

**UA Additional Document**  
**Deoghar**

**APPENDIX (See Rule 6)**

**FORM – 'A'**

Form for seeking prior approval under section 2 of the proposals by  
the State Governments and other authorities

**PART- I**

(To be filled up by user agency)

1. Project details:
  - (i) Name of the project : MOHANPUR-HANSDIHA NEW BG RAIL LINE PROJECT, state- Jharkhand, category – Railway, shape – Linear, proposal no. – FP/JH/RAIL/30545/2017.
  - (ii) Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map : Enclosures attached in Annexure – XVI
  - (iii) Cost of the project : 753.48 Cr.
  - (iv) Justification for locating the project in forest area- Enclosures attached in Annexure – III
  - (v) Cost-benefit analysis - Enclosures attached in Annexure – X
  - (vi) Employment likely to be generated- No. Due to negative ROR, existing manpower will be readjusted.
2. Purpose-wise break-up of the total land required: Enclosures attached in Annexure – V
3. Details of displacement of people due to project, if any: NO
  - (i) Number of families- NIL
  - (ii) Number of Schedule castes/Schedule Tribe families- NIL
  - (iii) Rehabilitation plan- NA
4. Whether clearance under Environment (protection) Act, 1986 required? : 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 per the scheme prepared by the state Government- Enclosures attached in Annexure – VIII.
6. Details of Certificates/documents enclosed as required under the instructions.

(AMIT KUMAR)

Dy. Chief Engineer/Construction-1/Asansol  
उप मुख्य अभियंता (निर्माण-1)

एस्टर्न रेलवे

Dy. Chief Engineer (CON-1)

Eastern Railway, Asansol

Date:- 15/09/2021

Place:- Asansol (WB)

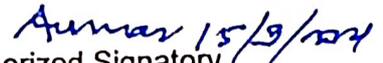
State serial no. of proposal.....

  
Rajkumar Sah, S.F. S.  
Divisional Forest Officer,  
Deoghar Forest Division, Deoghar

**UNDERTAKING/CERTIFICATE**  
**UNDERTAKING OF SPECIFIC WILDLIFE MANAGEMENT PLAN**

This is to undertake and assure that Eastern Railway (construction department) will prepare site specific wildlife management plan in consultation with Jharkhand forest department in compliance of stage-I in principle approval for forest division towards construction of "Mohampur-Hansdiha New BG line project and will implement the mitigation measures of site specific wildlife management plan as approval by competent authority (Chief Wildlife Warden of Jharkhand).

  
Rajendra S.F.S.  
Divisional Forest Officer,  
Deoghar Forest Division, Deoghar

  
Authorized Signatory  
Dy. Chief Engineer/Con-I  
E.Rly/Asansol  
उप मुख्य अभियंता (निर्माण-I)  
पूर्व रेलवे, आसनसोल  
Dy. Chief Engineer (CON-I)  
Eastern Railway, Asansol

# **UA Additional Document Dumka**

# COST BENEFIT ANALYSIS OF MOHANPUR-HANSDIHA-GODDA-PIRPAINTI NEW LINE (BG) PROJECT UNDER EASTERN RAILWAY.

(As per PET Survey)

- 1) **Cost of the Construction:** The total cost of the project will be Rs.1183 059 Cr for 127 170 km Department as well as section wise cost of the projects given below:

Sl	Portion	Civil	S & T	Electrical	Total
1	Part-A Pirpanti-Godda (60-240 km)	567.901 Cr	24.062 Cr	10.08 Cr	602.071 Cr
2	Part-B Godda-Hansdiha (30.00 km)	244.448 Cr	17.579 Cr	5.072 Cr	267.099 Cr
3	Part-C Hansdiha-Mohanpur (36.93 km)	292.714 Cr	17.656 Cr	3.519 Cr	313.889 Cr
Total =		1105.063 Cr	59.297 Cr	18.699 Cr	1183.59 Cr

- 2) **Investment Schedule:** The project has been proposed to be constructed within 5 years from 2012-13 to 2016-17 and proposed pattern of investment is given below

### Pattern of Investment

Year	% of investment in Lakhs						
	%	Civil	%	S & T	%	Electrical	Total
2012-13	5%	5525.32	0%	0	0%	0	5525.32
2013-14	25%	27626.58	20%	1185.94	20%	373.98	29186.50
2014-15	25%	27626.58	30%	1778.91	30%	560.97	29966.46
2015-16	30%	33151.89	25%	1482.43	25%	467.48	35101.79
2016-17	15%	16575.95	25%	1482.43	25%	467.48	18525.85
Total =		110506.30		5929.7		1869.9	118305.90

### 3) Traffic prospect

The proposed line will join the Sahebganj loop line at Pirpanti Station. The new line will meanders through the districts e.g. Deoghar, Dumka and Godda under Jharkhand State in spite of immense natural resources these remote districts are still backward and under developed on account of inadequate transport infrastructure. The proposed link will serve about 14.5 Lakh people over the influenced zone covering about 2430 sq km area proposed line will be predominantly passenger oriented and have no immediate possibility to generate rail bound freight traffic in rake capacity.

*(Signature)*  
**Divisional Forest Officer,**  
**Dumka Forest Division, Dumka**

*(Signature)*  
**उप मुख्य अभियंता (निर्माण-I)**  
**पूर्व रेलवे, आसनसोल**  
**Dy. Chief Engineer (CON-I)**  
**Eastern Railway, Asansol**

*(Signature)*

4) Passenger Projection:

On the basis of model study of comparable section, the generation of passenger from the new project line of 127 km, has been estimated on 18.02 lakh in the opening year 2018-19. The projection of passengers during the whole project life at the rate of 3% linear growth is envisaged below:-

5) Traction and train services:

To deal the estimated volume of passengers, only 3 pair of trains is suggested per day at the initial stage. In such low density traffic, the section will be single. Non-electrified and work under Absolute Block System in conjunction with token less block instrument with MACL signaling arrangement. Mode of train services will be conventional rakes, hauled by diesel locomotive.

6) Financial return:

In absence of freight traffic, the financial return of the project is un-remunerative. Annual earning vis-à-vis recurring expenses of the new project are shown below:-

Year	2018-19	2023-24	2028-29	2033-34
Gross Earnings	196.773	220.500	244.275	268.086
Working Expenses	731.637	768.252	916.428	953.224
Net Earnings	(-)534.864	(-)547.752	(-)672.153	(-)685.138

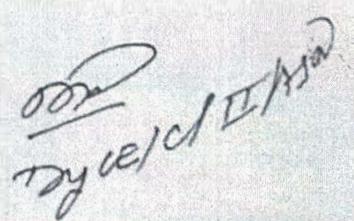
Annual net earnings of the project are negative during the entire project life. Therefore the rate of return (ROR) is negative and has been calculated to (-) 10% in DCF technique.

7) Recommendation:

In financial parameter the project is un-remunerative and theoretically investment for this new rail is not justified. However apart from its financial justification, the construction of this new line may be considered only for the need of socio economic development of backward districts like Dumka and Godda of Jharkhand state, in response to railways social obligation. Further prospectus of sharing of cost of project on 50:50 basis with Jharkhand Government has to be explored as intormed by G.M/E. Railway.

  
Divisional Forest Officer,  
Dumka Forest Division, Dumka

Amun 15/9/2024  
उप मुख्य अभियंता (निर्माण-1)  
पूर्व रेलवे, आसनसोल  
Dy. Chief Engineer (CON-1)  
Eastern Railway, Asansol



**UNDERTAKING/CERTIFICATE**  
**UNDERTAKING OF SPECIFIC WILDLIFE MANAGEMENT PLAN**

This is to undertake and assure that Eastern Railway (construction department) will prepare site specific wildlife management plan in consultation with Jharkhand forest department in compliance of stage-I in principle approval for forest division towards construction of "Mohanpur-Hansdiha New BG line project and will implement the mitigation measures of site specific wildlife management plan as approval by competent authority (Chief Wildlife Warden of Jharkhand).

  
**Divisional Forest Officer,**  
**Dumka Forest Division, Dumka**

*Anurag 15/9/2021*  
**Authorized Signatory**  
**Dy. Chief Engineer/Con-I**  
**E.Rly/Asansol**  
**उप मुख्य अभियंता (निर्माण-I)**  
**पूर्व रेलवे, आसनसोल**  
**Dy. Chief Engineer (CON-I)**  
**Eastern Railway, Asansol**

**Divisional Forest Officer,**  
**Dumka Forest Division, Dumka**

**UNDERTAKING/CERTIFICATE**

**UNDERTAKING OF ADDITIONAL FOREST LAND**

I hereby undertake and assure that if any additional forest land (which has not been mentioned in this proposal already) needs to be diverted, a fresh proposal shall be submitted for the same & due process shall be followed.

*Adhikari*  
**Divisional Forest Officer,  
Dumka Forest Division, Dumka**

*Anurag 20/9/2024*  
Authorized Signatory  
Dy. Chief Engineer/Con-I  
E-Railway Asansol

**उप मुख्य अभियंता (निर्माण-1)  
पूर्व रेलवे, आसनसोल  
Dy. Chief Engineer (CON-I)  
Eastern Railway, Asansol**

## UNDERTAKING IN RESPECT OF UNDER PASS, OVER PASS AND PASSAGEWAYS

1. I hereby undertake that to Provide passageways to retain habitat connectivity at regular intervals, and enhancing permeability of crossing structures, maintaining habitat connectivity.
2. I hereby undertake that to have necessary engineering/Structural options such as land bridges & underpasses for improving the safe movement of migratory elephants across railway lines, along with physical barriers (reinforced fences) to discourage their entry on railway tracks (especially near curves). with respect to "Construction of new BG line between Mohanpur-Hansdiha" by Eastern Railway.

*Ushank*  
Divisional Forest Officer,  
Dumka Forest Division, Dumka

*Arunar 15/5/2017*  
Authorized Signatory  
Dy. Chief Engineer/Con-I  
E-Railway Asansol  
उप मुख्य अभियंता (निर्माण-1)  
पूर्व रेलवे, आसनसोल  
Dy. Chief Engineer (CON-I)  
Eastern Railway, Asansol

**UNDERTAKING IN RESPECT OF ADDITIONAL COMPENSATORY AFFORESTATION**

I/We hereby undertake that the cost of raising & maintaining of Additional Compensatory Afforestation as well as cost for Protection and Registration of Safety Zone etc. as per the scheme prepared by the State Government for diversion of Forest land in respect of "Construction of new BG line between Mohanpur-Hansdiha" under Dumka Forest Division, shall be borne at the cost of Eastern Railway.

*Anura 15/9/2024*

Authorized Signatory  
Dy. Chief Engineer/Con-I  
E-Railway Asansol

उप मुख्य अभियंता (निर्माण-1)  
पश्चिम बंगाल, असांसोल  
Dy. Chief Engineer (Con-I)  
Eastern Railway, Asansol

*[Signature]*  
Divisional Forest Officer,  
Dumka Forest Division, Dumka

APPENDIX(See Rule 6)

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by the State Governments and other authorities

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  - (iii) Cost of the project : 753.48 Cr.
  - (iv) Justification for locating the project in forest area – Enclosures attached in Annexure - VIII
  - (v) Cost-benefit analysis – Enclosures attached in Annexure - XIX
  - (vi) Employment likely to be generated – No Due to negative ROR, existing manpower will be readjusted. - No
2. Purpose-wise break-up of the total land required : Enclosures attached in Annexure - VII.
3. Details of displacement of people due to the project, if any:
  - (i) Number of families. – No.
  - (ii) Number of Scheduled Castes/Scheduled Tribe families. – No.
  - (iii) Rehabilitation plan. (To be enclosed). – No.
4. Whether clearance under Environment (Protection) Act, 1986 required? 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 per the scheme prepared by the State Government – Enclosures attached in Annexure – X
6. Details of Certificates/documents enclosed as required under the instructions – Anx. - XX

*Amit Kumar*  
Signature

(Name in Block letters) **Amit Kumar**

**उप मुख्य अभियंता (निर्माण-1)**  
Address (of User Agency)  
**पूर्व रेलवे, आसनसोल**

**Dy. Chief Engineer (CON-I)**  
**Eastern Railway, Asansol**

Dated:- 15-09-2021

Place:- Asansol

State serial No. of proposal- FP/JH/RAIL/30545/2017.

(To be filled up by the Nodal Officer with date of receipt)

*N. S. S. S.*  
**Divisional Forest Officer,**  
**Dumka Forest Division, Dumka**