

(To be filled by the Concerned Deputy Conservator of Forests)

State Serial No. Proposals _____

7.	Location of the Project/ Scheme:	Proposal for diversion of forest land for processing pertains to 12.6203Ha forest area in Rajagattu RF Block in favor of TS Genco for construction of Railway line from Vishnupuram Railway station to YTPS Nalgodnda and diversion of 0.5747Ha forest area in Adavidevulapally RF Block proposed for diversion in favor of YTPS for Raw water pumping system in Nalgonda district, total of 13.1950 Ha.																							
I.	State/ Union Territory	: Telangana																							
II.	District	: Nalgonda																							
III.	Forest Division	: Nalgonda																							
IV.	Area of Forest Land proposed for diversion (in Ha)	<table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Name of the R.F</th> <th>Comp. No.</th> <th>Area proposed for diversion in Ha</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Rajagattu</td> <td>40</td> <td>12.6203</td> <td></td> </tr> <tr> <td>2</td> <td>Adavidevulapally</td> <td>53</td> <td>0.5747</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>13.1950</td> <td></td> </tr> </tbody> </table>				Sl. No.	Name of the R.F	Comp. No.	Area proposed for diversion in Ha	Remarks	1	Rajagattu	40	12.6203		2	Adavidevulapally	53	0.5747					13.1950	
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VII.	Species wise & (scientific names) and diameter class- wise enumeration of trees (to be enclosed. In case of irrigation / hydel projects enumeration at FRL, FRL-2 meter & FRL-4 meter also to be enclosed.	There are no trees standing in the proposed forest area, hence considered as "NIL"																							
VIII.	Brief note on vulnerability of the forest Area to erosion	The proposed forest area is devoid of vegetation, plain land and no problem of erosion and land is stable.																							
IX.	Approximate distance of proposed site for Diversion from boundary of forest	The proposed road is passing through the Reserve Forest block.																							
X.	Whether forms part of National Park, Wildlife Sanctuary, biosphere reserve, tiger reserve, Elephant corridor, etc., (If so, the details of the area and comment of the Chief Wildlife Warden to be annexed.)	No																							
XI.	Whether any rare/ endangered/ unique species of flora and fauna in the area if so details thereof.	No																							
XII.	Whether any protected archaeological heritage site/ defense establishment or any other important monument is located in the area. If so, the details thereof with NOC from competent authority, if enquired	No																							
8	Whether the requirement of forest land as Proposed by the user agency in col. 2 of part- I is unavoidable and barest minimum for the Project. If so, recommended area item-wise with details of alternatives examined	<p>As proposed by the User Agency this is barest minimum area and which is unavoidable for the proposed project.</p> <p>Construction of Railway Line:</p> <p>Construction of Railway Track in Rajagattu RF Block:</p> <p>Other alternatives were examined for the project but if other alternative route which is barest minimum is considered it the Railway track would not reach the Coal storage reservoir constructed in the YTPS Project. If barest minimum is selected and linked to the Coal Storage Reservoir many bends in the track line</p>																							

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would be needed which is not suitable as the proposed Line needs 14 Incoming and 14 outgoing wagons per day.

The proposed route would be suitable as it connects the Storage directly for coal storage reservoir inside the YTPS Power plant.

Further justification submitted by the User agency :-

TSGENCO, the state power generation company of Telangana is setting up greenfield Yadadri Thermal Power Station (YTPS) in Veerapalem Village of Damarcharla Mandal, Miryalguda Division, Nalgonda District of Telangana. The proposed capacity of the project is 4000 MW (5 x 800 MW).

RITES has been engaged as Project Management Consultant for Survey and Detailed Project Report (DPR) vide TSGENCO's Purchase Order No. (i) CCDO55/CE/ Civil/ Th/ SE/ TCD-I/YTPS/F.RITES-Damercherla/D.No.254 /2015. Dt. 22.08.2015 and PO No. (ii) CCD-0022/ CE/ Civil/ T/ SE/ TCD-I/EE/TCD-I/F.YTPS PMC/D.No.57/ 2020.Dt. 30.05.2020 for Private Railway Infrastructure project to get coal transport from Singareni Collieries Company Limited group of Mines i.e. from Rudrampur, Sathupally and other areas. The movement of the Coal is planned through the Indian Railway Network connecting the railway stations Manuguru, Dornakal, Motumari and through branch line from Janpahad Goods railway station and also from the ports situated at Krishnapatnam/Visakhapatnam/Kakinada etc., via Nadikudi - Bibi Nagar Section; The serving station for the proposed Rail infrastructure is Vishnupuram (Class-B). The transportation of the requirement of huge quantity of coal i.e., 15 MTPA (14-15 rakes/day) shall be met through Railway Corridor only which will also minimize the adverse effect on environment and Eco-system.

A detailed survey on route finalization was carried out by M/s RITES for the said Rail Corridor from Vishnupuram Serving Station as a Rail Head station based on the reconnaissance/ preliminary/detailed location survey keeping in view the economics, technical, operational, geographical requirements and the most vital aspect of rail traffic safety norms. The most feasible and suitable alignment was selected and South Central Railway Authorities have also approved the same after thorough scrutiny in terms of technical & operational points of the project vide SCR letter No. GNT/T.143/YTPS/RDPR Approval/2021/11/a, Dt:24.11.2021 (copy enclosed) and planning to sustain the Rail Infrastructure for augmentation of proposed Thermal Power Station as well as Rail Corridor in the coming 50 years or more.

Though the length of Siding from take-off station to Marshalling Yard is about 10.64 KM and there was no feasibility to hold the YTPS Coal traffic at take-off station VNUP, there is a need of creating an intermediate crossing station on the lead line/siding line at the most feasible location, in terms of geography/technicality/operations in order to regulate/handle uninterrupted, continuous coal rakes movement of 14-15 rakes incoming and outgoing i.e., total 30 rakes/day to the In-plant Yard.

For this Intermediate station, design was done for 5 lines presently. Provision shall also be needed for further 2 more lines to handle bunching of Coal rakes as well as future increase potential.

For provision of this yard design and for 7 full length clear standing room of each line 750mts alongwith track ladder design length as well as traffic safety devices such as overshoot line etc., there must be 1300m to 1600m length with bare minimum width of 100mts and was planned at the location where height of bank is less than 6.0mtr and through terrain where there is gentle slope transversely.

The following basic design criteria was strictly followed:

1. Station is to be constructed in straight alignment as far as possible with level/flatter gradient of 1 in 1200 and upto steepest gradient of 1 in 400 in economical land width as per Railway norms and also on curvature of not more than 2 degree (i.e., 875mts radius) under unavoidable circumstances.
2. There should not be any entry curves sharper than 4 degree (i.e., radius of 450 mts) to the approaching yard design.
3. There should not be any reverse curve alignment on either side of the yard as per Railway visibility norms of Rail traffic.

In view of the above, RITES has adopted 1 in 400 gradients to minimize the bank height less than 6 mt. and bare minimum land width i.e., 100mts. The proposed alignment through forest area is the only feasible area and is fulfilling the above basic criteria and as such South Central Railway authorities have approved the same.

The sketch depicting the alignment through forest area for a bare minimum length of 1200mt and width of 100mt is enclosed herewith for perusal as Annexure-I which is self explanatory.

However, RITES has noted the DFO's site visit observations that "why the alignment was not proposing through the forest corridor where minimum length of forest is involved" vide their letter No. RC No.4286/2019/S5 (I), Dt:29.01.2022.

Accordingly, RITES once again reviewed the backdrop survey design for minimizing the forest land extent and studied two other options avoiding forest land.

A pictorial sketch on google map is also enclosed for two options shown in cyan colour and blue colour. The following constraints are noted in the new case.

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CASE-1 (In Cyan colour): (Map enclosed)

1. only 600 mts stretch straight length is available for yard design against the minimum length of 1000mt., which is insufficient and cannot be extended towards state highway due to habitations etc.,
2. Further, on either side of the approach of the straight line, 8 degree curvature is accommodating. But as per procedure in vogue i.e., visibility norms, there should be less than 2 degree curves on either side of approach of the straight length to accommodate full station/yard length requirement of 1000mt., which is not permitted.

CASE-2 (In Blue colour) (Map enclosed)

1. Though about 900mts to 1000mts length of forest land is available, the yard is to be kept on 1.5 degree curvature followed by 8 degree sharper curve which is also not ideal condition in operational and safety point of view.
2. This alignment is crossing existing state highway with about 60 degree skew angle which cant be allowed by Road authorities thus keeping in view of their future widening etc., Also, this is not allowed by Railways as the skew angle limit should be less than 30 degree.

Moreover, there is remarkable difference in ground levels between the approved alignment in forest area and proposed alignment in above two cases. Normally siding/rail line embankment upto maximum height of 6m is recommended. In the alignment suggested by the DFO, about 15 - 20mts embankment is required to match with the gradients design between serving station and inplant yard which necessitate land width of 160mtr of forest land instead of 100mt. Thus proposing /creating station yard on such a high bank of about 15-20mts is not advisable due to operational, maintenance, road accessibility as well as safety norms.

Hence, there is no scope of connecting the alignment though the observed shorter width as explained above in two cases.

At the end, looking into the above constraints, the proposed alignment is the only one to fulfill all the criteria which is most suitable and justified. South Central Railway has also approved the same considering all the parameters.

Every care is taken to design the alignment in such a way that it passes through such a portion of forest, where the density of forest is very thin, thus involving minimum number of felling of trees. Also the alignment is designed in such a way that it does not affect any village habitations falling near the Rail-route.

Observations of the DFO, Nalgonda on the above justification :-

The justification given above is discussed in the field with YTPS authorities and with the little knowledge and experience of DFO, Nalgonda in this aspect, the justification seems to be acceptable but need of further discussion at higher level on the justification submitted by the YTPS authorities.

0.6450 Ha forest area in Adavidevulapally RF Block proposed for diversion in favor of Yadadri Thermal Power Project for Raw water pipeline 3:-

The proposed water pipeline passes through the forest towards Nagarjuna Sagar Tail Pond of Krishna River. As the storage of water is before Tail pond Dam it is unavoidable to pass through the Forest area. It is unavoidable and the path selected is the barest minimum path to supply raw water to YTPS Power Plant.

The DFO, Nalgonda vide Rc No. 67/2021/M, dt. 08.12.2021 has requested the PCCF (HoFF) to clarify on the issue that the Starting point (entry point) of the proposed pipe line in the Adavidevulapally RF is 4.18 KMs and ending point (exist point) is 4.21 Kms distance from core area of Amrabad Tiger reserve (Rajawaram RF). But the ESZ Notification is not yet been finalized. In view of that it is here by requested to issue clarification whether the said proposal is falling within the ESZ of Amrabad Tiger Reserve and if it is falling within ESZ then may issue suitable instructions to the user agency to submit wildlife proposals for the to the user agency whether the wildlife proposals need to be submitted or not. In view of that Nodal officer, FCA may take a call on this issue.

9 Whether any work in violation of the Act. Has been Carried out (Yes/No). If yes, details of the same including period of work done, action taken on erring officials, whether work in violation is still in progress.

No

10 Details of Compensatory a forestation scheme.

i Details of non-forest area/ degraded forest Area identified for compensatory a forestation, its distance from adjoining forest, number of patches, size of each patch

Non-Forest land is identified is Ac 97.05 gts in Sy.No.229 at Yellapuram village of Tirumalagiri sagar Mandal. Only one patch hillock with tree growth and it is adjacent to Nellikal RF blocks, within 1 kms from the boundary of Nellikal RF block.

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	forest area identified for compensatory a forestation and adjoining forest boundaries	:	---	Enclosed-
iii	Detailed compensatory afforestation scheme including species to be planted implementing agency, time schedule, cost structure, etc.,	:	---	Copy enclosed --
iv	Total financial outlay for compensatory afforestation scheme	:	-Rs. 429.43580 lakhs is the CA scheme cost. --	
v	Certificates from competent authority regarding Suitability of area identified for compensatory afforestation and from management point of view.(To be signed by the concerned Deputy Conservator of Forests)	:	---	copy enclosed-
11	Site inspection report of the DCF (to be enclosed) especially highlighting facts asked in col.no.7 (xi, xii), 8 and 9 above.	:		Enclosed
12	Division/ District profile:	:		Nalgonda/ Nalgonda
i	Geographical area of the district.	:		14,250 Sq Km
ii	Forest area of the District.	:		834.95 Sq Km
iii	Total forest area diverted since 1980 with number of cases	:	M/s NBFA (Mining lease) Tail Pond Dam Yadadri Thermal Power Plant TSIDC Ltd., Segment -3/2 Segment -3/1 Segment- 4 Total:	4.800 Ha 32.000 Ha 1892.35 Ha 0.4229 Ha 0.579 Ha 1.692 Ha 3.763 Ha <u>1935.607 Ha</u>
iv	Total compensatory afforestation stipulated in the district/ division since 1980 or (a) forest land including penal compensatory afforestation,	:		
	a) Forest land including penal compensatory afforestation	:	26.00 Ha.	
	b) Non-forest land.	:	877.631 Ha	
v	Progress of compensatory afforestation as on date	:	877.631 Ha	
(a)	Forest land	:	26.00 Ha in (1) case M/s DCL Ltd., Mulkacherla	26.00 Ha
(b)	Non-forest land.	:	877.631 Ha. In (4) cases ORR II B PillaipallyAnacut Yadadri Thermal Power Plant Kaleshwaram Project Total	32.00 Ha 4.060 Ha 685.957 Ha 155.614 Ha <u>877.631 Ha</u>
13	Specific recommendations of the DCF for acceptance or otherwise of the proposals with reasons	:	<p>The project aims to generate Power and supply power to the citizens of the state. Government of Telangana has envisioned for an interrupted power supply to the people of the Telangana. It passes through Reserve Forest, Nalgonda division. The Forest area requested for diversion is 0.9823 ha which is unavoidable. The User Agency has not committed any violation of the Forest Conservation Act, 1980.</p> <p>Observations of the DFO, Nalgonda on the above justification :-</p> <p>The further justification given by the user agency was examined in the field during field visit on 17.03.2022 and discussed in the field with YTPS authorities and with the little knowledge and experience of DFO, Nalgonda in this aspect, the justification seems to be acceptable but need of further discussion at higher level on the justification submitted by the YTPS authorities.</p> <p>Hence the proposals are RECOMMENDED.</p>	

Date: 6.01.2021

Place: Nalgonda

Name: Sri. Sivala Rambabu, IFS.,.,
District Forest Officer, Nalgonda.
Official Seal