

**APPENDEX  
(See Rule 6)  
FORM-'A'**

**Form for seeking prior approval under section 2 of the proposals by the state  
Government and other authorities**

**PART-1  
(TO BE FILLED BY USER AGENCY)**

**1. Project details:**

- (i) Short narrative of the proposal and project/scheme for which the forest land is required. **Proposal:** "Permission in an area of **189.6808 ha** forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations."

**Narrative:** The proposed Construction of new third BG Railway line between Kazipet to Balharshah was sanctioned in 2016-17. The section between Ramagundam and Mancheria has been completed and the section between Makudi and Rechni Road stations is targeted for commissioning during the year 2019-20. The alignment of New Third Railway line passing through the forest area within the railway boundary requires Permission for carrying out construction activities under the Forest (Conservation) Act, 1980 and Wildlife (Protection) Act, 1970.

After perusal of various records, it is revealed that during 1982, 107.90 ha (in Achelly RF - 62.00 ha, Vempally RF - 44.50, Garlapet Ext. III RF - 1.40 ha) of forest land was diverted to Railways for doubling works in erstwhile Kagaznagar Forest Division and 9.30 ha in erstwhile Bellampally Forest Division, Rechni Road. Further, for tripling works, an area of 2.8279 ha in Kannala RF, erstwhile Karimnagar East Division was diverted in 2013 and an area of 1.482 ha in Sarangapally RF, erstwhile Mancheria Division was also diverted in 2016 and tripling works have been completed in this Section between Ramagundam and Mancheria. However, out of 107.90 ha forest land diverted in 1982, only 25.5280 ha in Vempally RF, 38.2320 ha in Achelly RF was utilized. The entire 9.30 ha diverted in 1982, Rechni Road was utilized.

The proposed 3<sup>rd</sup> line is being laid within the forest land already in possession of Railway in these forest stretches to minimize fresh diversion of Forest land. Presently all the Engineering works proposed for execution are located under three forest stretches between Makudi and Rechni road railway stations for a cumulative length of 18.05 km falling under forest divisions of Kagaznagar, Asifabad and Bellampally. For obtaining Forest and Wildlife permissions, an ETS & DGPS/DGNSS survey was conducted to assess the extent of forest area and RAW data was submitted to forest department for

processing and authentication. Consequently, Forest Department has processed & authenticated the data and provided the maps indicating an area of **189.6808 ha**.

On the SOI Topomaps published in 1982, for which the survey was carried out prior to 1980, the existence of Railway line has been depicted. Based on the technical specifications adopted by the Railways for laying single/ double/ triple lines, the extent of forest area available with Railways prior to 1980 for single line has been assessed as **127.4332 ha** and technical calculation sheets & SOI topomaps are enclosed as proof of possession of forest area in question under the Railways prior to 1980 in these forest stretches. Therefore the extent of forest land presently being used by the Railways is **127.4332 ha + 63.7600 ha** diverted land (out 107.9000 ha) totaling to **191.1932 ha** including 1.5224 ha of forest land in Garlapet Ext.III.

In forest land of Garlapet ext.III (88) & 9.30 Ha of forest land diverted in Bellampally division, Rechni road, no third alignment nor any other works are proposed.

**Thus, the extent of forest land for which permission is sought is as follows:**

S. No	Division Name	RF Name	Area in ha
<b>Permission</b>			
1	Kagaznagar	Vempally (84)	44.1256
		Achelly (91,92)	68.9095
		Garlapet Ext I	37.1789
		Jakkapur (85)	18.2160
2	Asifabad	Tandur Ext (306/1)	14.9638
3	Bellampally	Tandur (337/2)	6.2870
		<b>Total</b>	<b>189.6808</b>

**Detailed note on the project enclosed.**

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| (ii) Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map. | Map showing the reserve forest area is enclosed.<br><br>The ETS & DGPS/GNSS Survey data map authenticated by the Forest Department enclosed.  |
| (iii) Cost of the project  | <b>Rs.2063.03 Crores</b>  |
| (iv) Justification for locating the project in forest area                                       | The proposed third line between Makudi and Rechni Road Railway stations is a part of the Balharshah to Kazipet tripling project and passes through Kagaznagar, Asifabad and Bellampally Forest divisions of Telangana state. The existing single BG line was added with second BG line during the doubling project during 1982-85 and two forest clearances |



were obtained for doubling works during 1982 in erstwhile Kagaznagar and erstwhile Bellampally divisions for an area of 107.90 ha (63.7600 ha utilized) and 9.30 ha as furnished above. The Railway track connects the North-South corridor of the Indian Railway network which forms an important link for coal mining areas and Industrial areas of Telangana and Maharashtra states. The section between Ramagundam and Mancherla has been completed and the section between Makudi and Rechni Road stations is targeted for commissioning during the year 2019-20. Forest clearances for tripling works in Karimnagar East (2.8279 ha) and Mancherla (1.482 ha) forest divisions have been obtained during 2013 and 2016 respectively.

The important cities and tourist destinations like New Delhi, Nagpur, Warangal, Hyderabad, Vijayawada and Chennai etc., are connected through this Railway line. With all-round growth and rapid increase in both the passenger and goods traffic, this route has been necessitated for the proposition of new third line which will cater to the present and future demands of the passenger and goods traffic with increased speed and punctuality.

The proposed third line has been aligned along the existing railway tracks within the available railway land boundaries, as far as possible, to minimize the forest land diversion/acquisition. The existing alignment of Railway double line track between Makudi - Rechni Road Railway stations passes through forest land of Kagaznagar, Asifabad and Bellampally forest Divisions under compartment nos. Vempally (84), Achelly (91, 92), Garlapet Ext I, Jakkapur (85), Tandur Ext (306/1), Tandur (337/2) in an area of **189.6808 ha**. There is no alternate route to this alignment hence the new third line is proposed parallel to the existing railway tracks passing through this forest corridor, which is under possession of Railways.

- (v) Cost-benefit analysis (to be enclosed). Not Applicable.
- (vi) Employment likely to be generated More than 146000 man days.

2. **Purpose-wise break-up of the total land required.**

Purpose-wise break-up of the total land for which permission sought is:

S No	Division Name	RF Name	Area in ha	Purpose wise breakup
1	Kagaznagar	Vempally (84)	44.1256	Earthwork in embankment /cutting for formation, Construction of Major/Minor Bridges, Road over Bridge, Construction

				of Service Buildings, Earth Retaining walls, Overhead Electric Portals/Masts, Collection and dumping of ballast, Transportation of P-way materials and Laying of new BG track for third line
		Achelly (91,92)	68.9095	Earthwork in embankment /cutting for formation, Construction of Major/Minor Bridges, Construction of Service Buildings, Earth Retaining walls, Overhead Electric Portals/Masts, Collection and dumping of ballast, Transportation of P-way materials and Laying of new BG track for third line
		Garlapet Ext I	37.1789	Earthwork in embankment /cutting for formation, Construction of Major/Minor Bridges, Construction of Service Buildings, Earth Retaining walls, Overhead Electric Portals/Masts, Collection and dumping of ballast, Transportation of P-way materials and Laying of new BG track for third line
		Jakkapur (85)	18.2160	Earthwork in embankment /cutting for formation, Construction of Major/Minor Bridges, Construction of Service Buildings, Earth Retaining walls, Overhead Electric Portals/Masts, Collection and dumping of ballast, Transportation of P-way materials and Laying of new BG track for third line
2	Asifabad	Tandur Ext (306/1)	14.9638	Earthwork in embankment /cutting for formation, Construction of Major/Minor Bridges, Construction of Service Buildings, Earth Retaining walls, Overhead Electric

				Portals/Masts, Collection and dumping of ballast, Transportation of P-way materials and Laying of new BG track for third line
3	Bellam pally	Tandur (337/2)	6.2870	Earthwork in embankment /cutting for formation, Construction of Major/Minor Bridges, Construction of Service Buildings, Earth Retaining walls, Overhead Electric Portals/Masts, Collection and dumping of ballast, Transportation of P-way materials and Laying of new BG track for third line

Out of the **189.6808 ha** of forest land required for this project, **168.4300 ha** in Kagaznagar division forms part of the Tiger Corridor area connecting Kawal Tiger Reserve of Telangana and Thadoba Tiger Reserve of Maharashtra and Indravathi Tiger Reserve of Chattisgarh; and requires permission under Wildlife (Protection), 1972 for which proposals under W(P)Act,1972 are submitted separately.

**3. Details of displacement of people due to the project, if any:**

- (i) Number of families.
- (ii) Number of Scheduled Casts/ Scheduled Tribe families.
- (iii) Rehabilitation plan (To be enclosed)

Does not arise as there are no displacement of the people for the project

**4. Whether clearance under Environment (Protection) Act, 1986 required? (Yes/No)**

No.

**5. Undertaking to bear the cost of raising and maintenance of compensatory afforestation and/or penal compensatory afforestation as well as cost for protection and regeneration of Safety Zone, etc., as**

Enclosed.



per the scheme  
prepared by the State  
Government

6. **Details of  
Certificates/  
documents  
enclosed** as required  
under the  
instructions.

- Justification for locating the Project inside the Forest Land
- Undertaking for depositing the funds towards raising and maintenance of Compensatory afforestation.
- Undertaking for depositing the funds towards payment of Net Present Value (NPV) and Additional NPV.
- Undertaking for depositing the funds towards payment of extraction of tree growth.
- Certificate of Area Minimum.
- Detailed statement requirement of forest land.
- Map in SoI sheet showing the forest land
- Certificate for non-violation of Forest (Conservation) Act, 1980 etc.
- ETS & DGPS/GNSS survey data for forest land proposed for permission



Chief Engineer,  
Construction-VI,  
South Central Railway, Secunderabad.



Deputy Chief Engineer,  
Construction-II,  
South Central Railway, Kazipet