

JUSTIFICATION FOR LOCATING THE PROJECT IN FOREST LAND

NAME OF COMPANY : CHHATTISGARH - WR TRANSMISSION LIMITED

NAME OF PROJECT : 765 KV S/C CHAMPA - DHARAMJAYGARH TRANSMISSION PROJECT

The Ministry of Power, Government of India has initiated a scheme for development of Transmission System for evacuation of power from various Generating Stations, Transmission of Power from Pooling Stations to Other Grid Stations up to Load Centres and Strengthening of Transmission Network across various States of India.

As a part of this development program, 765Kv S/C transmission system from Champa to Dharamjaygarh is proposed for “Additional System Strengthening Scheme for Chhattisgarh IPP’s and other generation projects in Western Region”.

In this context, the Central Electricity Authority (CEA), Ministry of Power, Government of India has issued the respective approval dated 24th April, 2015 under Section 68(1) of Electricity Act, 2003 in favour of the SPV, M/s Chhattisgarh – WR Transmission Limited for development of the said transmission project.

The crow fly distance between the two ends of the proposed transmission line is about 43 kms. There are numerous patches of forests in between Champa and Dharamjaygarh ends. All the efforts were made to find a viable route which may involves minimum / least forest land. However it was found that, there is no viable route that could avoid forest land.

Three viable alternative routes were identified and detailed survey was undertaken. The objective of this study was to identify the most suitable route in terms of better construability, minimum ecological impacts, least forest involvement and least social impact.

A detailed comparative statement showing the three alternative line alignment is enclosed as **ANNEXURE – I.**

While forest land could not be avoided, the most suitable alignment is ROUTE – I.

The said Project has great National Importance for evacuating the bottled-up power from power surplus states to power deficit states and will also support to provide additional system strengthening of National Grid.



CHHATTISGARH-WR TRANSMISSION LTD

Name of Line: 765 kV SC Champa (Pool)-Dharamjaigarh Transmission Line

ALTERNATIVE ROUTES ALIGNMENT

Sl. No.	DESCRIPTION	ALTERNATIVE ROUTE NO. I	ALTERNATIVE ROUTE NO. II	ALTERNATIVE ROUTE NO. III
1	Route Particulars			
(i)	Bee Line (KM)	43.345 Km	43.345 Km	43.345 Km
(ii)	Length (KM)	51.0186 Km	53.2148 Km	50.9844 Km
(iii)	Angle Points	74 Nos	80 Nos	84 Nos
(iv)	Terrain	Plain Terrain- 75% Hilly / Undulation terrain- 25%	Plain Terrain- 50% Hilly / Undulation terrain- 50%	Plain Terrain- 40% Hilly / Undulation terrain- 60%
2	Environmental Impact	Minimum	Moderate	Moderately High
(i)	<i>Houses within R.O.W.</i>	No house falls within ROW corridor.	No house falls within ROW corridor.	Yes house falls within ROW corridor.
(ii)	<i>Forest involvement (Ha)</i>	22.182 Ha	35.3536 Ha	43.3728 Ha
3	Details of Crossing			
a)	<i>Nos. of Railway Crossing</i>	2 Nos (Central Railway)	2 Nos(Central Railway)	3 Nos (Central Railway)
	<i>Electrified</i>	2 Nos	2 Nos	3 Nos
	<i>Non-Electrified</i>	0	0	0
b)	<i>Nos. NH Crossing</i>	1 No.	1 No	1 No.
c)	<i>Nos. River Crossing</i>	1 No.	1 No.	1 No.
d)	<i>Nos. Power Line Crossing:</i>	19 Nos	22 Nos	20 Nos
4	Airport Area			
	i) Defence	NIL	NIL	NIL
	ii) Civil	NIL	NIL	NIL
5	Historical/Cultural Monuments	NIL	NIL	NIL
6	Sanctuary/National Park	NIL	NIL	NIL
7	Tribal Area	NIL	NIL	NIL
8	Compensation cost	Crop compensation is required to be paid during cultivation season. The compensation is also required where tree cutting is envisaged involving some Tamarind etc.	Crop compensation is required to be paid during cultivation season. The compensation is also required where tree cutting is envisaged involving some Tamarind etc.	Crop compensation is required to be paid during cultivation season. The compensation is also required where tree cutting is envisaged involving some Tamarind etc.
9	Construction problems	Right way problems are less due to less forest area, minimum undulation area, less damage of trees/corps, easy accessibility to move locations compare to Route II & III.	Right way problems are moderate due to higher density of the tree cover in the forest area, minimum undulation area, higher damage of trees/corps, moderate accessibility to move locations.	Right way problems more as the line is passing through populated area and forest area. The undulation area is more, higher damage of trees/corps, difficult accessibility to move locations.

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Sl. No.	DESCRIPTION	ALTERNATIVE ROUTE NO. I	ALTERNATIVE ROUTE NO. II	ALTERNATIVE ROUTE NO. III
10	O&M problems	O&M problems are comparatively less in this alignment due to more approach roads compare to Route II & III.	O&M problems are comparatively moderate in this alignment due to improper approach roads.	O&M problems are more in this alignment due to less availability of approach roads.
11	Approaches along the route	Moderately Good	Good	Not Good
12	Recommendations	<i>This alternative route having minimum Route Length, Minimum Major Crossing well connected by road network which makes it convenient for construction and maintenance of T/L.. The said route has no wildlife sanctuaries, biospheres, ecosensitive zones. This route has less vegetation compare to other routes. Hence, this alternative route is feasible, economical, environment friendly and being recommended for approval.</i>	<i>This alternative route is uneconomical & unfeasible due to more route length and more Highvoltage Line Crossings, higher tree cover, ecologically sensitive, More ROW issues. Hence the route is discarded.</i>	<i>This alternative route is uneconomical & unfeasible due to involvement of higher forest area, higher tree cover, more ROW, Road Crossings, Highvoltage Line Crossings. The Route length is more as compare to Route I & II. Hence the route is discarded.</i>

