

चेक लिस्ट क्र.- 8

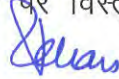
प्रोजेक्ट पर विस्तृत टीप ।

चेक लिस्ट क्रमांक- 08

प्रोजेक्ट पर विस्तृत टीप

प्रस्तावित उरगा से धरमजयगढ़ 62 कि.मी. ब्रॉड गेज रेल लाईन
निर्माण कार्य विषयक

मुख्य कार्यपरिचालन अधिकारी, छत्तीसगढ़ ईस्ट रेलवे लिमिटेड, रायपुर, छत्तीसगढ़ द्वारा ईस्ट रेल कारीडोर परियोजना फेस - II में प्रस्तावित उरगा से धरमजयगढ़ तक लगभग 62 कि.मी. ब्रॉड गेज रेल लाईन निर्माण कार्य हेतु परियोजना पर विस्तृत टीप संलग्न है।


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राजेश खरे Raipur (C.G.)

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CSIDC कॉम्प्लेक्स, महादेव घाट रोड
रायपुर छत्तीसगढ़

Chhattisgarh East Railway Limited

(A Subsidiary of South Eastern Coalfields Limited)
Government of India Undertaking
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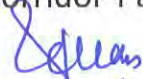
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Projects Justification

Government of Chhattisgarh (GoCG) is keen to develop Rail infrastructure for facilitating passengers and freight traffic in the Northern part of Chhattisgarh. To this extent the State Government, in consultation with Ministry of Railways (MoR), has appointed a high level Committee, chaired by Mr. A.K. Mishra, Retd. Chief Secretary of C.G comprising representatives of MoR, GoCG, NTPC Ltd, SECL and Confederation of Indian Industry to identify the rail corridors. As per the committee's report and in line with the recommendations of Chhattisgarh Integrated Infrastructure Development Committee (CIIDC), three corridors were identified for the development of rail infrastructure.

- 1) **Corridor-I, East corridor:** Kharsia - Chhal - Gharghoda – Korichhapar - **DHARAMJAIGARH up to Korba (Urga)** with a spur from Gharghoda to Donga Mauha to connect mines of Gare-Pelma block, approximately 180km in length.
- 2) **Corridor-II, North Corridor:** Surajpur-Parsa-Katghora-Korba, approximately 150 km in length.
- 3) **Corridor-III, East-west Corridor:** Gevra Road to Pendra Road via Dipka, Katghora, Sindurgarh, Pasan, approximately 122 km in length.

MoU was made on 03.11.12 between GoCG, South East Coalfields Limited (SECL) and IRCON for formation of Specific Joint Venture Companies (JVCs) upon the advice / instructions of MoR to develop rail infrastructure for facilitating passengers and freight traffic in northern parts of Chhattisgarh. In consideration of the above, the implementation of developing Corridor-I and

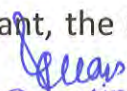

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Corridor-III would be taken up by JVCs. The names of the JVCs are proposed as "Chhattisgarh East Rail Ltd" for Corridor- I and "Chhattisgarh East-West Rail Ltd" for Corridor-III.

The rail link between DHARAMJAIGARH and Urga is being planned in view of the very high increase in the coal movement from Korba area and the proposed coal blocks in the Mand-Raigarh Coalfield, along with Korba and Hasdeo-Arand Coalfields forms the South Chhattisgarh Coalfields. Mand Raigarh Coalfield includes the areas earlier known as North Raigarh, South Raigarh and Mand River Coalfields. Mand Raigarh Coalfield is spread over an area of 520 square kilometers (200 sq mi). The field has a potential for mining of power grade coal, much of which can be extracted through open cast mining. According to the Geological Survey of India total reserves (including proved, indicated and inferred reserves) of non-coking coal in the Mand Raigarh Coalfield is 18,532.93 million tonnes. Out of this 13,868.20 million tonnes is up to depth of 300 metres, 4569.51 million tonnes is at a depth of 300-600 metres and 95.22 million tonnes is at a depth of 600–1200 m.

The Mand-Raigarh Coalfield does not have a rail link. The proposed rail link from DHARAMJAIGARH to Urga will connect the coal field with the existing railway network and further connect at Pendra Road/ Bijuri via the proposed Corridor-3. The alignment will also work as alternative parallel link to the existing highly congested railway section from Raigarh-Bilaspur-Annupur for the North and Western India Bound traffic.

Further increase in the traffic is anticipated, due to the under Construction Thermal Power Plants in North –West and central India. At present the movement of coal traffic is done through Gevra Road via Champa branch line. However due to spurt in the coal requirement for the power plant, the Coal


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movement towards North West India is very high and likely to increase further. The traffic has to pass via Bilaspur and Bilaspur-Annupur section which is mostly single line. Doubling of the same is in progress. Despite the proposed doubling and Fly over at Bilaspur, this section is likely to remain as bottleneck. Considering additional traffic generation of coal planned from the Raigarh Mand Coal blocks to Urga and further to North West India via Urga-Gevra Road –Pendra Road link this new rail link is proposed for smooth movement of the coal required. This rail link will facilitate serving of coal needs of Power plant of Balco at Korba and further to MP, Western UP, Delhi, Haryana, Punjab and Rajasthan economically.

The country needs Rail Infrastructure to transport/evacuation of coal in an environment friendly manner and in support of this new railway line is being planned from Urga to Dharamjaygarh at an approximate length of 62 kms.

The detailed study for selecting the alignment was done by IRCON International Ltd., and after studying the alternate routes, the selected route was chosen which has minimum forest area for diversion.


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