



**South Central Railway**  
Office of the  
Deputy Chief Engineer (Construction-IV)  
उपमुख्य इंजीनियर कार्यालय (निर्माण-IV)  
Secunderabad-500071



No.DMT-NDL/DL/Forest L A

Dated:11.03.2022

To  
**The Divisional Forest Officer,  
NANDYAL.**

Sir,

**Sub:-** Diversion of 29.26 ha. of forest land in Nandyal and Giddalur divisions in favour of the Deputy Chief Engineer, Construction-IV, South central railway, Secunderabad for doubling Railway line between Guntur and Guntakal Stations-Forest clearance under Forest (Conservation) Act, 1980-Additional information submitted - Reg.

**Ref:-** IGF (Central), IRO, MoEF& CC, Vijayawada F.No. 4-APC145/2022-VIJ/74, Dt. 28.02.2022

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Attention is invited to the subject and references cited above.

It is to submit that doubling of Railway line is sanctioned and works are progressing in full pace between Guntur and Guntakal Stations. Since this line is passing through Nallamala forest between Diguvametta and Gajulapalli stations, it requires diversion of forest land for the construction of two tunnels and some portion of Railway line. This proposed land for diversion (29.26 ha.) is falling in the Uyyalavada RF and Nandyal Extn.II RF of Tiger corridor area connecting between Nagarjunasagar Srisaillam Tiger Reserve (NSTR) in Nallamala forest and Sri Venkateswara National Park (SVNP) in Sehachalam hills.

In the reference cited above, the Inspector General of Forests (Central) has requested to furnish additional information/clarifications in addition to the documents submitted for further consideration and issue of Stage-I Forest clearance under Forest (Conservation) Act, 1980. Accordingly, the following details are furnished.

S.no	Information sought by the Ministry	Replies
a	<ul style="list-style-type: none"> <li>It is required to be clarified whether the Railways have obtained diversion of forest area for the existing single line or not.</li> </ul>	<ul style="list-style-type: none"> <li>It is clarified that the Railways have obtained diversion of forest area for the existing broad gauge line vide Government of A.P. / Energy &amp; Forests (For.I) Department G.O.Ms.No.174, dated. 24.8.1994 (copy enclosed). The diversion</li> </ul>

*A4*  
*Putting in consultation to U.A. to the proposed multipurpose*  
*17/03*



	<ul style="list-style-type: none"> <li>• In case of existing prior to promulgation for FCA 1980, then, whether any RoW was notified for the same needs also to be clarified.</li> <li>• In case of existing RoW, whether forest area not included in the instant proposals submitted to the Ministry but proposed to be utilized for doubling the line needs to be clarified as such extent of forest area under existing RoW would also require approval under FCA, 1980</li> <li>• In such a scenario it may also clarified whether the said area (Which is under possession of Railways which is not included in the diversion proposals) was de-reserved or otherwise.</li> </ul>	<p>earlier taken under Diversion of forest area duly following all the procedures of like Compensatory Afforestation and depositing all the required funds for flora and fauna etc.</p> <ul style="list-style-type: none"> <li>• Since the diversion of forest land taken up in the year 1994 i.e. post to promulgation for Forest (Conservation) Act, 1980, the question of notification of RoW does not arise.</li> <li>• Since land already diverted in 1994 as per the FCA, 1980 act, ROW issue does not arise.</li> <li>• -do-</li> </ul>
b	<ul style="list-style-type: none"> <li>• As per the kml file, the tunnel portion has not been included in the subject diversion proposal.</li> </ul>	<ul style="list-style-type: none"> <li>• It is informed that, the Railway Board, Ministry of Railways, Govt. of India, vide letter No.2018/W-I/Genl/Land Acquisition/Pt I (e Off 3265888) dated 06.09.2018 (copy enclosed) have clarified that "No land acquisition over tunnels except at the entrances to the tunnels i.e., portals and for any adits/shafts which may be required for facilitation of rate of construction or for provision of safety features".</li> </ul>



	<ul style="list-style-type: none"> <li>As per the kml file, the 1.84 ha stretch in Nandyal Division, proposed alignment does not touch the entry point of the tunnel which needs clarification &amp; further how the double line will be pass through the old tunnel as no new tunnel has been proposed as per the alignment provided in the kml file;</li> </ul>	<p>In view of above clarification, new tunnel portion area proposed for double line has not been included in the diversion proposal.</p> <ul style="list-style-type: none"> <li>A new tunnel has been proposed on parallel with existing tunnel with distance of 35m. The geographical entry point of existing tunnel and proposed tunnel are not the same. Hence, the 1.84 ha stretch in Nandyal Division side will not touch the entry point of the proposed tunnel for double line, hence the proposed double line will not pass through the existing line tunnel.</li> </ul>
c	<p>As per the kml file in Giddalur Division within proposed alignment, some structures are visible. Same needs to be clarified and next to the existing structures one bridge may be required to be built and same has not been mentioned in the proposal.</p>	<ul style="list-style-type: none"> <li>The structure visible at Km.215/800 is natural water collection on surface tank surrounded with masonry wall on hill slope. It is a collection tank for the natural water flow from the springs and the same is utilising for station watering from the past 70 years period.</li> <li>Now as the doubling line is proposed in that collection tank area, Railways already made alternate surface water tank arrangement near Diguvametta station premises and after doubling line, the old water collection tank structure will not be required.</li> <li>Adjacent to structure, one bridge no.311 with 3x12.20m span is available in existing alignment. In doubling line also same bridge will be constructed adjacent to exg. Bridge along the new alignment. In the proposals, normally the railway line will be mentioned which includes formation, bridges, culverts, buildings addl tracks Signalling and OHE structures and as</li> </ul>

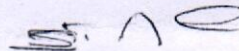


		required etc., Hence the same was not mentioned separately.
d	In some stretches along the existing single line track, no additional forest area has been requested for diversion. In that scenario, how the double line will be executed needs clarification;	<ul style="list-style-type: none"> <li>In order to save the forest area, micro level detailed survey has been conducted and bare minimum width of forest land was proposed now for laying doubling line. During this process, it is decided that at some stretches, the existing width of already diverted land is sufficient to lay the doubling line as the height of embankment is less. Hence the same stretches are not included. The gaps between are shown as Stretches no. 1 to 5 indicated in the enclosed sketch.</li> </ul>
e	Recommendation of the SC-NBWL and Wildlife Mitigation measures approved by the CWLW with due regard to the recommendations of SC-NBWL.	<ul style="list-style-type: none"> <li>The Wildlife clearance for the above proposal is under active consideration with the State Government / State Board of Wildlife (SBWL).</li> <li>The Wildlife Mitigation Plan and Conservation Plan with an outlay of about Rs.900.00 lakh is under preparation. After getting approval of Chief Wildlife Warden, the same will be submitted and uploaded.</li> </ul>

Further, it is to inform that, the above project is directly monitored by the Hon'ble Prime Minister Office under list of **Pragati Projects and is having National Importance**. In view of above, it is requested to issue Stage-I Forest clearance at the earliest for completing the project early.

Encl: As above

Yours faithfully



(S.APPALA RAJU, IRSE)  
Dy.Chief Engineer/Constn/IV  
S.C.Railway, Secunderabad.

Copy submitted to the Prl. Chief Conservator of Forests & HoFF, AP Guntur is requested to issue favourable instructions keep in view of the priority of the project.

Copy submitted to CE/C/I/SC for kind information.

16-03-2022