

दक्षिण मध्य रेलवे South Central Railway

मंडल रेल प्रबंधक का कार्यालय, परिचालन विभाग,

प्रथमतः, रेल विकास भवन, पट्टाभिपुरम गुंटूर-522006

Office of the Divisional Railway Manager, Operating Branch  
1st Floor, Rail Vikas Bhavan, Pattabhipuram, Guntur-522006

GNT/T.143/YTPS/RDPR Approval/2021/11/a

Dt. 24.11.2021

General Manager, RITES  
Regional Project Office (south),  
Malani Excel, plot No. 25B & 25B/A  
East Maradpally, Secunderabad-500026

Sub: Approval of DPR for proposed private siding of Yadadri Thermal Power Station (YTPS) at Vishnupuram.

Ref:

1. Sr.DOM/GNT Lr.No.GNT/T.143/YTPS/VNUP/RDPR/2021/2 Dt.20.05.2021.
2. CGE/SC Lr.No.W.450/TSGENCO-YADADRI/VNUP/VNUP/GNT/Vol.II Dt.26.07.2021.
3. CEDE/SC' Lr.No.e.61/TrD/Sdg/Vol-XVII Dt.23.07.2021.
4. Dy.CSTE/Plg/SC Lr.No.SG.191.Siding,Vishnupuram.94.20(pilot) Dt.14.07.2021
5. CME/Planning/SC's Lr.No M/274/C&W/YTPS siding/SCR dt.19.07.2021
6. CRSE/SC's Lr.No.M.274/C&W/YTPS siding/SCR dt.04.02.2020.
7. PCCM/SC's Lr.No.C.490/Sdg/Yadadri/TES/VNUP/2020. Dt.09.02.2021
8. TSGENCO Lr.No.CE/C/T/SE/TCD-I/EE/YTPS/Dn-II/F.YTPS RITES/ D.No251/2021-22 Dt.12.11.2021.
9. CTPM/SC's Lr.No. T.143/C/582 Dt.19.11.2021.

The approval Revised DPR of proposed Private Siding for Yadadri Thermal Power Station (YTPS)/VNUP is hereby accorded with a condition that observations made by HQrs under reference 2 to 7 and Division's observations are to be complied before commissioning of the siding.

This has the approval of DRM/GNT

Encl: As above

*(Signature)* 24/11/2021  
Sr.DOM/GNT.

वरिष्ठ मंडल परिचालन प्रबंधक / गुंटूर

Copy to: DRM/GNT for kind information.

CTPM/SC for kind information

ADRM/Infra/GNT & ADRM/O/GNT for kind information.

Sr.DEN/Co-ord/GNT, Sr.DME/GNT, Sr.DSTE/GNT, Sr.DEE/Tr/GNT,

Sr.DEE/M/GNT, DEN/N/GNT for information.

Sr.DGM/RITES(Civil)/HQ/SC for information and necessary action.



TELANGANA STATE POWER GENERATION CORPORATION LIMITED  
YADADRI THERMAL POWER STATION:: VEERLAPALEM

From:  
The Chief Engineer/Construction,  
(5 x800 MW) YTPS,  
Veerlapalem (V), Dameracherla (M),  
NALGONDA District.

To,  
The District Forest Officer,  
Nalgonda District,  
Nalgonda.

Lr.No.CE/Constn/SE/C/CC-I/YTPS( 5x800 MW)/F.Forest Land/D.No. 1202 /2021-22,  
Dt: 31.03.2022

Sir,

**Sub:** TSGENCO- (5 x800 MW) YTPS- Diversion of 12.6203 Ha of Forest land in Nalgonda division for construction of Railway line from Vishnupuram Railway Station to (5x800 MW) YTPS in favour of TSGENCO- Factual justification report for processing of the proposal- furnished -Reg.

**Ref:** Rc.No.4286/2019/S5 (i), Dt: 29.01.2022

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With reference to your office letter cited above, the factual justification report regarding alignment of the railway line from Vishnupuram Railway station to (5x800MW) YTPS plant is here with furnished for further processing of the proposals for acquisition of the above said forest land.

As a part of taking up of works of (5x800MW) YTPS project, at Veerlapalem (V), M/s RITES has been engaged as Project Management Consultant for Survey and Detailed Project Report (DPR) vide TSGENCO's Purchase Order No. (i) CCDO55/ CE/ Civil/ Th/ SE/ TCD-I/YTPS/F.RITES-Dameracherla/D.No.254 /2015, Dt: 22.08.2015 and PO No. (ii) CCD-0022/ CE/ Civil/ T/ SE/ TCD-I/EE/TCD-I/F.YTPS PMC/D.No.57/ 2020.Dt. 30.05.2020 for Private Railway Infrastructure project to get coal transport from Singareni Collieries Company Limited group of Mines i.e. from Rudrampur, Sathupally and other areas. The movement of the Coal is planned through the Indian Railway Network connecting the railway stations Manuguru, Dornakal, Motumari and through branch line from Janpahad Goods railway station and also from the ports situated at Krishnapatnam/Visakhapatnam/Kakinada etc., via Nadikudi-Bibinagar Section. The serving station for the proposed rail infrastructure is Vishnupuram (Class-B).

The transportation of the requirement of huge quantity of coal i.e., 15 MTPA (14-15 rakes/day) shall be met through Railway Corridor only which will also minimize the adverse effect on environment and Eco-system.

Contd.....P2

A detailed survey on route finalization was carried out by M/s RITES for the said Rail Corridor from Vishnupuram Serving Station as a Rail Head station based on the reconnaissance/preliminary/detailed location survey keeping in view the economics, technical, operational, geographical requirements and the most vital aspect of rail traffic safety norms. The most feasible and suitable alignment was selected and the South Central Railway Authorities have also approved the same after thorough scrutiny in terms of technical & operational points of the project vide SCR letter No. GNT/T.143/YTPS/RDPR Approval/2021/11/a, Dt: 24.11.2021 (copy enclosed) and planning to sustain the rail infrastructure for augmentation of proposed Thermal Power Station as well as Rail Corridor in the coming 50 years or more.

Though the length of Siding from take-off station to Marshalling Yard is about 10.64 KM and there was no feasibility to hold the YTPS Coal traffic at take-off station VNUP (Vishnupuram), there is a need to create an intermediate crossing station on the lead line/ siding line at the most feasible location, in terms of geography/technicality/operations in order to regulate/handle uninterrupted, continuous coal rakes movement of 14-15 rakes incoming and outgoing i.e., total 30 rakes/day to the In-plant Yard.

For this Intermediate station, the design was made for 5 lines presently. Provision shall also be needed for further 2 more lines to handle bunching of Coal rakes as well as future increased potential.

For the provision of this yard design and for 7 full length clear standing room of each line 750mts along with track ladder design length as well as traffic safety devices such as overshoot line etc., there must be 1300m to 1600m length with a bare minimum width of 100mts and was planned at the location where height of bank is less than 6.0mtr and through terrain where there is gentle slope transversely.

The following basic design criteria is to be strictly followed:

1. Station is to be constructed in straight alignment as far as possible with level/flatter gradient of 1 in 1200 and up to steepest gradient of 1 in 400 in economical land width as per Railway norms and also on curvature of not more than 2 degree (i.e., 875mts radius) under unavoidable circumstances.
2. There should not be any entry curves sharper than 4 degree (i.e., radius of 450 mts) to the approaching yard design.
3. There should not be any reverse curve alignment on either side of the yard as per Railway visibility norms of Rail traffic.

In view of the above, M/s RITES has adopted 1 in 400 gradient to minimize the bank height to less than 6 mt. and bare minimum land width i.e., 100mts. The proposed alignment through forest area is the only feasible area and is fulfilling the above basic criteria and as such the South Central Railway authorities have approved the same.

The sketch depicting the alignment through forest area for a bare minimum length of 1200mt and width of 100mt is enclosed herewith for perusal as Annexure-I which is self explanatory.

In view of the observations made by the DFO during site visit on 24.01.2022, M/s RITES had once again reviewed the backdrop survey design for minimizing the forest land extent and studied two other options avoiding forest land.

A pictorial sketch on google map is also enclosed for two options shown in cyan colour and blue colour. The following constraints are noted in the new cases.

**CASE-1 (In Cyan colour):**

1. Only 600 mts stretch straight length is available for yard design against the minimum length of 1000mts, which is insufficient and cannot be extended towards state highway due to habitations etc.,
2. Further, on either side of the approach of the straight line, 8 degree curvature is accommodating. But as per procedure in vogue i.e., visibility norms, there should be less than 2 degree curves on either side of approach of the straight length to accommodate full station/yard length requirement of 1000mt., which is not permitted.

**CASE-2 (In Blue colour):**

1. Though about 900mts to 1000mts length of forest land is available, the yard is to be kept on 1.5 degree curvature followed by 8 degree sharper curve which is also not ideal condition in operational and safety point of view.
2. This alignment is crossing existing state highway with about 60 degree skew angle which can't be allowed by road authorities thus keeping in view of their future widening etc., Also, this is not allowed by Railways as the skew angle limit should be less than 30 degree.

Moreover, there is remarkable difference in ground levels between the approved alignment in forest area and proposed alignment in above two cases. Normally siding/rail line embankment up to a maximum height of 6m is recommended. In the alignment as suggested by the DFO, Nalgonda, about 15 - 20mts embankment is required to match with the gradients design between serving station and in plant yard which necessitate land width of 160mtr of forest land instead of 100mt. Thus proposing /creating station yard on such a high bank of about 15-20mts is not advisable due to operational, maintenance, road accessibility as well as safety norms.

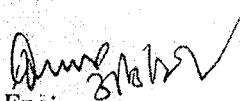
Hence, there is no scope of connecting the alignment through the observed shorter width as explained above in two cases.

At the end, looking into the above constraints, the proposed alignment is the only one to fulfill all the criteria which is most suitable and justified. The South Central Railway has also approved the same considering all the parameters.

Further, every care is taken to design the alignment in such a way that it passes through such a portion of forest, where the density of forest is very thin, thus involving minimum number of felling of trees. Also the alignment is designed in such a way that it does not affect any village habitations falling near the Rail-route.

This is for favour of information and further necessary action.

Yours faithfully,

  
Chief Engineer,  
Construction/YTPS 7/7

Copy to the

1. Chief Engineer/Civil/Thermal/TSGENCO/VS/HYD
2. Superintending Engineer/Civil/Construction Circle-I/YTPS
3. Land Acquisition Officer/EE/C/CD-I/CC-I/YTPS
4. Forest Divisional Officer/ Nalgonda for information
5. AEE/Tech to the Director/Civil/TSGENCO/VS/HYD

No. RITES/SC/TSGENCO/YTPS/2021-22/323  
Dt. 28.03.2022

The Chief Engineer/Construction  
Yadadri Thermal Power Station,  
Veerlapalem(V), Dameracherla (M),  
Nalgonda District.  
Telangana-

Dear sir,

**Sub:-** TSGENCO-YTPS(5X800 MW)-Diversion proposal of 12.6203 Ha. for the construction of Railway Line in Compt No. 40 Rajagutta RF block, in favor of YTPS, Veerlapalem-**Submission of Factual justification report for processing of proposals for acquisition of Forest Land- reg**

**Ref:-**1. Your Lr. No. SE/Civil/CC-II/YTPS (5x800MW)/F. RITES/D.No. 393/2021-22, Dt. 18.02.2022  
2. DFO's letter No. RC No.4286/2019/S5 (I), Dt:29.01.2022

With reference to your above letter at ref.1, the following **FACTUAL JUSTIFICATION FOR ALIGNMENT OF THE PROJECT THROUGH FOREST LAND** is submitted for further processing of the proposals for the acquisition of Forest Land

TSGENCO, the state power generation company of Telangana is setting up greenfield Yadadri Thermal Power Station (YTPS) in Veerapalem Village of Damarcharla Mandal, Miryalguda Division, Nalgonda District of Telangana. The proposed capacity of the project is 4000 MW (5 x 800 MW).

RITES has been engaged as Project Management Consultant for Survey and Detailed Project Report (DPR) vide TSGENCO's Purchase Order No. (i) CCDO55/ CE/ Civil/ Th/ SE/ TCD-I/YTPS/F.RITES-Damercherla/D.No.254 /2015. Dt. 22.08.2015 and PO No. (ii) CCD-0022/ CE/ Civil/ T/ SE/ TCD-I/EE/TCD-I/F.YTPS PMC/D.No.57/ 2020.Dt. 30.05.2020 for Private Railway Infrastructure project to get coal transport from Singareni Collieries Company Limited group of Mines i.e.from Rudrampur, Sathupally and other areas. The movement of the Coal is planned through the Indian Railway Network connecting the railway stations Manuguru, Dornakal, Motumari and through branch line from Janpahad Goods railway station and also from the ports situated at Krishnapatnam/Visakhapatnam/Kakinada etc., via Nadikudi - Bibi Nagar Section; The serving station for the proposed Rail infrastructure is Vishnupuram (Class-B).

The transportation of the requirement of a huge quantity of coal i.e., 15 MTPA (14-15 rakes/day) shall be met through Railway Corridor only which will also minimize the adverse effect on the environment and Eco-system.

क्षेत्रीय परियोजना कार्यालय: मलानी एक्सल, # 10-3-150, 151/1, प्रथम तल, सेंट जॉन्स रोड, ईस्ट मारेडपल्ली, सिकंदराबाद 500026, तेलंगाना (भारत)  
REGIONAL PROJECT OFFICE : Malani Excel, # 10-3-150, 151/1, First Floor, St John's Road, East Marredpally, SECUNDERABAD-500 026, Telangana State, (INDIA).  
Tel. : 040-27818397, 27841499, Ph : 040-40021963, Fax : 040-27813894, Email : secbadpo@rites.com

निगमित कार्यालय: राइट्स भवन नं. 1, सेक्टर- 29, गुरुगौव - 122 001 (भारत) Corporate Office: RITES Bhavan, No. 1, Sector-29, Gurgaon-122 001 (INDIA)

पंजीकृत कार्यालय: स्कोप मीनार, लक्ष्मी नगर, दिल्ली - 110 092 (भारत) Registered Office: SCOPE Minar, Laxmi Nagar, Delhi-110 092 (INDIA)

दूरभाष (Tel.): (0124) 2571666, फैक्स (Fax): (0124) 2571660, ई-मेल (E-mail) : info @rites.com, वेबसाइट (Website): www. rites.com

CIN NO: L74899DL1974GOI007227

*R. Satyam*  
28/3/21

A detailed survey on route finalization was carried out by M/s RITES for the said Rail Corridor from Vishnupuram Serving Station as a Rail Head station based on the reconnaissance/ preliminary/detailed location survey keeping in view the economics, technical, operational, geographical requirements and the most vital aspect of rail traffic safety norms. The most feasible and suitable alignment was selected and South Central Railway **authorities have also approved the same** after thorough scrutiny in terms of technical & operational points of the project vide **SCR letter No. GNT/T.143/YTPS/RDPR Approval/2021/11/a, Dt:24.11.2021** (copy enclosed) and planning to sustain the Rail Infrastructure for augmentation of proposed Thermal Power Station as well as Rail Corridor in the coming 50 years or more.

Though the length of Siding from the take-off station to Marshalling Yard is about 10.64 KM and there was no feasibility to hold the YTPS Coal traffic at take-off station VNUP, there is a need of creating an intermediate crossing station on the lead line/siding line at the most feasible location, in terms of geography/technicality/operations in order to regulate/handle uninterrupted, continuous coal rakes movement of 14-15 rakes incoming and outgoing i.e., total 30 rakes/day to the In-plant Yard.


For this Intermediate station, the design was done for 5 lines presently. Provision shall also be needed for further 2 more lines to handle the bunching of Coal rakes as well as future increase potential.

For the provision of this yard design and for 7 full-length clear standing room of each line 750mts along with track ladder design length as well as traffic safety devices such as overshoot line etc., there must be **1300m to 1600m length** with a bare minimum width of 100mts and was planned at the location where the height of bank is less than 6.0mtr and through terrain where there is gentle slope transversely.

The following **basic design criteria** were strictly followed:

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2. There should not be any entry curves sharper than 4 degrees (i.e., radius of 450 mts) to the approaching yard design.
3. There should not be any reverse curve alignment on either side of the yard as per Railway visibility norms of Rail traffic.

In view of the above, RITES has adopted 1 in 400 gradients to minimize the bank height to less than 6 mt. and bare minimum land width i.e., 100mts. The proposed alignment through forest area is the only feasible area and is fulfilling the above basic criteria and as such South Central Railway authorities have approved the same.

  
28/3/2022



The sketch depicting the alignment through the forest area for a bare minimum length of 1200mt and width of 100mt is enclosed herewith for perusal as Annexure-I which is self-explanatory.

However, RITES has noted the DFO's site visit observations that "why the alignment was not proposing through the forest corridor where the minimum length of forest is involved" vide their letter No. RC No.4286/2019/S5 (I), Dt:29.01.2022.

Accordingly, RITES once again reviewed the backdrop survey design for minimizing the forest land extent and studied two other options avoiding forest land.

A pictorial sketch on Google Maps is also enclosed for two options shown in cyan color and blue color. The following constraints are noted in the new caes.

#### **CASE-1 (In Cyan colour):**

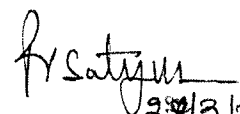
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2. Further, on either side of the approach of the straight line, 8-degree curvature is accommodating. But as per procedure in vogue i.e., visibility norms, there should be less than 2-degree curves on either side of the approach of the straight length to accommodate full station/yard length requirement of 1000mt., which is not permitted.

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1. Though about 900mts to 1000mts length of forest land is available, the yard is to be kept on a 1.5-degree curvature followed by 8 degrees sharper curve which is also not ideal condition an operational and safety point of view.
2. This alignment is crossing existing state highway with about a 60-degree skew angle which cant be allowed by Road authorities thus keeping in view of their future widening etc., Also, this is not allowed by Railways as the skew angle limit should be less than 30 degrees.

Moreover, there is a remarkable difference in ground levels between the approved alignment in the forest area and the proposed alignment in the above two cases. Normally siding/rail line embankment up to a maximum height of 6m is recommended. In the alignment suggested by the DFO, about 15 - **20mts embankment is required to match** with the gradients design between the serving station and implant yard which necessitate a **land width of 160mtr of forest land** instead of 100mt. Thus proposing /creating a station yard on such a high bank of about 15-20mts is not advisable due to operational, maintenance, road accessibility as well as safety norms.

Hence, there is no scope for connecting the alignment through the observed shorter width as explained above in two cases.

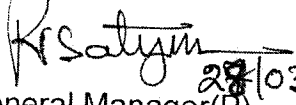
  
28/3/202

At the end, looking into the above constraints, the proposed alignment is the only one to fulfill all the criteria which are most suitable and justified. South Central Railway has also approved the same considering all the parameters.

Every care is taken to design the alignment in such a way that it passes through such a portion of the forest, where the density of the forest is very thin, thus involving the minimum number of felling of trees. Also, the alignment is designed in such a way that it does not affect any village habitations falling near the Rail-route.

Encl:- As above

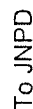
Thanking You

 28/03/2022

For General Manager(P)  
RITES/Secunderabad

- Copy to:-
1. CE/Civil/thermal/Hyderabad for information
  - ✓ 2. SE/Civil/CC-I/YTPS for information
  3. SE/Civil/CD-I/CC-II/YTPS for information
  4. EE/CD-I/CC-I/YTPS for information
  5. EE/Civil-YTPS/TSGENCO/HQ for information

## Proposed Yard in Forest Area



P.V. Satyanarayana/पी. वी. सत्यनारायणा  
संयुक्त महाप्रबंधक/Joint General Manager  
राइट्स लिमिटेड/RITES Limited  
क्षेत्रीय परियोजना कार्यालय Regional Project Office





TELANGANA STATE POWER GENERATION CORPORATION LIMITED  
 VIDYUT SOUDHA:: HYDERABAD - 500082  
 CIN: U40102TG2014SGC94070, Phone No: 040-23499407  
 Website : [www.tsgenco.co.in](http://www.tsgenco.co.in) Email ID: [ce.cth@tsgenco.co.in](mailto:ce.cth@tsgenco.co.in)

From  
 The Chief Engineer/Civil/Thermal,  
 TSGENCO, Vidyut Soudha,  
 Hyderabad-500082

To  
 The Principal Chief Conservator of Forests  
 (HoFF) & Chief Wildlife Warden,  
 Telangana, Aranya Bhavan, Saifabad,  
 Hyderabad.

Lr No:CE/Civil/Thermal/SE.TCD-I/EE-I/F.Div of forest land/D.No.75/2023-24,  
Dt:08.05.2023

Sir,

Sub: TSGENCO-(5X800 MW) YTPS-Diversion of forest land to an extent of **13.195 Ha** under the Reserve forest blocks of Rajagattu and Adavidevulapally in the Nalgonda Division in favour of TSGENCO for construction of Railway line from Vishnupuram Railway station to (5x800MW) Yadadri Thermal Power Station, Veerlapalem (V), Dameracherla (M), Nalgonda Dist including laying of Raw water pipe line from river Krishna to above project - Stage - I approval - EDS - Approval of Wildlife Mitigation plan - Requested - Reg.

- Ref: 1) Lr. No. CE/C/Th/SE.TCD-I/EE-I/F.YTPS-Diversion of forest land/  
 D.No.215/2021-22, Dt. 05.10.2021  
 2) Online proposal No. FP/IG/RAIL/1480308/2021, dated. 05.10.2021  
 3) F.No.4-TSC324/2023-HYD/ISO, Dt. 21.03.2023 of IRO, MoEF&CC, GoI,  
 Hyderabad  
 4) RC.No. PCCF-FC4/FC27/3/2022 on Essential Details sought, Dated:  
 23.03.2023.  
 5) P.O.No.CC-003/CE/C/Thermal/SE.TCD-I/EE-I/ F.YTPS-Wildlife mit  
 plan/ D.No.26/2023-24, Dt:13.04.2023

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It is to inform that, a proposal 2<sup>nd</sup> cited was submitted on PARIVESH portal for diversion of forest land to an extent of **13.195 Ha** under the Reserve forest blocks of Rajagattu & Adavidevulapally in the Nalgonda Division, in favour of TSGENCO for construction of Railway line from Vishnupuram Railway station to (5x800MW) Yadadri Thermal Power Station, Veerlapalem (V), Dameracherla (M), Nalgonda District., including laying of raw water pipe line from river Krishna to YTPS.

The above proposal was considered and discussed in the 14<sup>th</sup> Regional Empowered Committee (REC) meeting at IRO, MoEF&CC, GoI, held on 27.02.2023, wherein, after detailed deliberations, the committee has sought certain information on the subject proposal. Subsequently, the Deputy Inspector General of Forests (Central), IRO, MoEF & CC, GoI, has communicated the Essential Details Sought (EDS) as per the queries/issues raised in the above meeting vide letter 3<sup>rd</sup> cited (copy enclosed for reference) and directed the User Agency (TSGENCO) and State forest department to comply and furnish the same for further consideration of the proposal.

As per the direction/condition No. (ii) of EDS, the following is stipulated by IRO, MoEF & CC, GoI, Hyderabad.

*"Proposal is likely to bifurcate the existing RF into two parts leading to fragmentation in the habitat area of wild animals. Hence, there should be a proper wildlife Mitigation plan with suitable animal passages for seamless movement of wild animals and such plan should be duly approved by the Chief Wildlife Warden. The Wildlife mitigation plan may be prepared with the help of reputed institutes like WII, ZSI etc."*

In this connection, it is to inform that, a Purchase order 5<sup>th</sup> cited was placed on M/s.S.V. Enviro Labs & Consultants, Vishakhapatnam, who is accredited by NABL and NABET for preparation of Wild life Mitigation plan in line with Wildlife Institute of India guidelines and obtaining approval from Chief Wildlife Warden for the proposed diversion of forest land of 12.6203 Ha under Rajagattu RF for construction of Exchange yard (Intermediate crossing station) along the railway line from Vishnupuram Railway station and 0.5747 Ha under Adavidevulapally RF for laying of Raw water pipe line from U/s of Nagarjunasagar Tail pond dam on the river Krishna to the above project.

Subsequently, the Consultants have furnished a detailed report on Wild life Mitigation plan in respect of the proposed diversion of forest land as stated above. The copy of the above report is herewith enclosed for kind perusal.

In view of the above, it is requested to kindly arrange for according approval to the above Wildlife Mitigation plan in respect of the proposed diversion of above forest land at the earliest so as to enable TSGENCO to submit the same to PCCF, Hyderabad for onward submission to IRO, MoEF&CC, GoI, Hyderabad, to obtain Stage-I clearance from MoEF&CC, GoI, for construction of railway line (exchange yard) and laying of raw water pipe line in the above extents of forest land.

Encl: Wild life Mitigation plan  
detailed report

Yours faithfully

  
Chief Engineer/Civil/Thermal 08/05/23

Copy to the:

- 1) CE/Tech to the Chairman and Managing Director, TSGENCO, Vidyut Soudha, Hyderabad.
- 2) Chief Engineer/YTPS, Veerlapalem(V), Dameracherla(M), Nalgonda Dist.
- 3) DE/Tech to the Director/Projects, TSGENCO, Vidyut Soudha, Hyderabad.
- 4) AEE/Tech to the Director/Civil, TSGENCO, Vidyut Soudha, Hyderabad.
- 5) District Forest officer, Nalgonda

**Minutes of meeting held at the chambers of PCCF(FCA) O/o PCCF, Telangana on the diversion of 13.195 Ha of Forest land in Nalgonda division for construction of Railway line from Vishnupuram Railway Station to (5x800MW) Yadadri Thermal Power Station, Veerlapalem(V), Dameracheral (M), Nalgonda District and Raw water intake structure on 15.04.2023 at 11:00 Am**

A meeting was held on 15.04.2023 at PCCF office in the chambers of PCCF (FCA) & Nodal Officer along with all DFO concerned and representatives of User Agencies to discuss the diversion proposal on 13.195 Ha.

The List of Participants are as follows attended the meeting.

<b>S.No</b>	<b>Name</b>	<b>Designation</b>
1.	M.C.Pargaien, IFS.,	PCCF(FCA)
2.	Sivala Rambabu, IFS,	DFO, Nalgonda
3.	P.Srilakshmi, IFS.,	DY.CF(FCA)
4.	Dr.D.Samhitha.,	DCF(WL)
5.	G.Sreenivasa Rao,	CE/C/Thermal /TSGENCO
6.	K.Rama Krishna Reddy	Executive Engineer/C/Thermal/Vidyut Soudha/ TSGENCO
7.	G.Buchaiah	Executive Engineer/C/YTPS
8.	S.Anand Reddy	FRO, Miryalaguda

Various alternatives for the proposed RF land for railway line were discussed and after detailed discussion the following issues were emerged.

1. The User Agency has informed that the marshalling yard (for unloading of coal deposits) is constructed at Northern part of the YTPS plant and construction work of this structure is almost over.
2. A minimum length of 1000 mts (straight line) is required for exchange yard which is only possible in the Reserve Forest area and not towards the southern side in outside RF area where there is no such availability of 1000 mts straight line.
3. As per the railway norms, a curvature not more than  $2^\circ$  should be there and while sticking to this minimum curvature the proposed line is falling only in RF area. (proposed RF)
4. Another problem in adopting the alternate route towards south side it is observed that this alternate alignment is crossing existing state highway with about a  $60^\circ$  skew angle which cant be allowed by Road authorities, keeping in

view of their future road widening and also the same is not allowed by Railway by railways as the skew angle limit should be less than  $30^{\circ}$ .

Considering all these technical points, field situations and other issues, it is observed that the alternative routes either towards extreme south of the RF (or) via south of the proposed railway line are not feasible.

 14.04.2023.  
Principal Chief Conservator of Forests  
& Nodal Officer (FCA)