

## चेक लिस्ट क्र.- 10

न्यूनतम वन क्षेत्र उपयोगिता प्रमाण-पत्र ।

चेक लिस्ट क्रमांक - 10

### न्यूनतम वन क्षेत्र उपयोगिता प्रमाण पत्र

मुख्य कार्यपरिचालन अधिकारी, छत्तीसगढ़ ईस्ट रेलवे लिमिटेड, रायपुर, छत्तीसगढ़ द्वारा ईस्ट रेल कारीडोर परियोजना फेस - II उरगा से धरमजयगढ़ तक लगभग 62 कि.मी. ब्रॉड गेज रेल लाईन निर्माण कार्य हेतु कोरबा एवं रायगढ़ जिले के कोरबा एवं धरमजयगढ़ वनमंडल में रकबा 157.035 हे. (कोरबा वनमंडल 59.368 हे. एवं धरमजयगढ़ वनमंडल 97.667 हे.) वनभूमि व्यपवर्तन हेतु प्रस्तावित है। इस बाबत प्रस्तावित मार्ग के अलावा दो वैकल्पिक मार्ग का सर्वेक्षण कार्य किया गया है। तीनों मार्गों का सर्वेक्षण, अन्य वैकल्पिक पहलुओं एवं तकनीकी जाँच किया गया है। जांचोउपरांत प्रस्तावित मार्ग में सबसे कम वनभूमि प्रभावित हो रहा है एवं तकनीकी दृष्टिकोण से उपयुक्त पाया गया है।

अतः प्रस्तावित वन क्षेत्र के अतिरिक्त कोई अन्य विकल्प नहीं हैं। इस संबंध में मांग की जा रही वन भूमि की न्यूनतम एवं आवश्यक हैं। प्रपत्र संलग्न है।

  
**Chief Operating Officer**  
 Chhattisgarh East Railway Ltd.,  
 CSIDC Commercial Complex,  
 2nd Floor, Raipura,  
 Raipur (C.G.)

राजेश खरे  
 मुख्य कार्यपरिचालन अधिकारी  
 सी.ई.आर.एल./सी.ई.डब्ल्यू.आर.एल  
 CSIDC कॉम्प्लेक्स, महादेव घाट रोड  
 रायपुर छत्तीसगढ़

  
**वनमंडल अधिकारी,**  
 वनमंडल अधिकारी,  
 कोरबा वनमंडल, कोरबा

## **Justification for locating the project in Forest land and details of alternatives examined**

Government of Chhattisgarh is keen to develop rail infrastructure for facilitating passengers and freight traffic in the Northern part of Chhattisgarh. This project is a **passenger cum freight corridor line** and will help in overall economic development of Northern Chhattisgarh region.

**As part of the corridor- I, East rail Corridor phase-II**, a new broad Gauge line is proposed from **Urga (District – Korba ) to Dharmjaigarh (District – Raigarh )**. The approximate length of the rail corridor is 62 kms.

DIMTS has conducted foot by foot Survey of the three route alignments. Based on merits and demerits of the study, a proposed route alignment was selected and approved by SEC Railway, and two alternate routes were mapped for the study of forest cover.

Considering the gradient, Reserve/protected forest (including elephant corridor), Underground Coal, Habitation/Settlement and the overall length of alignment, the proposed route is considered most suitable, and further studied.

**This study's the forest cover area in the proposed and two alternate routes.** The forest cover area is studied using the forest maps of Dharmjaigarh and Korba forest division.

### **Criteria used for selection of preferred Route**

Alignment is passing through korba and raigarh districts and the area is covered is by reserve & protected forest, revenue forest and coal mines, hence all the parameters were considered. Main parameters considered are as under:

#### **1. Reserve forest and protected forest :**


Considered bare minimum reserved & protected forest area. The proposed line should divert least forest area.

#### **2. Passenger cum freight corridor:**

The proposed line selected has to be supportive for passenger cum freight corridor. The proposed line should be well connected for passenger movement.

#### **3. Project cost:**

The length of the rail line corridor has bearing on the total project cost.

  
**Chief Operating Officer**  
**Chhattisgarh East Railway Ltd.,**  
**CSIDC Commercial Complex,**  
**2nd Floor, Raipura,**  
**Raipur (C.G.)**



**4. Ruling gradient:**

To achieve the ruling gradient considered 1 in 150 (C) selected alignments considered in possibly flat terrain avoiding forest area.

**5. Avoid Major Crossing :**

Avoid habituated areas and proper crossing of waterways/Rivers, nearby Roads/ Highways etc.

**6. Revenue forest :**

Revenue forest is falling many places on alignment as it is falling in between the agriculture land.

**7. Coal Mines:**

There was several future mines are proposed on the bank of Mand River and nearby areas, to avoid these mines selected alignment was considered and cleared by SECL.

**8. Habituated/Village/ Town areas:**

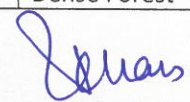
To avoid diversion of habituated areas the alignment at many places is diverted to bypass these areas and only where it was unavoidable it was considered to pass through.

**9. High Voltage Transmission Lines:**

Many of High Voltage transmission lines are running through the areas and many more are under construction. To avoid HT lines crossings and if unavoidable, the crossing angels made as per guidelines of Railways and concerned agencies.

### Forest Area Comparative statement for the two alternate routes and one proposed route

Forest Area Comparative Statement for Proposed Uрга to Dharmjaigarh BG Rail corridor and alternate Routes				
Sl .No	Description	Proposed Route	Alternative Route 1	Alternative Route 2
1	Railway line Length	61.082 Km.	59 Km.	60.700 Km.
2	Forest Length	25.502 Km.	28.627 Km.	26.088 Km.
3	Forest Area	157.035 Ha.	185.374 Ha.	164.596 Ha.
4	Forest Density	Open to Moderately Dense Forest	Moderately Dense to Dense Forest	Moderately Dense to Dense Forest

  
 Chief Operating Officer  
 Chhattisgarh East Railway Ltd.,  
 CSIDC Commercial Complex,  
 2nd Floor, Raipura,  
 Raipur (C.G.)