

Short narrative of the proposal and project/ scheme for which the forest land is required. :-

Indian Railways has started construction of Koraput-Rayagada New B.G. Rail Link Project (164 Km) in the year 1982-83 and commissioned for the entire project in the year 1996-97 for goods traffic initially. Koraput-Rayagada line popularly known as K-R line of East Coast Railway is a single line section, which connects to the Raipur/Sambalpur-Vizianagaram line at Singapur Road stations and Kottavalasa-Kirandul line at Koraput Station, it is an important Rail link to Bailadilla Mines. The line traverses through scenic hills of Eastern Ghats from a height of 943m above MSL to 245m above MSL through hinterland of Odisha State. The scenic hills are having difficult Ghats through which the alignment of existing single line traverses, comprising of sharp curves, continuous steep gradient, large nos. of tunnels, deep gorges and subsequent length of cuttings. The line was opened to Goods traffic in 1996-97 initially and finally passenger traffic in Dec'1998. Electrification of Koraput-Damanjodi section was commissioned consequent on setting of the Aluminium Plant at Damanjodi by M/s NALCO Ltd. Further, electrification of Damanjodi-Singapur Road section was commissioned in the year 2018-2019.

The line was constructed to serve several purposes simultaneously viz. extending railway network in an undeveloped area, bringing industrial development to a backward tribal district, Koraput, providing rail connection to M/s NALCO Ltd. at Damanjodi for the movement of raw materials and finished products and providing alternative route for the movement of iron ore from Bailadilla mountain range to Visakhapatnam steel plant & Vizag port and other destinations. To cater to the requirement of fine ore for Vizag Steel Plant from 1984-85 onwards, the fine ore handling scheme in Bailadilla Deposit No.5 has been commissioned.

The existing railway line between Koraput-Rayagada is a single line with speed potential upto 65 Kmph and classified as "D" category and used as the transportation corridor of goods traffic mainly minerals and mine products.

The coaching traffic at present consists of seven pairs of Up & Dn trains. The demand of goods traffic on the existing single line is increasing over a period due to increase of production of goods and minerals in the vast catchment and consequent transportation requirement. As a result, doubling of the existing line is essentially required to cater the goods traffic as the existing line is already saturated.

Considering the traffic growth and projected traffic demand of the section and to avoid heavy load on single supersaturated main line. The PET survey for Koraput-Rayagada doubling was sanctioned by the Railway Board under Demand No.2 (Surveys) vide Blue Book 2012-13.

Accordingly, the PET Survey was carried out by D.N. Consultants, Cuttack and the Report was submitted to Railway Board in the year 2015-16. The proposed doubling line connects at Singapur Road and Koraput of Odisha State. The double line between Singapur Road to Rayagada was completed during construction of Raipur-Vizianagaram doubling. Elevation of Koraput is 870m above MSL and the elevation of Singapur Road is 244.50 above MSL.

GENERAL DETAILS OF ROAD NET WORK OF THE AREA

Though the project area is generally growing up with reasonable network of good roads like NH, SH, MDR, ODR, PMGSY, all the Districts & Sub-Divisional head quarters are interconnected with black topped roads. Even Block head quarters are well connected with reasonable good road network system.

All other towns, villages along the alignment are connected by black top/all weather roads.

EXISTING ROAD TRANSPORTATION FACILITIES

Most of the existing/proposed stations enroute are connected with approach link road originated from trunk roads viz. NH, State highways, MDR, Road transport is the basic mode of transport for the commuters between important places and surrounding villages. Presently, the single line Broad Gauge Railway service is available in between Koraput-Singapur Road.

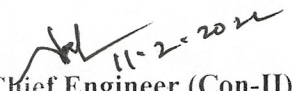
All the stations will have yards layout and other facilities as per existing network and further requirement in connection with Doubling keeping in view the projected traffic growth. Rayagada and Koraput (Jeypore) being the district towns and fast developing cities of the Odisha State blessed with all sorts of communication facilities viz. Railway and road network.

INDUSTRIES AND COMMERCIAL ACTIVITIES IN THE AREA

HAL factory (Hindustan Aeronautics Limited, a defense enterprise of the Government of India) is only 15Km from Koraput town. This HAL factory makes military aircraft engines for MIG and expanding for Sukhoi assembly line. The HAL factory and township surrounded by hills and forest. It employs 6000 Engineers and Technicians, all are staying in the township, next to the factory. The NALCO, Damanjodi also its significance to boost up the economy of the Koraput District. Around 2500 Engineers & Technicians are engaged in the process of extraction of Alumina from Bauxite. Other than the employees there are thousands of workers engaged by hundreds of contractors. Nearby Similguda is developed to cater this population for marketing as well as entertainment. Similguda is mostly inhabited by trading community. These traders and contractors do business in HAL, Sunabeda and NALCO. Damanjodi.

In the area the major Alumina plant established by M/s Aditya Aluminium Ltd. viz. Utkal Alumina International Ltd. (UAIL) of 1.5MTPA near Tikiri and expansion of production capacity is under progress. Besides existing major steel plant of M/s RINL at VSKP, three new steel plants are being established in the area viz. M/s TISCO with 5.5 MTPA capacity (near Jagadapur). M/s Essar Steel Plant of 3.7 MTPA capacity near Bhaunsi station and Integrated Steel Plant of 3.0 MTPA capacity of M/s NMDC near Ambagaon. Due to which substantial additional goods traffic of Ore, finished goods as well as coal linkage is expected on this section.

The doubling line in between Koraput-Singapur Road project falls entirely in Odisha State and will traverses through two districts of Odisha viz. Koraput & Rayagada.


Dy. Chief Engineer (Con-II)
East Cost Railway, Visakhapatnam

उप मुख्य अभियंता (निर्याण)-II
Deputy Chief Engineer (Cons.)-II
पूर्व तट रेलवे, विशाखपट्टणम.
E.Co. Rly., Visakhapatnam.