

FORM – 'A'**FORM FOR SEEKING PRIOR APPROVAL UNDER SECTION - 2 – OF THE PROPOSALS BY THE STATE GOVT. AND OTHER AUTHORITIES****Part-I**

(To be filled by user agency)


I	Project Details:	
i)	Short narrative of the proposal and project/scheme for which the Reserved Forest Land is required.	<p>Construction of New BG Railway line between Nadikudi and Srikalahasti has been sanctioned vide Pink Book Item No.16/2012-2013 at a cost of Rs.1313.99 Crores. Andhra Pradesh Government has accepted to bear 50% of the cost and providing land free of cost (enclosed at page no.30). As both stations between Nadikudi and Srikalahasti stations are located on either side of forest, crossing of forest is inevitable.</p> <p>The alignment is selected to pass through minimum length of forest land duly following ruling gradient from Ch: 17250m to Ch: 18145m of Guttikonda Reserve forest, from Ch: 142318m to Ch: 144800m of Punugodu Reserve forest, from Ch: 193477m to Ch: 199748m of Dakkanuru Reserve forest, Damancherla extension & Dakkanuru extension, from Ch: 214850m to Ch: 215150m, Ch: 215640m to 216195m and Ch: 218235m to Ch: 220412m of Vinjamuru North & Vinjamuru North extension Reserve forest, from Ch: 228900m to Ch: 229700m of Rajavolu extension Reserve forest, from Ch: 316100m to Ch: 319195m of Venkatagiri hill Reserve forest, from Ch: 323570m to Ch: 323956m of Mopur Reserve forest, from Ch: 330273m to Ch: 331400m of Kalapadu Reserve forest and from Ch: 334854m to Ch: 335205m of Petluru Reserve forest.</p>
ii)	Map showing the required forest land, boundary of adjoining forest on 1:50,000 scale map	Enclosed at page No.34 to 40

iii)	Cost of the project	The Detailed estimate cost of the project is Rs.1313.99 Cr The estimate cost of forest land is about Rs.3.70 Cr.
iv)	Justification for locating the project in forest area	As both Nadikudi and Srikalahasti stations are located on either sides of forest, crossing the forest is inevitable. Enclosed at page No.11
v)	Cost-benefit analysis	Nadikudi-Srikalahasti New BG Railway Line Project falling entirely in A.P state, has been conceptualized as a alternate route to the coastal North-East Railway Line between Vijayawada & Chennai which is often subjected to cyclones and floods resulting in serious traffic interruptions. This line will also serve hinterland of three districts i.e. Guntur, Prakasam and Nellore of Andhra Pradesh facilitating utilization of mineral resources and industrial development of the area.
vi)	Employment likely to be generated	Permanent -1480 Nos Temporary – 8000 Nos
2	Purpose-wise break-up of the total land required	118.725
3	Details of displacement of people due to the project, if any	No
i)	Number of families	No
ii)	Number of Scheduled Castes/ / Scheduled Tribe families	No
4	Whether clearance under environment (protection) Act.1986 requires? (yes/No)	No

AXEN/C/MMTS/SC
S.C. Rly., Secunderabad.

Deputy Chief Project Manager
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5	Undertaking to bear the cost of rising and maintenance of compensatory afforestation and / penal compensatory afforestation as well as cost of protection and regeneration of safety zone etc. As per the scheme prepared by the state Govt.(undertaking to be enclosed)	Yes Enclosed at page No.17
6	Details of certificates/documents enclosed as required under the instructions.	Enclosed at page No. 1) Certificates as required =20 – 23 2) Topo sheet (scale 1: 50000) and coordinates for Forest diversion lands = 34 - 40 3) Authenticated digital maps for Forest diversion lands = 41 - 43 4) Authenticated DGPS maps for CA land = 44 5) Topo sheet (scale 1: 50000) and coordinates for CA lands = 45 - 47


 Dy.Chief Project Manager/Construction, WCSP,
 South Central Railway/Secunderabad.

Date:05.01.2016
Place: Secunderabad

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