


DETAILS NOTE ON THE PROJECT (FORM A)

INTRODUCTION

Memorandum of Understanding (MOU) was signed between Ministry of Coal (Govt. of India), Ministry of Railway (Govt. of India) and Commerce & Transport Department, Govt. of Odisha on 20.04.2015 to create a Special Purpose Vehicle (SPV) for development of Rail corridor in the state of Odisha. In pursuant to above, another memorandum of understanding dated May 20, 2015, executed between Mahanadi Coalfields Limited (MCL), Iacon International Limited and Odisha Industrial Infrastructure Development Corporation (IDCO) on behalf of respective central ministries and Govt. of Odisha. Thus an idea of forming a separate Company was conceived in the name of Mahanadi Coal Railway Limited (MCRL) with equity participation ratio of 64:26:10 , was incorporated on 31.08.2015 with the ROC, Odisha, Accordingly, MCRL is a (Special Purpose Vehicle) Joint Venture Company of equity partition ratio of 64:26:10 respectively of Mahanadi Coalfields Limited (MCL), Iacon International Limited and Odisha Industrial Infrastructure Development Corporation, to develop Rail Corridor in the state of Odisha.

This Company has the mandate to identify, plan and construct the Railway lines necessary for transportation of coal in Odisha. MCRL has taken up the construction of a Railway corridor in Talcher area in the state of Odisha to connect the existing and new mines to the Indian Railway network as their initial project. This will obviate the need for individual coal producer to build connectivity with the Indian Railway, instead a limited length private siding can be planned taking off from the nearest point in the proposed Rail corridor.

Such a venture creates synergy by seeking administrative support from Central and State Govt., technical support from Railways and commercial support from MCL to meet the logistic challenges faced by coal mines. It has been conceptualized to sustain in the venture through a participative business model by investing in rail infrastructure and sharing of revenue generated from the traffic out of rail corridor.


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E.Co.Rty, Angul

It has been envisaged to carry out all activities through IRCON, having domain expertise on railway projects and to act as implementing agency for undertaking the construction work in two phases. A Project Execution Agreement between IRCON and MCRL has been signed on dated.19.04.2016 for execution of the project by MCRL IRCON shall be responsible for the execution of identified rail connectivity projects which includes the activities like route selection, survey, feasibility study , preparation of Detailed Project Report , plan for land acquisition, detailed design, construction and commissioning of the project.

As per MoU, IDCO share of equity shall correspond to the value of land provided by the Govt. of Odisha (GoO) or 10 % whichever is more. If the value of land provided by GoO exceeds 10 % of the equity, the shareholding percentage of IDCO and MCL shall stand modified accordingly. GoO shall provide land owned by state govt. (Revenue and Forest land) and value of such land shall be adjusted towards its equity. Cost of compensatory afforestation, net present value, wildlife management plan, demarcation, felling and other charges for diversion proposal of forest plan under Forest Conservation Act shall be borne by MCRL


ABOUT THE PROJECT

In line to above, Angul-Balram - Tentuloi - Jarpada rail corridor and one leg upto Tentuloi in the district Angul , Odisha about 68 Route KM has been considered as 1st projects of the MCRL. The project consists primarily of 3 legs, Angul – Balaram, Balaram-Putagadia and Jarapada-Putagadia - Tentuloi. Land for the Angul – Balaram leg of the corridor has already been acquired by MCL. Land for the Balaram-Putagaria and Jarapada-Putagadia-Tentuloi legs are to be acquired.

The Detailed Project Report for development of Angul-Balaram- Tentuloi- Jarapada rail corridor has been approved by East Coast Railway on 31.01.2018.

VILLAGES, HABITATION AND DEMOGRAPHICS

The railway corridor passes though 22 villages and 4 Reserve/Protected Forest in Chhendipada tahasil of Angul District.


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The village wise break-up of the total land involved in this project under Angul Forest Division is given below:

SL NO	VILLAGE/RF/PF NAME	FOREST AREA (Ha.)	NON FOREST AREA(Ha.)			TOTAL AREA (Ha.)
			GOVT	PRIVATE	TOTAL	
1	KUKURPETA	0.000	0.662	21.757	22.419	22.419
2	KUSAKILAJUNGLESANA	0.000	4.087	14.289	18.376	18.376
3	KUSAKILA	0.000	1.463	4.707	6.170	6.170
4	DUBANALI	0.000	0.000	2.763	2.763	2.763
5	BALIPATA	0.118	1.269	19.434	20.703	20.821
6	PALASABANIA	0.000	0.166	2.308	2.474	2.474
7	HATIANALI	0.293	0.453	12.976	13.429	13.722
8	NAUPADA	20.919	38.085	38.474	76.559	97.478
9	PUTAGADIA	10.239	19.148	16.213	35.361	45.600
10	KORARA	0.000	4.880	11.136	16.016	16.016
11	JHINTIPALJUNGLE	5.269	0.040	4.301	4.341	9.610
12	NANDICHODA	2.603	0.128	2.141	2.269	4.872
13	KUNDAJHARIJUNGLE	0.404	0.967	1.029	1.996	2.400
14	DURGAPUR RF	33.017	0.000	0.000	0.000	33.017
15	RAIJHARAN	10.413	2.859	12.698	15.557	25.970
16	KANKAREI	0.415	2.055	0.000	2.055	2.470
17	BALICHANDRAPUR	0.148	0.211	1.265	1.476	1.624
18	NISHA	0.000	0.635	0.259	0.894	0.894
19	NISHA PF	23.113	0.000	0.000	0.000	23.113
20	AMBAPALJUNGLE	0.000	6.139	3.230	9.369	9.369
21	NATADA	0.000	1.188	11.225	12.413	12.413
22	PUTAGADIA RF	3.503	0.000	0.000	0.000	3.503
23	DURGAPUR	1.380	4.073	5.066	9.139	10.519
24	DURGAPURTANGIRISAH	0.000	2.081	7.855	9.936	9.936
25	ARASULIASULIA PF	0.213	0.000	0.000	0.000	0.213
26	JARAPARAJUNGLE	5.393	6.727	7.238	13.965	19.358
27	TUKUDA	2.902	9.693	11.398	21.091	23.993
28	JARAPARA	0.000	0.444	3.023	3.467	3.467
29	BARAJHARAN	0.000	0.012	0.000	0.012	0.012
30	MALIBANDHA RF	5.013	0.000	0.000	0.000	5.013
TOTAL AREA		125.355	107.465	214.785	322.250	447.605


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EMPLOYMENT GENERATION

Total manpower required for the project is 250 nos including permanent and temporary which may cost around 2580 lakhs as stated in our cost benefit analysis.

COST OF THE PROJECT

Total estimated cost of the project is Rs. 1700.43 Cr, and is proposed to be funded in the Debt to Equity ratio of 70:30 by way of Debt of Rs. 1190.30 cr. and Equity of Rs. 510.13 Cr. The project has been financially supported by Railway in the form of inflated mileage of 60% to achieve bankability.

ECONOMICAL BENEFIT DUE TO PROJECT

Considering the importance of the project, Govt. of India has declared the project as "Special Railway project" on 17.09.2018 and published on Gazette of India on 23.10.2018. Therefore, the land required for the project shall be acquired in The Railway Amendment Act, 2008.

The Scheduled Completion of Project is March, 2024. However, the construction of 1st milestone i.e Angul - Balram connectivity is kept on October, 2021.

The project shall run for a total Concession Period of 30 years commencing from the Appointed Date. Railway shall pay the apportion revenue generated from this corridor to MCRL as per the extant JV model rule of Railway. MCRL shall enter into separate agreements with Ministry of Railways for Concession, Operation & Maintenance of assets.

As per the Cost Benefit Analysis the ratio comes to 1:50

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Divisional Forest Officer
Angul, Division