	60	61	58	55	53	48	44	73
32	F	37	38	38	45	49	52	52	53	55	55	54	55	58	65	67	66	66	64	63	61	62	62	62	58	56	52	50	75
33	F	37	36	35	39	41	42	43	40	43	46	44	44	46	51	52	49	47	47	47	45	46	46	45	42	41	41	37	62
34	P	37	36	38	39	44	47	51	51	52	53	52	56	60	65	68	69	69	67	65	62	63	62	61	58	55	50	46	76
35	P	37	37	36	40	42	43	48	51	50	50	48	53	59	61	62	62	64	64	61	60	60	59	56	54	50	46	41	72

Note) P : passenger train, F : freight train, Each frequency indicates center frequency of 1/3 octave band, Shaded sections indicate maximum one of each measurement
Source : JICA Survey Team

Table 1.2-25 Results of 1/3 Octave Band Frequency Analysis of Railway Noise in Valsad №2

№	train type	Noise Level [dB(A)] Frequency [Hz] 20	25	32	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	AP
1	P	30	32	28	37	43	44	46	48	53	54	51	57	58	62	66	68	72	72	68	65	65	63	65	62	59	54	45	74
2	P	33	32	31	32	30	37	40	45	48	52	52	52	53	55	57	56	54	59	55	54	57	58	55	54	53	52	52	66
3	P	34	33	32	33	38	41	44	43	45	48	48	53	54	57	58	59	60	60	57	54	58	57	55	52	49	48	41	69
4	P	35	33	32	33	35	35	36	38	42	45	45	47	50	53	54	55	55	56	53	52	54	53	52	48	45	43	38	65
5	F	35	36	37	40	46	48	46	45	50	51	51	50	52	56	61	63	65	64	63	60	62	61	60	57	54	51	47	73
6	F	36	37	40	43	50	53	55	53	56	58	57	54	57	62	69	71	73	74	74	71	71	71	71	66	66	62	59	82
7	P	36	35	34	35	38	41	43	43	46	48	46	45	52	58	60	63	66	64	60	60	60	59	56	55	51	48	43	72
8	P	34	35	34	34	36	37	41	45	46	52	50	54	52	56	56	58	59	60	60	58	60	60	56	54	51	47	42	66
9	P	36	35	35	35	40	42	42	44	46	45	43	54	56	59	61	64	66	68	61	59	62	62	60	57	54	49	44	73
10	F	37	41	42	47	50	52	53	51	54	56	55	56	55	61	66	70	71	72	71	69	68	67	67	65	61	57	54	79
11	F	40	45	46	53	54	54	56	55	57	60	57	58	57	64	73	76	79	80	77	70	79	71	71	68	66	61	56	85
12	F	36	36	37	38	44	46	49	49	53	56	56	53	52	58	59	58	58	59	60	60	60	61	59	56	54	50	47	71
13	F	40	40	41	47	52	56	58	55	56	56	56	56	57	62	66	69	71	72	70	66	67	69	69	65	64	60	59	79
14	F	39	40	43	49	53	53	53	54	56	55	56	57	65	62	67	69	71	73	72	67	67	68	69	67	64	68	52	80
15	F	40	40	41	47	52	54	55	54	56	56	56	57	57	63	69	73	75	76	74	70	70	71	71	70	67	62	58	83
16	P	39	36	37	37	36	37	41	45	48	40	46	40	47	52	51	50	53	53	50	52	55	55	52	49	47	44	39	65
17	P	36	38	37	37	38	42	44	43	45	46	47	53	59	58	60	62	64	64	60	58	60	60	59	55	52	46	43	72
18	P	38	38	38	38	41	44	44	48	50	59	53	55	57	60	62	62	66	67	64	61	61	63	61	57	55	51	46	74
19	F	39	38	39	46	48	51	54	55	54	56	55	54	53	54	55	56	58	60	58	59	60	59	57	55	54	49	46	70
20	F	39	39	40	47	48	50	51	50	54	56	58	56	58	61	64	65	68	69	67	67	69	68	67	63	62	57	54	77
21	P	39	38	37	38	39	40	45	46	46	46	46	50	53	56	62	64	65	64	60	59	61	60	59	55	53	47	41	72
22	F	39	39	40	45	49	52	53	51	52	53	53	54	53	56	64	66	68	69	67	63	65	67	67	63	60	56	52	77
23	P	38	37	37	36	39	39	40	41	44	47	46	55	54	57	60	62	65	64	59	58	61	59	58	54	50	46	42	72
24	F	38	38	37	42	45	48	48	48	53	54	56	52	50	54	57	56	58	58	58	58	60	61	60	58	56	53	49	70
25	P	38	37	37	37	40	44	45	46	47	48	47	54	55	58	61	61	66	63	61	60	63	61	60	57	54	51	46	70
26	P	39	37	37	37	38	41	45	48	48	51	51	55	57	62	64	65	70	72	64	65	66	65	63	61	56	54	50	78
27	P	39	38	37	36	41	44	47	47	48	50	48	55	54	57	61	64	65	65	60	59	62	62	60	57	54	50	46	73

Note) P : passenger train, F : freight train, Each frequency indicates center frequency of 1/3 octave band. Shaded sections indicate maximum one of each measurement
Source : JICA Survey Team

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Note

Sub:-RTI of Shri Manish V Patel Mograwadi Near Railway station Valsad Near Ramesh Guest House Mograwadi -**RTI-319**

Ref:- Registration No: DFCCL/R/T/25/00018 dated 06.05.2025

The detailed remarks are tabulated below: -

Sl No	Query in RTI	Reply
1	Information Requested Point-Wise Environmental Clearance EC a. Provide a full copy of the EC letter for the DFCCIL project in Valsad, with issue date and Project ID. b. If issued by SEIAA, explain why it was not classified as Category A under the EIA Notification 2006.	As per EIA Notification-2006, railway and bridge construction projects do not appear in the list of Schedule 1 and as such, are exempted from the environmental clearance process.
2	Environmental Impact Assessment EIA a. Provide the full EIA report or relevant sections covering: I. Noise mitigation for homes within 10 meters. ii. Health impacts from noise and vibration iii. Alternative alignments considered	Environmental And Social Impact Assessment Study (ESIA)For Western Corridor of Dedicated Freight Corridor Project (Phase 2) For JNPT–Vadodara and Rewari–Dadri Sections has been carried out. As this is voluminous document, it is requested to kindly visit DFCCIL Valsad office DFCCIL office, ENGINEERS BUILDING, 1st Floor, Pramuk darshan 4,near Dmart, valsad to Atul road ,pin 396007-Valsad, Gujarat to collect the document.
3	Public Consultation a. Confirm if public hearings were held in Valsad. If yes, provide dates, minutes, attendance lists, and objections raised. b. If no hearings were held, cite the legal basis for exemption.	No Public hearing held at DFCCIL Office Valsad regarding this matter
4	NOCs and Clearances a. Supply NOCs from Pollution control bodies such as CPCB or GPCB. b. If not required, explain the legal exemption	As per EIA Notification-2006, for Railway/DFCCIL and bridge construction projects no NOC is required from CPCB and GPCB. All necessary statutory guidelines have been followed before construction

MD
DGPM/Env/BL

G 26

		and laying of DFCCIL track and the DFCCIL track has been laid in Railway/DFCCIL land as per extant rules and regulations.
5	Proximity to Homes a. State the minimum legal distance between freight railway lines and residential homes under EIA or other applicable guidelines. b. Explain how the 10-meter proximity complies, and if relaxations were granted, Provide details.	The house of Shri Manish V Patel is at a distance of 12.55 m from DFC UP line and 7.55 m distance from Railway/DFCCIL Boundary. As new house or reconstruction of existing building has not been constructed with in 30m of railway boundary by the resident and the house exists before laying DFC track, NOC is not required to be obtained by the party from Railway/Local authority. As per circular No. 2007/LML/19/4 dated 16.05.2008(enclosed for your kind reference), *" No new construction of any building or reconstruction of an existing building shall be allowed with in a distance of half the height of the said building from the Railway track boundary ,and in any case at least 3m away from such boundary. Further a 'No objection certificate' from the concerned Railways is required to be submitted by the party to the local authorities for granting permission for the building plans if proposed structure lies between the Railway boundary a nd the distance of 30m from it"*
6	Violations and Accountability a. Provide records of complaints about EC violations related to DFCCIL in Valsad, if received. b. Mention any inspections, fines, or actions taken. c. If no action has been taken, justify the inaction	No applicable for DFCCIL/Railway project. All necessary statutory guidelines have been followed before construction and laying of DFCCIL track and the DFCCIL track has been laid in Railway/DFCCIL land as per extant rules and regulations.
7	Constitutional and Legal Compliance a. Explain how the EC complies with Article 21 Right to Life and Clean Environmental. b. Provide any judicial or NGT orders concerning DFCCIL in Valsad.	Not applicable for DFCCIL/Railway project .All necessary statutory guidelines have been followed before construction and laying of DFCCIL track and the DFCCIL track has been laid in Railway/DFCCIL land as per extant rules and regulations
8	MoEFCC Oversight a. State the role of MoEFCC in post-EC enforcement and Inspections conducted, if any, along with copies of such reports.	Not applicable for DFCCIL/Railway project. All necessary statutory guidelines have been followed before construction and laying of DFCCIL track and the DFCCIL track

HD
DGM/Engg/BL

G25

		has been laid in Railway/DFCCIL land as per extant rules and regulations.
9	Correspondence a. Share all correspondence between MoEFCC and DFCCIL regarding the Valsad section including letters, emails, and meeting records. b. If any information is withheld under Section 8 or 9, Specify the relevant exemption clause.	Not applicable for DFCCIL/Railway project All necessary statutory guidelines have been followed before construction and laying of DFCCIL track and the DFCCIL track has been laid in Railway/DFCCIL land as per extant rules and regulations.

The detailed reply of RTI-319 is tabulated above.. DY.CPM/Engg/BL is requested to kindly take further necessary action in this matter.

Dy.PM/Engg/BL

Dy.CPM/Engg/BL 05/6/25.

APIO/Mumbai/N

Government of India
Ministry of Railways
(Railway Board)

No.2007/LML/19/4 New Delhi Dated: 16.5.2008

General Manager (Engg),
Western Railway, Churchgate , Mumbai

General Manager (Engg),
Central Railway
Mumbai.

Sub: Grant of 'No Objection Certificate' for construction of private buildings in private lands in vicinity of Railway Land in Mumbai Area.

Number of representations have been received by the Board due to denial of issue of 'No Objection Certificate' by the railways to construction of private buildings in private lands in vicinity of Railway Land in Mumbai area including some of the cases where the nearest track is at a considerable distance from the proposed building.

2. It is observed that extant rules on the subject in Mumbai area are governed by provisions in regulation No.29 (8) (ii) of the *'Govt. of Maharashtra, Urban Development Department Development Control Regulations for Greater Bombay-1991'* which provides that *"....no new construction of any building or reconstruction of an existing building shall be allowed within a distance of half the height of the said building from the Railway track boundary, and in any case at least 3m away from such boundary." Further a 'No objection Certificate' from the concerned railway is required to be submitted by the party to the local authorities for granting permission for the building plans if proposed structure lies between the railway boundary and the distance of 30 m from it.*

3. *Because the 'Railway Track Boundary'* is not defined, problems are arising due to reckoning of horizontal clearance from railway boundary instead of *'Railway Track Boundary'* as provided in the regulation No. 29(8)(ii) mentioned above.

4. Matter has been examined and it has been decided by the Board (ME) that for the purpose of regulation No.29 (8) (ii) of the 'Govt. of Maharashtra, Urban Development Department Development Control Regulations for Greater Bombay-1991' "Railway Track Boundary" be considered to be a horizontal distance of *'6m plus height of railway embankment at the point of consideration' from the centre line of the railway track nearest to the proposed building or the actual railway land boundary from the centre line of the railway track nearest to the proposed building whichever is less.*

G23

(11)

5/12

4.1 The nearest track here will mean the existing track or the proposed track in future if contemplated to be constructed in the near future, nearest to the proposed building. While considering allowance for future track, the railway should not unduly keep such allowance for individual sites when future track is not feasible on that side in view of already existing buildings or structures on either side of the proposed site. Instructions issued under Railway Board letter No.94.LM(L)/14/22 dated 29.8.95 may also be referred to in this regard.

5. It is ,therefore, advised that all such cases regarding issue of grant of 'No Objection Certificate' to construction of private buildings in private lands in vicinity of Railway Land in Mumbai area may kindly be dealt with accordingly. While granting 'NOC' railway may ensure that the provisions of para 827(b) of IRWM-2000 are complied with.

.6. This is for your kind information and further necessary action. Fresh remarks in the cases earlier referred by Board to railways for comments, may be advised to the Board in view of above directions for further disposal of the same at this end.

(P.D.Sharma)
Executive Director/L&A-I
16.5.08

महाप्रबन्धक कार्यालय, मध्य रेल
General Manager's Office, C. Rly.
प्राप्त / RECEIVED
दिनांक: 23 MAY 2008
मुंबई सी. एस. टी. 400 001.
Central Rly. Mumbai C.S.T. 400 001.

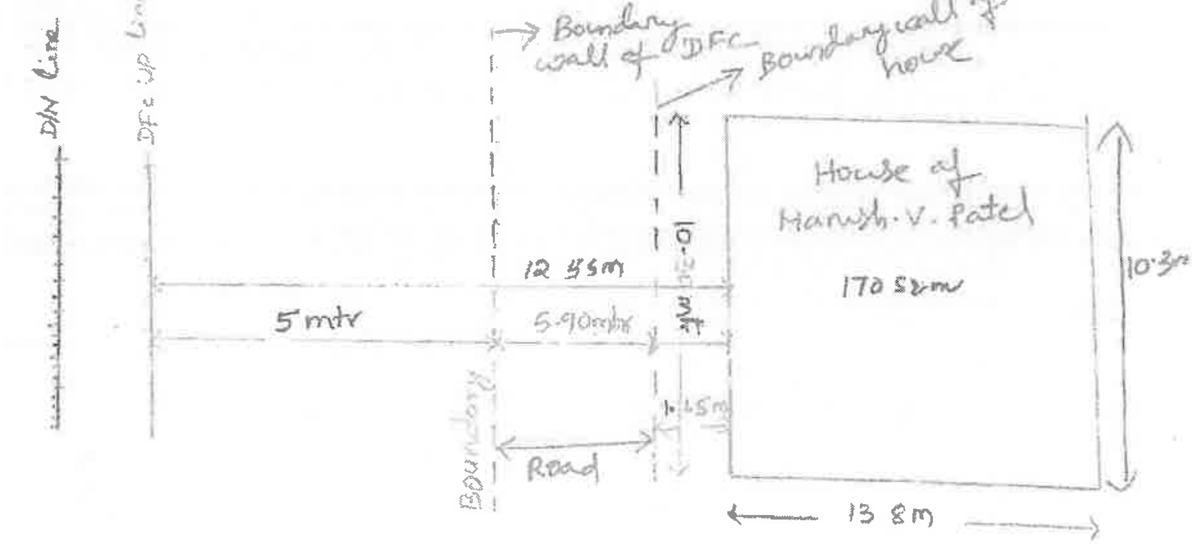
Government of India

Annexure A

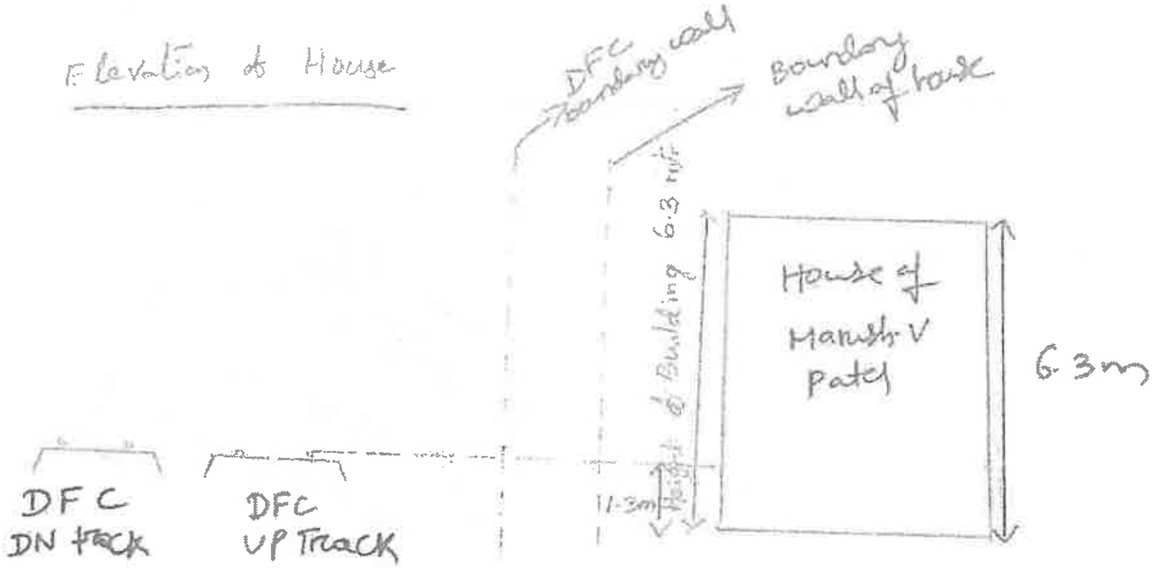
Date of Inspection :- 07.04.2025

Sub:- Inspection of house of Shri Manish V Patel
Ref :- MORLY/E/2025/0007493 dated 07.03.2025

plan of House



Elevation of House



Height of building = 6.3m
Height of building from top of DFC UP line = 5m
Height from ground level = 6.3m = H
Clearance required = H/2 = 3.15 m
Clearance from Railway boundary = 7.55m =

Sivakumar Rao
Jr Engl Civil/RL
07.04.2025

Y. [illegible]
Exe Kinetal
07.04.2025

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RTI-319

RTI REQUEST DETAILS

Registration No. :	DFCCL/R/T/25/00018	**Date of Receipt :**	06/05/2025
Transferred From :	Ministry of Environment, Forest and Climate Change on 06/05/2025 With Reference Number : MOENF/R/E/25/00618		
Remarks :	**The RTI Application has been examined and the requested information is not available and dose not comes under purview of the undersigned CPIO. Hence, the RTI Application is being transferred under Section 6(3) of RTI Act, 2005 to provide the information directly to the applicant.**		
Type of Receipt :	Electronically Transferred from Other Public Authority	**Language of Request :**	English
Name :	MANISH VIJAYBHAI PATEL	**Gender :**	Male
Address :	Mograwadi Near Railway station, valsad Near Ramesh Guest House, Pin:396001		
State :	Gujarat	**Country :**	India
Phone No. :	+91-6353956749	**Mobile No. :**	+91-6353956749
Email :	xlines004manish@gmail.com		
Status(Rural/Urban) :	Details not provided	**Education Status :**	Details not provided
Letter No. :	Details not provided	**Letter Date :**	Details not provided
Is Requester Below Poverty Line ? :	No	**Citizenship Status**	Indian
Amount Paid :	10)	**Mode of Payment**	Payment Gateway
Does it concern the life or Liberty of a Person ? :	No(Normal)	**Request Pertains to :**	

Information Sought : RTI Application under Section 6(1) of the RTI Act, 2005

I, Manish V Patel, a citizen of India, file this application under Section 6(1) of the RTI Act, 2005, seeking detailed information on the Environmental Clearance (EC) granted to the Dedicated Freight Corridor Corporation of India Limited (DFCCIL) project near my residence in Valsad, Gujarat. The track lies merely 10 meters from registered homes, causing serious noise pollution and environmental risks that violate residents fundamental rights. My grievance to CPCB (Ref: MOEAF/E/2025/0000908) got an inadequate reply, forcing me to seek clarity from MoEFCC for accountability.

Information Requested Point-wise

Environmental Clearance EC
a. Provide a full copy of the EC letter for the DFCCIL project in Valsad, with issue date and project ID.
b. If issued by SEIAA, explain why it was not classified as Category A under the EIA Notification 2006.

Environmental Impact Assessment EIA
a. Provide the full EIA report or relevant sections covering:
i. Noise mitigation for homes within 10 meters

ii. Health impacts from noise and vibration
iii. Alternative alignments considered

Public Consultation
a. Confirm if public hearings were held in Valsad. If yes, provide dates, minutes, attendance list, and objections raised.
b. If no hearings were held, cite the legal basis for exemption.

NOCs and Clearances
a. Supply NOCs from pollution control bodies such as CPCB or GPCB.
b. If not required, explain the legal exemption.

Proximity to Homes
a. State the minimum legal distance between freight railway lines and residential homes under EIA or other applicable guidelines.
b. Explain how the 10-meter proximity complies, and if relaxations were granted, provide details.

Violations and Accountability
a. Provide records of complaints about EC violations related to DFCCIL in Valsad, if received.
b. Mention any inspections, fines, or actions taken.
c. If no action has been taken, justify the inaction.

Constitutional and Legal Compliance
a. Explain how the EC complies with Article 21 Right to Life and Clean Environment.
b. Provide any judicial or NGT orders concerning DFCCIL in Valsad.

MoEFCC Oversight
a. State the role of MoEFCC in post-EC enforcement and inspections conducted, if any, along with copies of such reports.

Correspondence
a. Share all correspondence between MoEFCC and DFCCIL regarding the Valsad section including letters, emails, and meeting records.
b. If any information is withheld under Section 8 or 9, specify the relevant exemption clause.

Additional Notes
Treat this matter as urgent under Section 7(1) due to ongoing health and environmental impacts on residents.
If any information is held by another public authority, kindly transfer the relevant parts under Section 6(3) and inform me accordingly.

Original RTI Text : RTI Application under Section 6(1) of the RTI Act, 2005

I, Manish V Patel, a citizen of India, file this application under Section 6(1) of the RTI Act, 2005, seeking detailed information on the Environmental Clearance (EC) granted to the Dedicated Freight Corridor Corporation of India Limited (DFCCIL) project near my residence in Valsad, Gujarat. The track lies merely 10 meters from registered homes, causing serious noise pollution and environmental risks that violate residents fundamental rights. My grievance to CPCB (Ref: MOEAF/E/2025/0000908) got an inadequate reply, forcing me to seek clarity from MoEFCC for accountability.

Information Requested Point-wise

Environmental Clearance EC
a. Provide a full copy of the EC letter for the DFCCIL project in Valsad, with issue date and project ID.
b. If issued by SEIAA, explain why it was not classified as Category A under the EIA Notification 2006.

Environmental Impact Assessment EIA
a. Provide the full EIA report or relevant sections covering:
i. Noise mitigation for homes within 10 meters
ii. Health impacts from noise and vibration
iii. Alternative alignments considered

Public Consultation
a. Confirm if public hearings were held in Valsad. If yes, provide dates, minutes, attendance list, and objections raised.
b. If no hearings were held, cite the legal basis for exemption.

NOCs and Clearances
a. Supply NOCs from pollution control bodies such as CPCB or GPCB.
b. If not required, explain the legal exemption.

Proximity to Homes
a. State the minimum legal distance between freight railway lines and residential homes under EIA or other applicable guidelines.
b. Explain how the 10-meter proximity complies, and if relaxations were granted, provide details.

Violations and Accountability
a. Provide records of complaints about EC violations related to DFCCIL in Valsad, if received.
b. Mention any inspections, fines, or actions taken.
c. If no action has been taken, justify the inaction.

Constitutional and Legal Compliance
a. Explain how the EC complies with Article 21 Right to Life and Clean Environment.
b. Provide any judicial or NGT orders concerning DFCCIL in Valsad.

MoEFCC Oversight
a. State the role of MoEFCC in post-EC enforcement and inspections conducted, if any, along with copies of such reports.

Correspondence
a. Share all correspondence between MoEFCC and DFCCIL regarding the Valsad section including letters, emails, and meeting records.
b. If any information is withheld under Section 8 or 9, specify the relevant exemption clause.

Additional Notes
Treat this matter as urgent under Section 7(1) due to ongoing health and environmental impacts on residents.
If any information is held by another public authority, kindly transfer the relevant parts under Section 6(3) and inform me accordingly.

Print Save Close

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Details for registration number : MOEAF/E/2025/0000908

Name Of Complainant Manish V Patel

Date of Receipt 18/03/2025

Received By Ministry/Department Environment, Forest and Climate Change

Grievance Description

Environment, Forest and Climate Change >> Environment related >> Environment Clearance and related issues >> Violation/ non-compliance with EC conditions

Subject: Illegal Clearance & Gross Negligence – DFCCIL Project Violating Noise Pollution & Environmental Laws

Respected Sir/Madam,

I raise a serious grievance regarding severe noise pollution due to the Dedicated Freight Corridor (DFCCIL) near my residence in Valsad, just 3 meters from the track. Despite multiple complaints, including an RTI (CPCBD/WE/25/00085), no action has been taken against responsible authorities. Instead, only penalties were imposed without actual enforcement.

Illegal Project Clearance & Law Violations
How did DFCCIL obtain clearance without considering residential areas? This is a clear violation of:

Environment Impact Assessment (EIA) Notification, 2006 – No proper EIA was conducted to assess noise pollution. As per Section 3 of the Environment (Protection) Act, 1986, clearance without EIA is illegal.
Noise Pollution (Regulation & Control) Rules, 2000 – Rule 3(3) & Section 7(1&2) mandate noise control in residential areas, which authorities have ignored.
Air (Prevention and Control of Pollution) Act, 1981 – Section 22A empowers CPCB to restrict or shut down non-compliant projects.
Indian Penal Code (IPC), 1860 – Sections 268 & 278 classify this as public nuisance, and Section 166 holds negligent officials accountable.
Demands for Immediate Action
Disclose how DFCCIL got clearance without residential safety measures.
Hold officials accountable for failure to act.
Implement noise barriers, regulate train horns, and enforce legal noise limits.
Take disciplinary & legal action against DFCCIL & local authorities.
If no action is taken, I will escalate this to NGT, High Court & CVC. Enough negligence—TAKE ACTION NOW!

Jai Hind!

Current Status Case closed

Date of Action 07/04/2025

Remarks

Letter is attached, file may please forwarded to CPCB for further necessary action.

Rating Average

Rating Remarks I acknowledge CPCB reply dated 07-03-2025 on my grievance about DFCCIL noise and environmental violations. The reply is vague and procedural, with no clarity on which authority is responsible, what action is being taken, or any timeline. Forwarding complaints to violators without enforcement is not resolution, it is deflection. My grievance listed clear violations of EIA Notification 2006, Noise Rules 2000, Environment Protection Act and other laws. This needs enforcement, not formality. I request a proper update stating which authority is handling this, what steps are being taken, and by when. If inaction continues, I will escalate to NGT, CVC, and take legal route. Passive response to public harm is not acceptable. This issue is not going away, neither am I.

Officer Concerns To

Officer Name Shri Sharandeep Singh (Scientist E)

Organisation name CPCB Div.

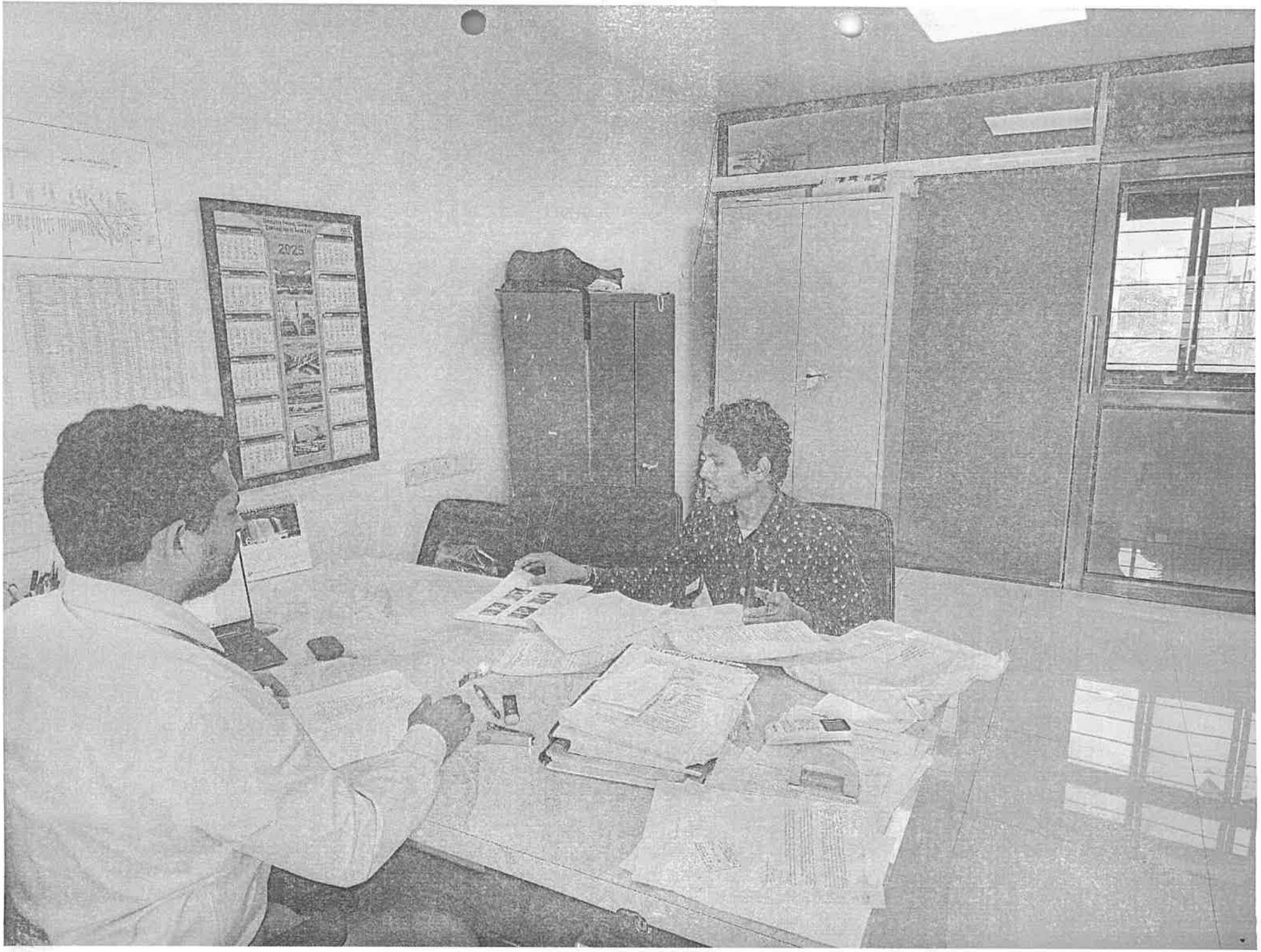
Contact Address Parivesh Bhavan, CBD-Cum Office Complex,, EastArjunNagar, Delhi110032, Delhi

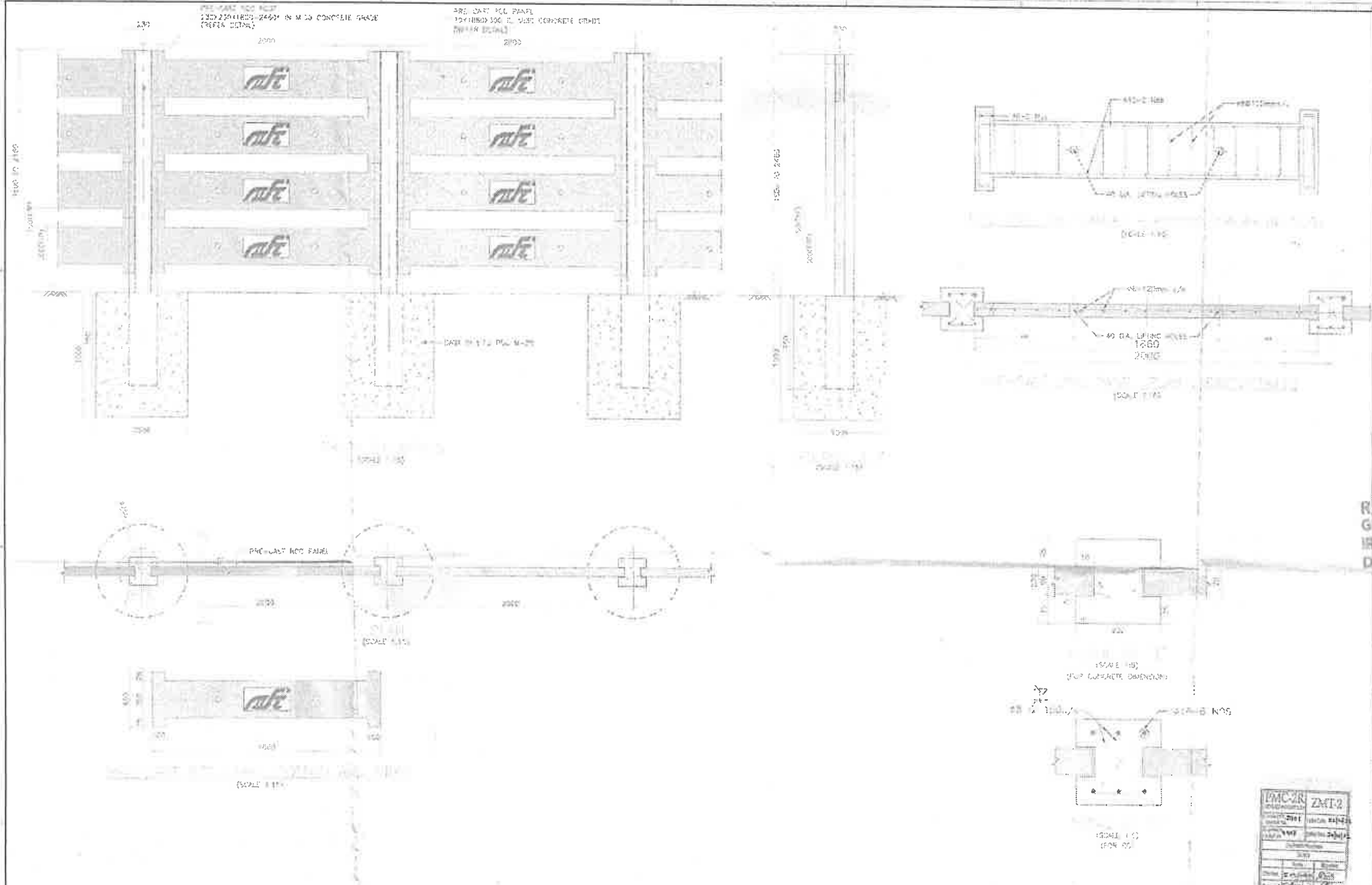
617

Email Address	sharandeep.cpcb@nic.in
Contact Number	01143102258

Reminder(s) / Clarification(s)

Reminder Date	Remarks
05/04/2025	This is a firm reminder regarding my previous grievance on the illegal clearance and continued environmental violations by the DFCCIL freight project in Valsad, where the railway track runs dangerously close—just 3 meters—from my legally registered residence. Despite multiple complaints including RTI Ref: CPCBD/WE/25/00085, no corrective action has been taken. The imposition of penalties without real enforcement is not only meaningless but a blatant display of systemic negligence. Let me reiterate: this is a gross violation of multiple environmental laws: EIA Notification, 2006 – No proper Environmental Impact Assessment was conducted. Noise Pollution Rules, 2000 – Residential noise limits are being flouted daily. Environment Protection Act, 1986 & Air Act, 1981 – Your inaction is violating statutory obligations. IPC Sections 268, 278, 166 – Public nuisance and dereliction of duty are clearly evident. Residents are being subjected to constant hazardous noise, structural damage, and psychological distress due to this unlawful project. Each passing train adds to the risk of disaster. Continuing to ignore this issue is not just negligence—it borders on complicity. I hereby demand: An explanation on how DFCCIL was granted clearance near residential zones. Accountability of authorities who allowed this. Immediate noise control measures and strict legal compliance. Legal and disciplinary action against DFCCIL and involved officials. If you fail to act, I will escalate this issue to NGT, the High Court, and the CVC. Let this serve as your final notice. You are now fully accountable. Take action—before it's too late.


2025



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETER UNLESS NOTED OTHERWISE.
2. COLUMNS & PANELS SHOULD BE PRECASTED AND TO BE ERECTED POSITIONS AFTER GAINING FULL STRENGTH.
3. ALL RCC WORK SHALL BE IN MIX M30 AS PER IS: 456-2000.
4. PROPER CURING OF CONCRETE SHALL BE ENSURED.
5. ALL CONCRETE SHALL BE MECHANICALLY MIXED VIBRATED.
6. Fe500 HIGH YIELD STRENGTH COLD TWISTED REINFORCEMENT DEFORMED BARS SHALL CONFORM TO IS:1786-1985.
7. PARTICULAR CARE MUST BE TAKE TO ENSURE
   - NO SAG OCCURS IN REINFORCING BAR DURING CONSTRUCTION.
   - STIRRUPS ARE EFFECTIVELY TIED WITH WIRE TO THE MAIN REIF. BAR.
8. 40MM DIA HOLES SHALL BE PROVIDED FOR PRECAST PANEL.
9. CLEAR COVER TO REINFORCEMENT SHALL BE 25MM.

RAJESH M.R.
GENERAL MANAGER
IRCON INTERNATIONAL LIMITED
DFC PROJECT, CTP - 12

PMC-2R ZMT-2

WESTERN DEDICATED FREIGHT CORRIDOR
CONTRACT PACKAGE - 12
VAITARANA TO SACHIN

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

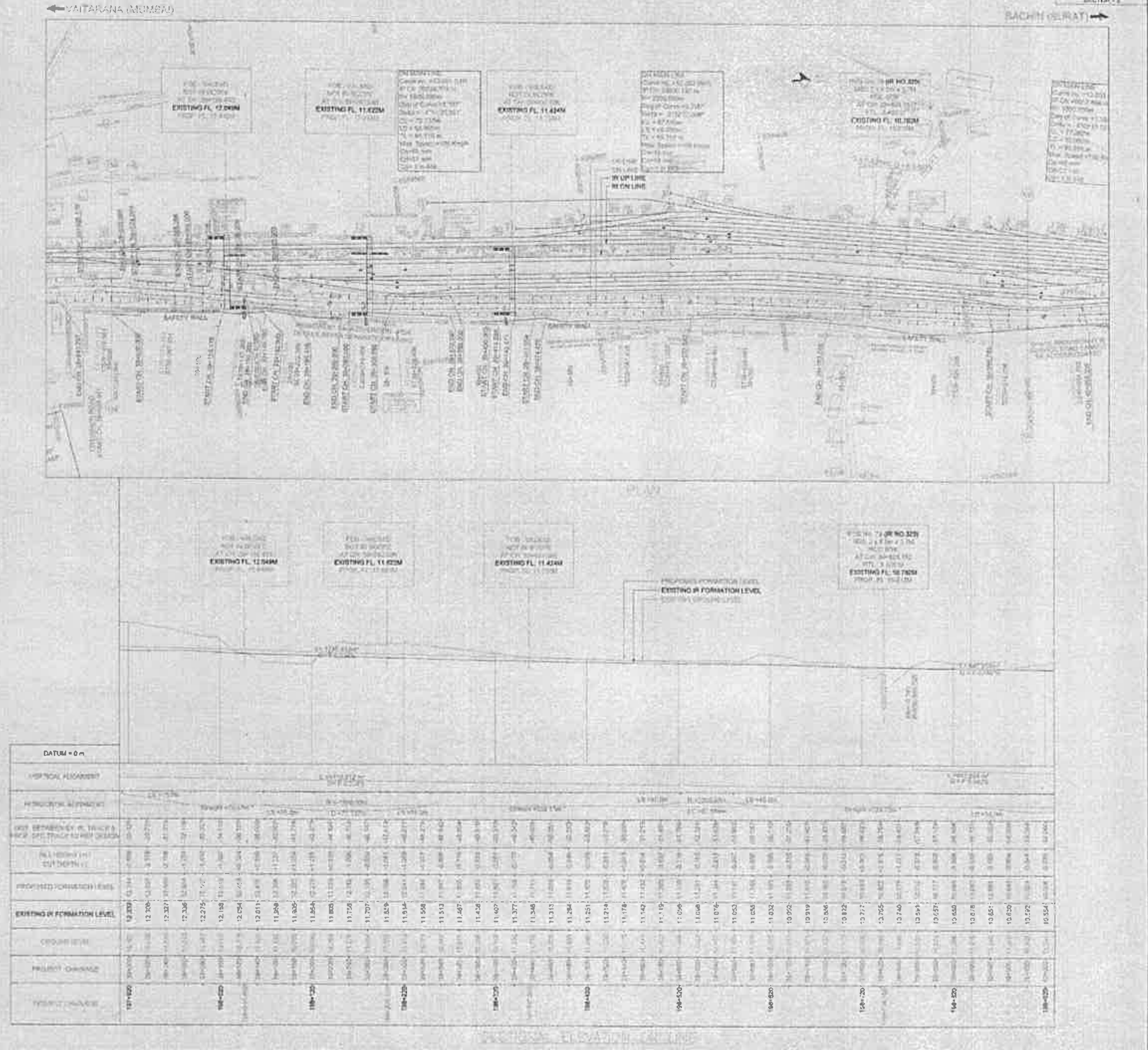
PMC-2R ORIENTAL CONSULTANTS GLOBAL CONSORTIUM

STUP Consultants Pvt. Ltd.

REVISED AS PER COMMENTS MARKED IN LETTER NO.L/OCGC/DFCC/ZMT2/CTP12/2110/4859 DATED 16.10.21.

615

CHAINAGE : CH.39+000 TO CH.40+000
SECTOR - 3



DETAILS OF DIVERSION ROAD	
CHAINAGE	SERVICE ROAD WIDTH
CH. 38+887.715 TO CH. 39+146.390	SINGLE LANE ROAD **
N/A	N/A
N/A	N/A
N/A	N/A
NOTE: ** SINGLE LANE BITUMINOUS ROAD WITH SHOULDERS AS PER IRC STANDARDS	

DETAILS OF CANAL / NALA DIVERSION	
CHAINAGE	
FROM	TO
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

LOCATION OF SAFETY WALL	
IR SIDE / LHS	COUNTRY SIDE / RHS
N/A	CH. 38+305.000 TO CH. 39+250.000
N/A	CH. 39+420.000 TO CH. 40+800.000
N/A	N/A
N/A	N/A
N/A	N/A

LOCATION OF EARTH RETAINING STRUCTURE / REINFORCED SLOPES	
IR SIDE / LHS	COUNTRY SIDE / RHS
CH. 38+966.175 TO CH. 39+079.353	CH. 39+162.992 TO CH. 39+173.418
CH. 39+024.000 TO CH. 39+098.368	CH. 39+263.062 TO CH. 39+270.397
CH. 39+094.000 TO CH. 39+106.000	CH. 39+461.684 TO CH. 39+474.425
CH. 39+135.000 TO CH. 39+165.000	CH. 39+455.823 TO CH. 39+785.886
CH. 39+308.988 TO CH. 39+380.000	N/A
CH. 39+974.745 TO CH. 40+056.335	N/A
NOTE: ** LENGTH OF RETAINING WALL MAY VARY ACCORDING TO THE TYPE OF DRAIN	

DIVERSION OF OTHER UTILITIES	
CHAINAGE	PARTICULARS
CH. 38+073.822 TO CH. 39+104.382	ELECTRICAL LINE
CH. 39+072.770	WATER PIPE LINE
CH. 39+735.479	OFC CABLE
CH. 39+743.612	SEWERAGE LINE
N/A	N/A

NOTES:

1. ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE STATED
2. TRACK CENTER BETWEEN DFC AND EXISTING IR TRACK HAS BEEN KEPT AT MINIMUM 7M.
3. TRACK CENTER BETWEEN MAIN LINE OF DFC HAS BEEN KEPT AS MINIMUM 6M.
4. PUBLIC UTILITIES, HT/LT LINES, OFC CABLES, WATER/SEWER LINES etc. INTERFERING DFC TRACKS SHALL BE RELOCATED.
5. CHANNEL DIVERSION, PROTECTIONS WORKS AND BRIDGE WORKS ARE INDICATED IN THE GADS OF THE CORRESPONDING BRIDGES
6. FIRM LINE IS DFC DOWN LINE WHICH HAS BEEN DESIGNED. DOTTED LINE IS DFC UP LINE
7. CURVE INFORMATION IS SHOWN FOR DFC DOWN LINE ONLY. THESE ARE TO BE READ AND NOT BE MEASURED.
8. FOR DRAINAGE DETAILS SEPARATE DRAWING WILL BE ISSUED.
9. THE STRUCTURE SIZE INDICATED IN PLAN & PROFILE DRAWINGS ARE PRELIMINARY AND FOR INDICATIVE PURPOSE ONLY. FOR THE ACTUAL SIZE OF STRUCTURE REFER RESPECTIVE G.A.DRAWING.
10. * SHOWS THE TOTAL LENGTH OF THE DESIGNED ELEMENT.
11. ALL THE LEVEL ARE WITH RESPECT TO MEAN SEA LEVEL.
12. LOCATION AND SPAN ARRANGEMENT OF BRIDGES / DFC YARD LAYOUT AND NOS. OF TRACKS IN YARD PLAN SHALL BE VERIFIED AS PER FINAL APPROVED YARD DRAWINGS / GENERAL ARRANGEMENT DRAWINGS OF BRIDGES. ANY MODIFICATION OF ALIGNMENT DUE TO ABOVE ITEMS HAS TO BE CARRIED OUT BY THE CONTRACTOR ON HIS OWN COST.
13. FORMATION WIDTH IS INCREASED TO 13.800 METER FROM 13.500 METER AS PER ENGINEER LETTER NO. - [illegible] (DATED 21-FEBRUARY-2017).
14. ** THE PROPOSED SPAN ARRANGEMENT & VERTICAL CLEARANCE ARE SUBJECT TO CHANGE DURING APPROVAL OF VALSAD ROB GAD FROM RAILWAYS/ DFCCIL/ STATE AUTHORITIES AND DETAIL DESIGN.
15. COMPOUND WALL SHIFTING DIMENSIONS SHOWN ARE DISTANCE BETWEEN INSIDE FACE OF EXISTING COMPOUND WALL TO OUTER FACE OF PROPOSED COMPOUND WALL.
16. ALIGNMENT CONSTRUCTION DRAWINGS ARE BASED ON ALIGNMENT DRAWING 12/AL/DG/1338E TO 12/AL/DG/1341E (NOMO RECEIVED VIDE LETTER "L NO. L/OC/OC/DFCC/CM/T/CTP-12/1711/7950 (DATED 23-NOVEMBER-2017)

REFERENCE DRAWINGS (LATEST REVISION)

12/AL/DG-1498 ... KEY PLAN FOR PACKAGE-12 VAITARANA TO SACHIN

12/AL/DG-1499 ... LEGEND AND ABBREVIATION FOR PLAN AND PROFILE DRAWINGS

DFCCIL	DY. CPM	DY. CPM / 2	CPM
PMC-2R			
EFC			
STUP			

WESTERN DEDICATED FREIGHT CORRIDOR
CONTRACT PACKAGE - 12
VAITARANA TO SACHIN

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PMC-2R

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