

भारत 2023 INDIA
वसुधैव कुटुम्बकम्
ONE EARTH - ONE FAMILY - ONE FUTURE



रेल विकास निगम लिमिटेड
Rail Vikas Nigam Limited
मुम्बई, महाराष्ट्र
(A Government of India Enterprise)
CIN : L74999DL2003GO1118633

पत्र क्रमांक: 12.5 RVNL BPL/ Forest Corres

दिनांक: 20.01.2025

APCCF,
Bhopal, M.P

विषय : Regarding submission of alternative alignment KML File.

- सन्दर्भ
- 1 This office letter no 12.5 RVNL BPL/ Forest Corres dated 03.08.2024
 - 2 PCCF letter no एफ-5/1346/2023/10-11/3882 भोपाल दिनांक 24.07.2024.
 - 3 MOEF letter no 6-एमपीआर 040-2023-बीएचओ दिनांक 22.07.2024

Vide above referred letter (1) detailed comparative analysis of three alignments were submitted. In reply to the observations raised vide letter (2) & (3) above. In which 3 observation points were mentioned whose detailed remarks were sent vide this office letter dated 03.08.2024 (referred above at reference (1)).

Moreover since we were facing difficulty in upload the KML file for alternative alignment, we took help from Vanbhawan official and uploaded the KML file on Parivesh Portal as well as submitted the hard copy of the letter along with the pen drive having KML File of alternative alignment in your good office there itself.

However during today's (i.e. on 20.01.2025) meeting, it was stated by Principle secretary Revenue that the KML file for alternative alignment is not traceable. Hence once again the KML file is sent herewith for your reference and further necessary action.

Enclosure: As above
KML File of 3 alternatives
in Pen drive is sent herewith

M. H. Shrivastava
20.1.25

(महेश शावरीकर)

संयुक्त महाप्रबंधक/पी
रेल विकास निगम लिमिटेड भोपाल।

क्र. 12.5 A/RVNL BPL/Forest Corres

दिनांक: - 03.08.2024

प्रति,

प्रधान मुख्य वन संरक्षक (भू-प्रबंध),
भोपाल, मध्यप्रदेश

विषय : देवास एवं सीहोर जिले में बुदनी इन्दौर नई ब्राडगेज रेलवे लाईन के निर्माण हेतु (45.727 हे देवास वनमण्डल एवं 24.876 हे. सीहोर वनमण्डल) 70.603 हेक्टेयर आरक्षित वनभूमि मुख्य परियोजना प्रबंधक, रेल विकास निगम लिमिटेड को उपयोग पर देने बाबत - Detailed comparative analysis of three alignments (FP/MP/RAIL/42206/2019).

- सन्दर्भ 1 आपका पत्र क्रमांक एफ-5/1346/2023/10-11/3882 भोपाल दिनांक 24.07.2024.
- 2 MOEF RO Bhopal का पत्र क्रमांक 6-एमपीआर 040-2023-बीएचओ दिनांक 22.07.2024.

विषयांकित में आपके संदर्भ पत्र क्रमांक-1 से प्राप्त निर्देश अनुसार बुदनी इन्दौर न्यू बी.जी. रेल लाईन के के प्रकरण में संदर्भ क्रमांक-2 से MOEF RO Bhopal द्वारा चाही गयी तीन बिंदुओं की जानकारी में से बिंदु क्रमांक-1 एवं 2 की जानकारी तैयार की जाकर निर्देश अनुसार परिवेश पोर्टल पर अपलोड की गयी है एवं हार्ड कॉपी की एक प्रति आपकी और अवलोकनार्थ एवं आवश्यक कार्यवाही हेतु संलग्न प्रेषित है।

संलग्न :- KMZ फ़ाइल एवं जानकारी। *Per Ariva**Submitted on 9/8/24**3/8**Handwritten signature*
3-8-24

(महेश शावरीकर)

संयुक्त महाप्रबंधक/ परियोजना
रेल विकास निगम लिमिटेड, भोपाल

प्रतिलिपि:-

- मुख्य परियोजना प्रबंधक, रे वि नि लि, भोपाल की ओर सूचनार्थ प्रेषित।



INDB-BNI New BG Rail line

Comparative Analysis of Alternative Alignments

In order to select an alignment suitable for train operation which is most economical, safest and least disturbing to the forest flora and fauna – latest tools and techniques have been used to elaborate on different parameters.

Three alignments were selected based on different parameters, brief description and comparative analysis on few major factors is given as under: -

SN	Parameters	Alternative - 1 (Magenta)	Alternative - 2 (Blue)	Alternative - 3 (Red)
1	Total length of alignments	204.2 KM	198 KM	217 KM
2	Track length in Forest area (Refer Enclosed Table)	19.42 KM	12.1 KM	29.63 KM
3	Project Cost (in Cr)	7618.70	7387.51	8096.27
4	Track Distance from permanent water bodies (Datuni Dam/ Parvati River Reservoir)	55 Mtr From Datuni Dam	550 Mtr From Datuni Dam	140 Mtr From Parvati River Reservoir

Description: -

Alternative 1 -

- Costlier alignment and more disturbing to the forest and wild animals as length throughs forest area is 19.42 kms.
- Adjacent to the back water of Datuni dam, this may cause damage to the railway track in case of heavy rain.
- Wild animals of adjacent forest area using dam water for drinking purposes may be disturbed or trapped on railway track. **Thus, found not suitable in comparative analysis.**

Alternative 2 -

- This alignment alternative runs close to towns / villages and provides easy approaches to intermediate stations and fulfill propose of facilitating passengers and goods transportations.



- Safer distance from Datuni dam. Only one canal is crossing through Viaduct at about 46.7-meter Height from ground level.
- So far as track length in forest area is concern, due care has been taken to minimize diversion of Forest land only 12.1 km length passes through forest land. More over maximum of this length about 6.73 km is crossing through underground tunnel without any disturbance to wild animals or their habitat on ground.

Alternative 3 -

- This alignment is lengthiest and costliest, the alignment covers maximum length in forest area i:e 29.63 kms. This may cause severe damages to the wild life and their habitat.
- Alignment is adjacent to back water of Parvati River reservoir which may cause damage to railway track. **Therefore alternative 3 is not found viable.**


Conclusion: - The selected route (**Alternative 2**) is found best possible in terms of project cost, least acquisition of revenue as well as forest land and least disturbance to wild animals and their habitat.

DA-

Attach KMZ File.

महेश शावरीकर / Mahesh Shawrikar
संयुक्त महाप्रबंधक (पट्टा) / Joint General Manager (P-)
रेविनिजि. प्रभाग, RVNL, BHOPAL


3/8
LA/Expert/RVNL/BPL

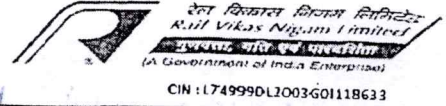

Draftman/Civil/RVNL/BPL

INDB-BNI New BG Rail line Project Altrnative Alignment length							
S.No.	District	Compartment	Alternative -1 (Magenta) km's	Compartment	Alternative -2 (Blue) km's	Compartment	Alternative -3 (Red) km's
1	Dewas	RF-20 & 844	2.14	RF-21 & 28	0.73	RF-22 & 25	1.38
2	Dewas	RF- 773,774,775,77 6,777,778,779,7 80,784,783 & 782	14.2	RF- 96,97,98,100,10 4,780,779 & 782	6.98	RF- 94,91,90,88,118,1 19,120,121,122,16 0,161,163,164,165 ,166,167,168,169, 170,153,275,276 & 277	25.3
3	Dewas	RF- 130	1.48	RF- 130	1.69	-	-
Dewas Division Total			17.82		9.4		26.68
4	Sehore	-	-	RF-596	0.84	-	-
5	Sehore	RF-599	0.72	RF-599	0.99	RF-599	0.86
6	Sehore	RF-611	0.34	RF-611	0.26	RF-611	1.68
7	Sehore	RF-613	0.54	RF-613	0.61	RF-613	0.41
Sehore Division Total			1.6		2.7		2.95
Total Length km's			19.42		12.1		29.63

महेश शावरीकर / महेश शावरीकर
संयुक्त महाप्रबन्धक (सी.ई.ओ.)
रेल्वे निगम, भोपाल / RVM, BHOPAL



ONE EARTH - ONE FAMILY - ONE FUTURE



CIN : L74999DL2003GOI118633

क्र. 12.5 A/RVNL BPL/Forest Corres

दिनांक: - 03.08.2024

Sir,

With reference to your letter No. 6/MPR 040/2023-BHO dated 22.07.2024 remarks in compliance of the observations raised in REC - dated 28.06.2024 are submitted here as under :-

SN	Observation	Remark
1	In view of guideline dated 27/12/2023, compensatory afforestation shall be carried out on equivalent non-forest land or double revenue forest land (Chote Bade Jhad ka Jungle) which is not in possession of the State Forest Department and accordingly compensatory afforestation scheme, suitability certificate of non encumbrances, digital map and KML of the area shall be submitted.	In compliance with the guideline of Govt of India dated 27.12.2023 Letter to Collector Dewas & sehore is already submitted with request to provide revenue land for compansetary afforestation. Copy of letters is attached for your kind perusal please.
2	The User Agency shall upload KML file showing alternative alignments examined in the proposal and also provide detailed comparative analysis of these alternatne alignments.	KML File of alternative alignments along with detailed comparative analysis is attached herewith for necessary action please.
3	The concerned DFOs shall submit a certificate to the effect that the area proposed for diversion has been determined on the basis of actual field conditions and location of Munaras (Pillars) as per the approved Working Plan Boundaries.	Compliance - Level DFO, Dewas & DFO, Sehore

M. Hasnain
5-8-24

(महेश शावरीकर)

संयुक्त महाप्रबंधक/ परियोजना
रेल विकास निगम लिमिटेड, भोपाल