

MUMBAI NORTH  
No :- MUM/N/RTI/ 407-I

Date 13/08/2025

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-476  
Ref: - 1) RTI appeal Number DFCCIL/R/E/25/00376 dated 17.07.2025

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

Note

Sub:-RTI of Shri Manish V Patel Mograwadi Near Railway station valsad Near Ramesh Guest House Mograwadi -RTI-476

Ref:- RTI appeal Number DFCCIL/R/E/25/00376 dated 17.07.2025. (CP/691-696)

The detailed remarks are tabulated below: -

Sl No	Query in RTI	Reply
1	<p>1. Environmental Clearance &amp; Legal Exemption Justification</p> <p>Please provide certified copies of all records showing whether Environmental Clearance (EC) was obtained for the DFC alignment in or near Mograwadi Railway Station East, Valsad District, Gujarat under the EIA Notification, 2006 or any other applicable environmental law. If DFCCIL claims that no EC was required, please provide:</p> <p>a) A certified copy of the specific clause or official communication/document (from MoEF&amp;CC or competent authority) which legally exempts this exact project or freight corridors passing through residential areas from mandatory EC under EIA Notification, 2006.</p> <p>b) A justification note issued by DFCCIL showing how this exemption was interpreted and applied to the current alignment and location in question.</p> <p>c) Confirmation of which authority (if any) reviewed and approved this exemption claim for the present location. If DFCCIL relied on general exemptions for Indian Railways, clarify:</p>	<p><i>Please see EIA Notification published in the Gazette of India, Extraordinary, Part II, section 3, sub-section (ii) vide number S.O. 1324 (E) dated the 15th September, 2006.</i></p> <p><i>As per "SCHEDULE (See paragraph 2 and 7) LIST OF PROJECTS OR ACTIVITIES REQUIRING PRIOR ENVIRONMENTAL CLEARANCE" of EIA notification 2006 published by MOEF&amp;CC, there is no requirement of prior environment clearance for Railway project.</i></p> <p>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.</p> <p>According to the Indian Government's environmental impact assessment Notification issued by the Ministry of Environment and Forests, New Delhi on 14th September, 2006 under the Environment (Protection) Act, 1986, railway and bridge construction projects do not require conducting Environmental Impact Assessment (EIA) studies and obtaining Environmental Clearance (EC) from the Ministry of Environment and Forests (MoEF).</p> <p>Clause 11 of Railways Act 1989 empowered the Railways to carry out any kind of construction anywhere without any restriction. As per the notification of the MoEF dated 27th January 1994, amendment dated 4th May 1994 and new notification dated 14th September 2006, expansion or modernization of any activity shall not be undertaken in any part of India, unless it has been accorded environmental clearance for the projects enlisted under schedule of the Act. Under this</p>

	<p>a) Whether those exemptions apply to greenfield dedicated freight corridors, especially in residential zones.</p> <p>b) Whether any public consultation or third-party legal vetting of this exemption decision took place.</p> <p>If no such exemption document exists, or if exemption was self-declared without formal approval, provide a formal denial under Section 7(1) of the RTI Act.</p>	<p>schedule, railway and bridge projects are not included.</p>
2	<p><b>2. Noise and Vibration Norms Compliance</b></p> <p>Please provide:</p> <p>a) The noise pollution and vibration limits applicable to freight corridors passing through or near residential areas, as per CPCB, MoEF&amp;CC, or Indian Railways guidelines.</p> <p>b) Certified copies of surveys or monitoring data showing compliance in the said location.</p>	<p>Please refer "CHAPTER 6 POLLUTION CONTROL STUDY" of Final ESIA Report for Western Corridor of the Dedicated Freight Corridor Project (Phase 2) November 2011 available in DFCCIL website .</p> <p>The Noise and Vibration 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.</p> <p>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.</p> <p>As the total ESIA report consists of 1371 pages, it can be seen at DFCCIL ENGINEERS BUILDING, Pramuk darshan 4,near Dmart, valsad to Atul road ,pin 396007-Valsad, Gujarat</p>
3	<p><b>3. Public Consultation and Social Impact Assessment</b></p> <p>Please provide:</p> <p>a) Confirmation of whether any Social Impact Assessment (SIA) or public consultation was conducted before construction began in this area.</p> <p>b) Certified copies of any such assessments, public notices, minutes of meetings, grievance redressal actions, etc.</p>	<p><i>Social Impact Assessment (SIA) or public consultation was conducted before construction began in this area. Please refer : (1) Chapter 8 Social &amp; Environment of Final ESIA Report for Western Corridor of the Dedicated Freight Corridor Project (Phase 2) November 2011 (2) Volume II. Supporting Document (Appendix) available in DFCCIL website.</i></p> <p>Environment and Social Impact assessment was conducted and 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.</p> <p>As the total ESIA report consists of 1371</p>

		pages, it can be seen at DFCCIL ENGINEERS BUILDING, Pramuk darshan 4, near Dmart, valsad to Atul road ,pin 396007-Valsad, Gujarat
4	<b>4. Residential Zone Classification</b> Please confirm whether the alignment in this area was officially classified as residential or non-residential. Provide: <ul style="list-style-type: none"> <li>a) A copy of any official zoning or land-use classification map/document relied upon by DFCCIL.</li> <li>b) Clarification on how DFCCIL concluded that the alignment does not affect residential populations, if that was the position taken.</li> </ul>	Land Use classification was done during EIA study. It is included in "Chapter 4 Overview of the Existing Environmental Conditions of the Project Area" of 1) Final ESIA Report for Western Corridor of the Dedicated Freight Corridor Project (Phase 2) November 2011 & "Appendix -6 Result of Land Use Survey" Volume II. Supporting Document (Appendix) of EIA study. As the total ESIA report consists of 1371 pages, it can be seen at DFCCIL ENGINEERS BUILDING, Pramuk darshan 4, near Dmart, valsad to Atul road ,pin 396007-Valsad, Gujarat
5	<b>5. Environmental Impact Assessment Reports</b> Please provide certified copies of all environmental assessment studies or surveys conducted prior to or during the DFC construction in Mogrwadi Railway Station East, Valsad District, Gujarat, including: <ul style="list-style-type: none"> <li>a) Noise pollution analysis.</li> <li>b) Ground vibration reports.</li> <li>c) Water table assessments.</li> <li>d) Biodiversity impact.</li> <li>e) Human settlement proximity reports.</li> <li>f) GPCB/Indian Railways vibration/noise standards referred.</li> </ul> (Surveys must be dated and from the past 5 years only.)	Copy of EIA report is available at DFCCIL website and DFCCIL CGM Office Mumbai. ESIA For Western Corridor of Dedicated Freight Corridor Project (Phase 2) For JNPT-Vadodara and Rewari-Dadri Sections was carried out. As the total ESIA report consists of 1371 pages, it can be seen at DFCCIL ENGINEERS BUILDING, Pramuk darshan 4, near Dmart, valsad to Atul road ,pin 396007-Valsad, Gujarat
6	<b>6. Buffer Zones Between Freight Line and Homes</b> Please confirm whether any buffer zone/distance norms were followed between the DFC railway line and existing residential homes in and around Mogrwadi Railway Station East. Provide: <ul style="list-style-type: none"> <li>a) Certified copies of any guideline, government rule, or technical norm mandating a buffer zone.</li> <li>b) Field layout/survey maps showing actual distance maintained.</li> </ul>	Suitable Buffer zone between Freight line and near by residential area is maintained as per per circular No. 2007/LML/19/4 dated 16.05.2008.

	c) Documents indicating any exemption or relaxation (if applicable).	
7	<b>7. Structural Impact and Safety Evaluation</b> Please confirm whether DFCCIL conducted any structural integrity survey of nearby residential homes due to heavy rail vibrations and construction activities. Provide: <ul style="list-style-type: none"> <li>a) Certified report(s) of any building safety evaluations done.</li> <li>b) Action taken in case of complaints of cracks or damage to houses.</li> </ul>	<p>The preconstruction Structural assessment of required structure is a part of Environment and Social Impact assessment (ESIA).</p> <p>ESIA For Western Corridor of Dedicated Freight Corridor Project (Phase 2) For JNPT-Vadodara and Rewari-Dadri Sections was carried out.</p> <p>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.</p> <p>As the 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</p>
8	<b>8. Disaster Preparedness &amp; Derailment Risk</b> Please provide: <ul style="list-style-type: none"> <li>a) Any disaster management plan or derailment mitigation strategy specific to the above-mentioned residential area.</li> <li>b) Confirmation of whether DFCCIL coordinated with the local disaster management authority for contingency planning.</li> </ul>	<p>To mitigate this issue the guidelines given in DFCCIL Accident Manual shall be followed.</p>
9	<b>9. Acknowledgement of Mental Trauma and Public Safety Threat</b> Please confirm whether DFCCIL has officially acknowledged and assessed the ongoing public safety hazard and mental trauma caused to families living close to the freight line, specifically due to: <ul style="list-style-type: none"> <li>a) 24x7 high-speed freight activity.</li> <li>b) Fear of structural collapse from vibration.</li> <li>c) Risk of derailment.</li> <li>d) Psychological suffering of families.</li> </ul> provide: <ul style="list-style-type: none"> <li>a) Any safety audit or human impact survey done.</li> <li>b) Certified list of complaints received from residents and responses given.</li> <li>c) Mechanism for handling safety or mental health concerns of affected citizens.</li> </ul>	<p>There is no case of Metal Trauma and Public safety threat due to freight operations by DFCCIL.</p>

	<p>d) Confirmation of whether any internal inquiry was initiated into allegations of threats or intimidation made by DFCCIL officials against citizens who raised these safety concerns. If no inquiry exists, provide reasoning.</p>	
10	<p><b>10. Legal Note on Residential Realities</b> As per ground realities, the DFC alignment passes through or dangerously close to occupied residential buildings, not vacant or industrial land. Kindly confirm how this proximity was assessed and addressed.</p>	No such documents available
11	<p><b>11. Declaration of Liability for Damage or Injury</b> Please confirm whether DFCCIL has assumed any legal, civil, financial, or moral responsibility, in writing or in policy, in the event of harm or injury to residents caused by the DFC railway line operations, specifically:</p> <ul style="list-style-type: none"> <li>a) Train derailment, collision, or operational mishap.</li> <li>b) Structural damage or collapse of residential homes due to vibrations or engineering activity.</li> <li>c) Health deterioration, mental trauma, or physical injury to residents (including senior citizens, children, and women) due to constant noise and operational stress.</li> </ul> <p>Provide:</p> <ul style="list-style-type: none"> <li>a) Certified copies of any formal liability declaration, policy document, ex-gratia provision, insurance coverage, risk mitigation SOP, or indemnity clause regarding these scenarios.</li> <li>b) Confirmation of whether DFCCIL has any statutory or contractual mechanism for compensation to residents affected by the above events.</li> <li>c) Name, designation, and department of the officer officially responsible for such</li> </ul>	<p>To mitigate this issue the guidelines given in DFCCIL Accident Manual shall be followed. As this manual consist of more than 100 pages, it can be seen at DFCCIL ENGINEERS BUILDING, Pramuk darshan 4, near Dmart, valsad to Atul road ,pin 396007-Valsad, Gujarat</p>

	<p>monitoring, response, or compensation process.</p> <p>d) Confirmation of whether DFCCIL has formally communicated or declared that in the event of any mishap, such as derailment, residential structure collapse, or serious health injury to any member of the public (especially from the said area), DFCCIL shall bear full liability legal, civil, and financial including compensation for injury, death, mental trauma, or property loss.</p> <p>This query concerns both past precedent and future contingencies. If no such policy, document, or officer exists, a formal denial or declaration must be provided under Section 7(1) stating: No such record exists in DFCCIL.</p>	
12	<p><b>12. Additional Note</b></p> <p>Please confirm that all environmental and structural surveys/reports provided in response to the above queries such as those related to noise, vibration, public health, or safety assessments are in strict compliance with relevant and binding norms issued by:</p> <ul style="list-style-type: none"> <li>• Central Pollution Control Board (CPCB)</li> <li>• Indian Railways Works Manual (IRWM)</li> <li>• RDSO Guidelines on Vibration and Safety</li> <li>• Railway and Environmental BIS Standards</li> </ul> <p>If not, please explain which alternative standards were followed and why national environmental/public safety standards were not adopted.</p>	<p>All Statutory guidelines have been followed before laying DFCCIL track</p>
13	<p><b>13. Note</b></p> <ul style="list-style-type: none"> <li>• All responses must be based on official records, and vague answers such as Not applicable or As per law will not</li> </ul>	<p>All data shall be shared as per relevant act of RTI.</p>



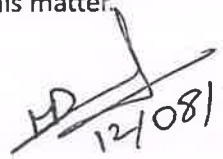
	<p>be acceptable without citing the exact rule/ law or documentary proof.</p> <ul style="list-style-type: none"> <li>• Incomplete, illegible, or unauthenticated documents shall be treated as denial of information under Section 7(1) of the RTI Act.</li> <li>• Failure to respond appropriately may result in escalation to the Central Information Commission (CIC), Human Rights Commission, or relevant judicial forums.</li> </ul>	
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The detailed reply of RTI-476 is tabulated above.

From last 2 months, Shri Manish V Patel has given more than 20 number of RTIs, Query in CPGRAM, letter to DFC/Vigilance, 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 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 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.

  
12/8/25  
Dy.CPM/Engg/BL

  
12/08/25  
DPM/Engg/BL

ADIO /Mum for approval  
PL.  
BL

CA  
13/8/2025