

Date : 13-05-2023

From :

General Manager (Mines)  
Wonder Cement Limited,  
Plot No. B-2, Transport Nagar,  
Jaisalmer (Rajsathan)-345001

To,

उप वन संरक्षक,  
जैसलमेर

**विषय:** Diversion of 7.3792 ha of Forest Land for Laying of Railway Line for Private Siding for Mining. The complete Project consist of Mining Operation, Clinker & Cement Production. The Total track Length is approx 12.852 KM out of which Forest (Oran) Land to be diverted is 2295.15 mt & 164.60 mt in two stretches. The proposed track will pass from Sonu, Leela Parewar & Parewar village of Jaisalmer (Raj.) (FP/RJ/IND/153357/2022).

**संदर्भ:** भारत सरकार के पत्र दिनांक 03/05/2023 एवं आपका EDS दिनांक : 05.05.2023.

Dear sir,

Earlier we have analysed three (3) routes and then out of three routes, selected the proposed route. **Now as per your direction we analysed one more alternate route no. 3.** The justification for the three (3) alternate routes and the proposed route are as follows:

### SELECTION CRITERION

Points	Alternate Option-1	Alternate Option-2	Alternate Option-3	Selected Option
1.	Mineralised zone exist beneath this route, Hence this route is not acceptable as per State Government guidelines.	This route completely encircles the Parewar village on three sides by Proposed Railway line and on one side by Oran land & Mineralised zone. Hence this route is not suitable.	This route has 4 numbers of abrupt bands (90° or almost 90°). Hence technically not suitable for railway track.	This Complete route passes through govt. land. In this route no private land and no agriculture land exist. This route is away from Mineralised zone.
2.	This route passes through cultivated private land.	<b>For this route local villagers and gram Panchayat have objection (The objection Letter is enclosed).</b>	Length is 1.42 km more than the proposed route.	This route is away from Village & habitation.
3.	This route passes through local water bodies & their catchment.	This route is longest (about 21.5 km) and almost double the length of selected route.	<b>Due to above reasons this route is not suitable therefore not considered.</b>	This route is shortest among all the three routes i.e 12.8 KM (Approx).

WONDER CEMENT LIMITED

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4.	<b>Due to aforesaid reasons this route is not suitable therefore not considered.</b>	In this route 2 no. of village Tar road crossing exists.		<b>This route design is also approved by Railway Department for railway track.</b>
5.		This route also passes through hilly terrain.		For this route the whole land including Oran land and other land has already been kept set -a- Part by state govt. (Copy enclosed). Since at present the possession of the Oran Land is also under the revenue dept.
6.		<b>Due to above reasons this route is not suitable therefore not considered.</b>		This route passes through the barest minimum Oran land.
7.				<b>The selected track route has least tree density only 24 trees/plants exist in 7.38 Hect. Hence almost barren land .</b>
8.				<b>Due to above mentioned favourable reasons this route is most suitable for railway siding and therefore this route is being considered by us and proposed for diversion.</b>

After careful analysis of three (3) alternative routes and the proposed route, the proposed route is most suitable and justifiable and hence the proposal for the diversion of this route is placed.

The three(3) alternate route and proposed route is shown in the map.

For **Wonder Cement Limited**

*Rajendra Bora*  
(Rajendra Bora)  
General Manager (Mines)  
Wonder Cement Limited  
Jaisalmer Project

**Encl : As Above**

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