



BRIEF NOTE ON THE PROJECT

In persuasion of long pending, demand of the people of south Andhra Pradesh to develop the backward area and to reduce the travelling distance between Major cities of Andhra Pradesh state as well as big cities of India the new railway B.G line was considered. Ministry of Railways, Govt. of India approved the project at a cost of 1313.99 Crores in Railway budget during the year 2012-13.

Govt. of Andhra Pradesh has agreed to bear 50% of the cost of the project in addition to giving total land free of cost. The project will provide connectivity to the people of south Andhra region with Hyderabad and will primarily benefit the people of Guntur, Prakasam and Nellore districts which are otherwise backward areas.


Construction of new B.G Railway line is proposed to take off from the existing Railway line at new piduguralla station of Nadikudi – Guntur section. The alignment passes through reserve forest from Guttikonda R.F in Guntur district, Punugodu R.F in Prakasam district and Dakkanuru R.F, Damancherla extension R.F, Dakkanuru extension R.F, Vinjamuru north R.F, Vinjamur north extension R.F, Rajavolu extension R.F, Venkatagiri hill R.F, Moporu R.F, Kalapadu R.F and Petluru R.F in Nellore district, since there is no other technically feasible location to divert the alignment it has to pass through the Nakerikalu, Punugoti khandrika, Punugodu, Timmareddipalle, Ganeswarapuram, Kotepalle, Ravipadu, Vinjamuru, Chandrapadya, Dattanagaram, Alturupadu, Bangarupeta, Boppaporum Villages and forest land at above forest. All efforts have been made to avoid Reserve forest land, but could not be feasible due to the Geography.



Asst. Executive Engineer,
Construction/MMTS/S.C.Rly,
Secunderabad
AXEN/C/MMTS/SC
S.C. Rly., Secunderabad


Dy. Chief Project Manager,
WCSP/S.C.Rly.,
Secunderabad
Station Project
विश्व श्रेणी स्टेशन परियोजना
South Central Railway.
दक्षिण मध्य रेलवे,
Secunderabad. (सिकन्दराबाद.)

**WORK WISE PHASING OF CAPITAL COST OF THE PROJECT CIVIL, S & T and ELEC.
(YEAR OF CONSTRUCTION)**


1	Civil Engg. works	5 years
2	Signal & Telecom works	5 years
3	Electrical works	5 years
	Details of justification of project in terms of economic aspects	The Railway line between Nadikudi – Sri Kalahasthi will develop the backward areas and will reduce the travelling distance between Major cities of Andhrapradesh. This line will also be used as alternative route to Howrah – Chennai & Secunderabad – Chennai during emergency and cyclone etc.,
a	Whether the catchment districts have been identified as i) Economically backward ii) Industrially backward	Yes, economically backward.
B	The potential for resource-based on the industries (incl. Small scale industries in the catchment dist.	No Industries in the project region
C	The extent of employment/Un-employment in the districts	Statement enclosed at page No.6
d	Any schemes under consideration for promotion of (a) Industries & (b) Infrastructure in the catchment districts, which may be helped by the Railway project.	Govt. Is offering, concession for promotion of industries in Guntur, Prakasam, & Nellore dt. However, there are no major proposals on hand in the project region.
e	The status, rates and density of alternative modes of transport in respect of passenger and Goods traffic.	There are several SH, MDR and Village roads are passing along with 100% occupation. The Railway line will enable quicker transport for passenger & Goods traffic.


Asst. Executive Engineer,
Construction/MMTS/S.C.Rly,
Secunderabad
AXEN/C/MMTS/SC
S.C. Rly., Secunderabad.



Dy. Chief Project Manager,
WCSP/ S.C.Rly,
Secunderabad
Deputy Chief Project Manager
उप मुख्य परियोजना प्रबंधक
World Class Station Project
विश्व श्रेणी स्टेशन परियोजना
South Central Railway.
दक्षिण मध्य रेलवे,
Secunderabad.(सिकन्दराबाद.)

PARAMETERS FOR EVALUATION OF LOSS OF FOREST

S.No.	Nature of proposals	Remarks
1	Loss of value of timber fuel wood and minor forest produce on annual basis including loss of man hours per annum of people who derived livelihood and wages from the harvest of these commodities.	--
2	Loss of animal husbandry productivity including loss of fodder.	--
3	Cost of human resettlement.	--
4	Loss of public facilities and administrative infrastructure (Roads, Buildings, Schools, Dispensaries, Electric lines, Railways, etc.) on forest land if these facilities were diverted due to the project.	-Nil-
5	Environment losses, soil erosion effect on hydrological cycles, wild life habitat micro-climate upsetting of ecological balance.	--Nil--
6	Suffering of outies.	-Nil-


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उप मुख्य परियोजना प्रबंधक
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PARAMETERS FOR EVALUATION OF BENEFIT NOT WITH STANDING LOSS OF FOREST

S.No.	Nature of proposals	Remarks
1	Increase in productivity attributable to the specified project.	The Railway line between Nadikudi – Srikalahasthi will develop the backward areas and will reduce the travelling distance between Major cities of Andhrapradesh. This line will also be used as alternative route to Howrah – Chennai & Secunderabad – Chennai during emergency and cyclone etc.,
2	Benefits to economy	Transportation of Goods traffic 111.19 Lakh tonnes per year and passenger traffic 73.54 Lakhs per year
3	Employment potential	Approximately, 100 Nos per day during the period of construction and 1480 Nos during regular operation of train services. Enclosed at page no.09
4	Number of population benefited.	People living in between Piduguralla town and Venkatagiri town and surrounding villages.
5	Cost of acquisition of facility of non-forest and wherever feasible	---
6	Loss of (a) Agricultural and (b) Animal husbandry production due to diversion of forest land.	---
7	Cost of rehabilitation of the displaced persons as different from compensatory amount given for displacement.	Not applicable
8	Cost of supply of free fuel wood to workers residing in or near forest area under the period of construction	Not applicable

Asst. Executive Engineer,
Construction/MMTS/S.C.Rly,
Secunderabad
AXEN/C/MMTS/SC
S.C. Rly., Secunderabad.

Dy. Chief Project Manager,
WOSP/S.C.Rly,
Secunderabad
Deputy Chief Project Manager
South Central Railway
दक्षिण मध्य रेलवे,
Secunderabad. (सिकन्दराबाद)


CERTIFICATE


It is certified that all other alternatives for selection of non-forest lands for the CONSTRUCTION OF PROPOSED NEW BG RAILWAY LINE between NADIKUDI to SRI KALAHASTHI have been explored and in unavoidable circumstances forest land had to be selected and the forest land requires diversion for the project as detailed below is the minimum required.

Guntur Division: 7.48 Hectares

Giddalur Division: 14.02 Hectares


Nellore Division: 97.225 Hectares



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उप मुख्य परियोजना प्रबंधक
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C E R T I F I C A T E

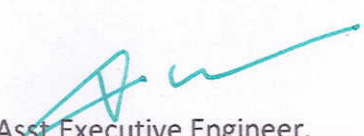
It is certified that no work has been carried out so far in the forest areas
proposed for diversion for the project in violation of the provisions of the F(C) act.1980.


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Construction/MMTS/S.C.Rly,
Secunderabad
AXEN/C/MMTS/SC
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C E R T I F I C A T E

It is certified that land will be taken over from forest department with proper Demarcation pillars as per prevailing norms and specifications and also after complying all the conditions as stipulated in conditional stage-I approval issued by Forest Ministry in connection with CONSTRUCTION OF NEW B.G RAILWAY LINE BETWEEN NADIKUDI TO SRI KALAHASTHI


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Construction/MMTS/S.C.Rly,
Secunderabad

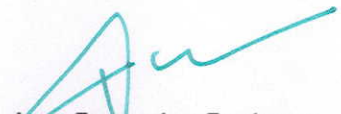
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S.C. Rly., Secunderabad.


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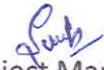
Deputy Chief Project Manager
इस मुख्य परियोजना प्रबंधक
World Class Station Project
विश्व क्रेणी स्टेशन परियोजना
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CERTIFICATE REGARDING NON AVAILABILITY OF ALTERNATIVE LAND

It is to certify that no alternative land is available for the proposed project for acquisition of Reserve Forest Land by the Dy.Chief Project Manager/WCSP, South Central Railway, Secunderabad, Government of India for laying of new BG line between NADIKUDI – SRIKALAHASTHI Railway Project.


Asst.Executive Engineer,
Construction/MMTS/S.C.Rly,
Secunderabad

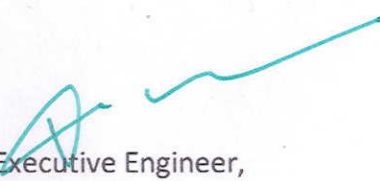
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S.C. Rly., Secunderabad.


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CERTIFICATE

It is to certify that the forest area along the proposed railway project ie new BG line between NADIKUDI – SRI KALAHASTHI does not fall in the Protected Archaeological/ Heritage/ National park/ Wild life sanctuary/ Defence Establishment or any other important monuments.


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