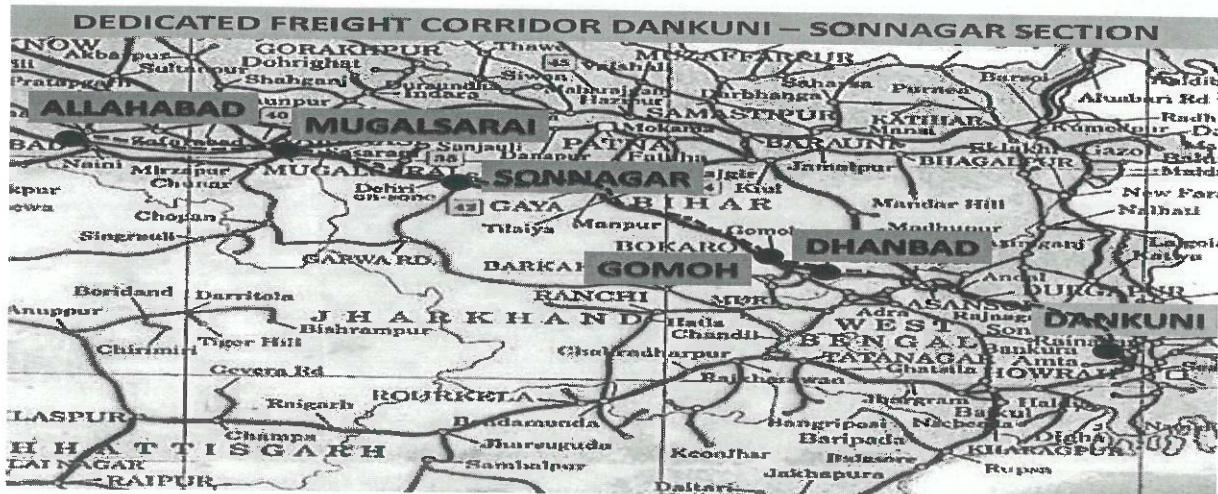




डेडीकेटेड फ्रेट कोरीडोर

**DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA
LIMITED A GOVT OF INDIA (MINISTRY OF RAILWAYS) ENTERPRISE**



**APPLICATION FOR THE DIVERSION OF 1.5144 HECTARES
PROTECTED FOREST LAND IN GIRIDIH DISTRICT UNDER GIRIDIH
EAST FOREST DIVISION UNDER DANKUNI TO SONNAGAR
SECTION OF EASTERN DEDICATED FREIGHT CORRIDOR
PROJECT.**

Submitted by:

General Manager/Coordination
Dedicated Freight Corridor Corporation of India Limited
Project Office (Kolkata): DCOS Building, 3rd Floor,
Central Park Depot of East-West Corridor,
Salt lake, Sector-I Kolkata-700064,
Telefax – 91-33-23973937, Mail – dfcc.kolkata@gmail.com

07th , September, 2021

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11.09.2021

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– GENERAL MANAGER / Co-ordination
डेडीकेटेड फ्रेट कोरीडोर कंपनीरन ऑफ इंडिया लि.
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A Govt. of India (Ministry of Railways) Enterprises
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11.09.2021
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INDEX

S. NO.	DESCRIPTION	PAGE NO.
1	APPLICATION FORM Part I Part II Part III Part IV Part V	
2	ANNEXURES I. Alignment marked on Survey of India Toposheet on 1:50,000 scale. II. Cost Benefit Analysis. III. Forest Land Calculation and Land Schedule. IV. Rehabilitation and Resettlement Plan. V. EIA notification for exemption of Environmental Clearance VI. Undertakings for fulfillment of laws. VII. Undertaking to pay the cost of Compensatory Afforestation.	

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VIII. Undertaking for payment of NPV.

IX. Undertaking for payment of additional NPV in case of revision of NPV charges.

X. Certificate for minimum use of Forest Land.

XI. Justification for locating project in Forest Area.

XII. Comparative statement for various alternatives of alignment.

XIII. Notification of the Protected Forest.

XIV. Linear/Strip plan of the alignment.

XV. Typical Cross section of the alignment.

XVI. Approval of the project from Railway Board, Ministry of Railways.

XVII. Authorization of the Chief Project Manager, Kolkata for making application for diversion of Forest Land.

XVIII. FRA Proceedings

XIX. No objection Certificate from other Government Departments.

XX. Copy of letter submitted to District Magistrate for obtaining certificate under Forest Right Act, 2006.

XXI. Certificate regarding No Violation of F.C. Act 1980

XXII. Certificate regarding monuments & structure of Archaeological importance.

XXIII. Certificate regarding Eco-sensitive zone and Protected Area.

XXIV. Alignment on the Mouza map.

XXV. Species wise & Girth wise list of trees

XXVI. GPS Coordinate of the Forest Area proposed for diversion.

XXVII. Geo Referenced DGPS Map of the Area Proposed for diversion.

XXVIII. ROR of all villages under Giridih District

XXIX. KML and Shape files.

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Signature

Signature

(See Rule -6)

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 the user agency)

1. Project Details:

(i) (Short narrative of the proposal and Project/Scheme for which the Forest Land is required)	<p>Dedicated Freight Corridor Corporation of India Limited (DFCCIL) is a Special Purpose Vehicle set up under the administrative control of Ministry of Railways to undertake & development, mobilization of financial resources and construction, maintenance and operation of the Dedicated Freight Corridors. DFCCIL was incorporated in October, 2006 under Indian Companies Act, 1956.</p> <p>The genesis of the Dedicated Freight Corridor is due to saturation in rail transportation capacity of Indian Railways particularly along the Golden Quadrilateral. The Indian Railways' network linking the four metropolitan cities of Delhi, Mumbai, Chennai and Howrah, along with its two diagonals (Delhi-Chennai and Mumbai-Howrah) commonly known as the Golden Quadrilateral, adding up to a total route length of 10,122 km (16% of total</p>
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Dated 18/03/2022*

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network), carries more than 58% of its revenue earning freight traffic.

The Indian Railways is the lifeline of the nation and the economic growth is highly dependent upon the Rail Transportation Capacity. Growth in economy leading to surge in power, demand, booming infrastructure, construction and growing international trade along existing Eastern and western Routes has led to the demand for additional capacity for rail freight transportation.

The DFCCIL core objective is to create world-class rail infrastructure with advanced technology to improve overall transport efficiency. To offer guaranteed faster transit, energy efficient, and environment friendly transport to customers. To reduce the unit cost of transport logistics.

In the first phase, Government of India has approved construction of two corridors – the Eastern DFC (1841 route Km) and Western DFC (1500 route Km) – spanning a total length of about 3341 route Km. The Eastern Corridor, starting from Dankuni in West Bengal is passing through the states West Bengal, Jharkhand, Bihar, Uttar Pradesh and Haryana and terminate at Ludhiana in Punjab. The Western Corridor will traverse the distance from Dadri in Uttar Pradesh to Mumbai – Jawaharlal Nehru Port (JNPT), passing through the states of Delhi, Haryana, Rajasthan, Gujarat and Maharashtra.

Once completed, the Dedicated Freight Corridor will enable Indian Railways to

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improve its customer orientation and meet market needs more effectively. Creation of Rail infrastructure on such a scale – unprecedented in independent India.

Establishment of industrial corridors and logistic parks along its alignment. The proposed corridor will provide safe, faster and economical mode of transportation exclusively for goods. The proposed railway track is also strategic since passing through the Left Wing Extremism districts.

Dedicated Freight Corridor in the Eastern Corridor is planned between Dankuni to Dadri & Ludhiana to help cater to the freight on this route. The section between Dankuni to Sonnagar is proposed to be implemented through Public Private Partnership (PPP) mode for which appropriate PPP model is being developed by DFCCIL. The proposed freight corridor is being designed for a maximum speed of 100 km/h for train operation.

The proposed alignment traverses on North side of existing IR track throughout the section except for Koderma -Paharpur section where detour has been proposed..Due to the technical constraints construction of DFC track along the existing IR track in between Koderma- Paharpur section is not feasible. Entire terrain is mostly plain terrain except hill portion of Chota Nagpur ranges in Koderma detour.

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	<p>The area proposed for diversion is notified as the Protected Forest for 0.00 Hectares and Jangal Jhari for 1.5144 Hectares. Total land Proposed for diversion is 1.5144 Hectares.</p> <p>One village Ramnagar of the proposed alignment are falling under the Forest (Jangal Jhari).</p> <p>The Jangal-Jhari forest land proposed for diversion is not part of any Wildlife Sanctuary, National Park and Biosphere Reserve.</p>
(ii) Map showing the required forest land boundary of adjoining forest on a 1:50,000 scale map.	Enclosed in Annexure-I
(iii) Cost of the project	Estimated cost Rs. 612200 Lakhs

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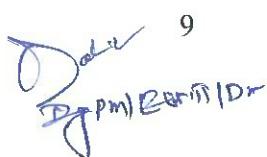
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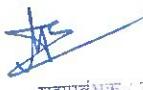
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iv) Justification for locating the project in forest area.	<p>This is linear project and the Dedicated Freight Corridor Corporation alignment between Dankuni-Sonnagar runs parallel along the north side of Grand Chord section (Howrah-New Delhi route).</p> <p>The alignment of DFCCIL for the entire stretch from Dankuni to Sonnagar is mostly parallel to IR (Indian Railways) due to operations considerations which require IR alignment to be parallel to DFCCIL alignment. Because of it, this small patch of 1.5144 Ha of Jangal-Jhari land is falling on the alignment and cannot be avoided. However attempts were made to minimize the impact on the protected forest area the construction work is restricted up to the formation width only. As far as the technical and engineering aspects are concerned there is no other suitable alternative land for the new construction as the Forest area extends on the either side of the proposed alignment. Therefore the diversion of Forest land is being proposed</p> <p>The proposed alignment involves minimum displacement to people and structures and minimum acquisition of forest land.</p>
(v) Cost benefit analysis	1.5144 Hectares Jangal-Jhari land diversion for linear project. Attached as annexure-II
(vi) Employment likely to be generated	Direct/permanent employment to 932 people and temporary employment of 10,00,000 man days will be generated as a result of development of major infrastructure project.


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2. Purpose-wise breakup of the total land required	Entire land to be acquired or diverted is required for construction of freight corridor. Forest Land Calculation and Land schedule is enclosed as Annexure-III
3. Details of displacement of people due to the project, if any (i) Number of families (ii) Number of schedule castes, schedule tribes families (iii) Rehabilitation plan (to be enclosed)	There is no displacement of people. There is no displacement of people. NA. For rehabilitation and re-settlement, Dedicated Freight Corridor Corporation Limited has opted provision of RFCLARR Act-, 2013. The proposed compensation package & rehabilitation package is enclosed in Annexure-IV
4. Whether clearance under Environment (Protection) Act, 1986 required	NO (Environmental Clearance for Railway Project is exempted as per to EIA Notification, 2006 by MOEF, Government of India dated 14 th September, 2006).

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5. Undertaking to bear the cost of raising and maintenance of compensatory afforestation and/or penal compensatory afforestation as well as cost for protection and regeneration of safety zone etc. as per the scheme prepared by the State Govt. (Undertaking to be enclosed)	YES (Undertakings enclosed as Annexure-VI to XXVII)
6. Details of certificates/documents enclosed as required under the instructions.	<ul style="list-style-type: none"> a) Alignment marked on Survey of India Toposheet on 1:50,000 scale. b) Cost Benefit Analysis. c) Forest Land Calculation and Land Schedule. d) Rehabilitation and Resettlement Plan. e) EIA notification for exemption of Environmental Clearance. f) Undertakings for fulfillment of laws. g) Undertaking to pay the cost of Compensatory Afforestation. h) Undertaking for payment of NPV. i) Undertaking for payment of

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	<p>additional NPV in case of revision of NPV charges.</p> <p>j) Certificate for minimum use of Forest Land.</p> <p>k) Justification for locating project in Forest Area.</p> <p>l) Comparative statement for various alternatives of alignment.</p> <p>m) Notification of the Protected Forest.</p> <p>n) Linear/Strip plan of the alignment.</p> <p>o) Typical Cross section of the alignment</p> <p>p) Approval of the project from Railway Board, Ministry of Railways.</p> <p>q) Authorization of the Chief Project Manager, Kolkata for making application for diversion of Forest Land.</p> <p>r) No objection Certificate from other Government Departments.</p> <p>s) Compliance of Scheduled Tribe and other Traditional Forest Dwellers (Recognition of Forest Rights Act, 2006)</p> <p>t) Certificate Regarding No Violation of</p>
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u)	Certificate regarding monuments & structure of Archaeological portance.
v)	Certificate regarding Eco-sensitive zone and Protected Area.
w)	Alignment on Mouza Map
x)	Species wise & Girth wise list of trees.

Date: 14.03.2022

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14-03-2022 ✓

General Manager/Coordination

Dedicated Freight Corridor Corporation of India Limited

Place: *Kolkata*

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