

No. KKK/EN/Forest/Hazaribagh East/419

Date:- 09/09/2021

Divisional Forest Officer
Hazaribag East Forest Division,
Jharkhand.

Sub: Diversion of 1.7587 ha of forest land for construction of Dankuni to Sonnagar Section of Eastern Dedicated Freight Corridor in Giridih district of Jharkhand.

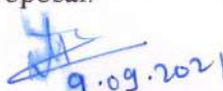
Ref: DFO/HZB/East letter no.2259, dated: 03/09/2021

Para wise compliance of your observation under reference is furnished below for onward processing of online submission of forest proposal in Giridih district under Hazaribagh East forest division.

1. Purpose wise – item wise breakup of forest land is being attached herewith as Annexure-‘A’.
2. Layout plan of the project as required is being attached herewith as Annexure –‘B’.
3. Justification for acquired of forest land with no alternatives is being attached herewith as Annexure –‘C’.

You are requested to process further for early clearance of proposal.

DA:- As above.


(Ajay Kumar)
General Manager/Coordination
DFCCIL/Kolkata


Corporate Office: 5th Floor, Pragati Maidan Metro Station Complex, New Delhi- 110001. Tele: 011-23454700 Web: www.dfccil.com

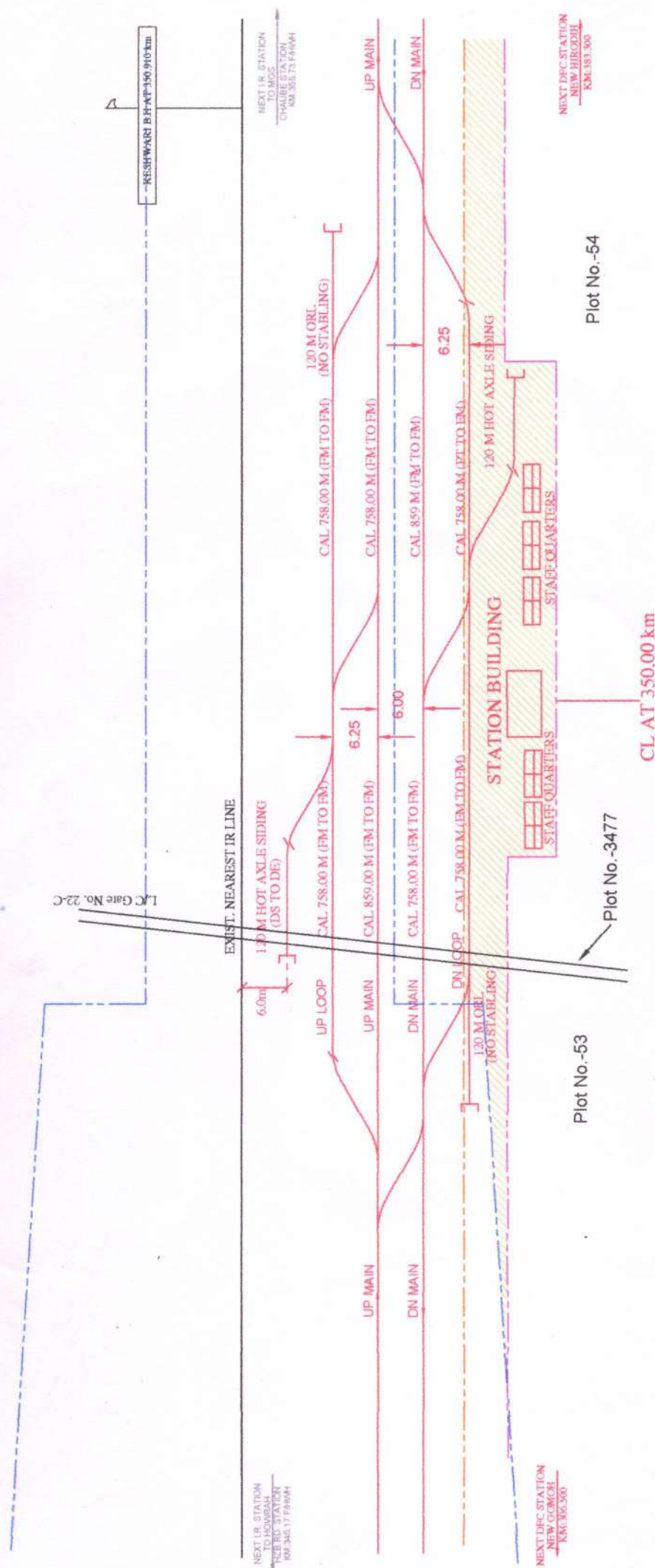
Project Office (Kolkata): 3rd Floor, DCOS Building E-W Metro, Central Park Depot, Setor I, Bidhannagar, SaltLake, Kolkata, WB-700064, Mail –dfcc.kolkata@gmail.com

Corporate Identity No.U60232DL2006GOI155068

Purpose wise – item wise breakup of forest land in
Sariyakhurd village of Plot no.53 & 54:-

S/N	Plot no.	Area in Ha.	Purpose for acquisition	Item details
1	53	0.2899	New Keshwari Station Yard	Yard lines
2	54	1.4688	New Keshwari Station Yard	Station Building & Staff Quarters


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A

महाप्रबोधक / समन्वय-

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हडीकेडेड फ्रेट कारिडोर कार्यान्विष्ट. पॅक इंदिया मि

DISPOSABLE LAND TO BE ACQUIRED

भारत सरकार, NEW THUS, गुडगाँव

India (Ministry of Railways) Enquiry.

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LEGEND:-

PROP. DFC LINE

EXIST, IRLINE

EXIST. IR BOUNDARY

DFC BOUNDARY (Already Acquired)

DFC BOUNDARY (Present)



संविधान संशोधन

DIRECTOR/PP/CO
30.09.2015

DEDICATED FREIGHT CORRIDOR - EASTERN CORRIDOR
KM 14.81 TO KM 543.640

TITLE: CONCEPT PLAN OF NEW KESHWARI OF CROSSING STATION

ORG. NO.

NOT TO SCALE

JUSTIFICATION FOR PROPOSED OF DIVERSION OF FOREST LAND Area-
1.7587Ha IN SARIYAKHURD VILLAGE

Dedicated Freight Corridor Corporation of India Limited (DFCCIL) is a Special Purpose Vehicle set up under the administrative control of Ministry of Railways to undertake & development, mobilization of financial resources and construction, maintenance and operation of the Dedicated Freight Corridors. DFCCIL was incorporated in October, 2006 under Indian Companies Act, 1956.

The DFCCIL core objective is to create world-class rail infrastructure with advanced technology to improve overall transport efficiency.

- To offer guaranteed, faster transit, energy efficient, and environment friendly transport to customers.
- To reduce the unit cost of transport logistics.

Government of India has approved construction of two corridors – the Eastern DFC (1841 route Km) and Western DFC (1500 route Km) – spanning a total length of about 3341 route Km. The Eastern Corridor, starting from Dankuni in West Bengal is passing through the states West Bengal, Jharkhand, Bihar, Uttar Pradesh and Haryana and terminate at Ludhiana in Punjab. The Western Corridor will traverse the distance from Dadri in Uttar Pradesh to Mumbai – Jawaharlal Nehru Port (JNPT), passing through the states of Delhi, Haryana, Rajasthan, Gujarat and Maharashtra.

Dedicated Freight Corridor in the Eastern Corridor is planned between Dankuni to Dadri & Ludhiana to help cater to the freight on this route. The section between Dankuni to Sonnagar is proposed to be implemented through Public Private Partnership (PPP) mode for which appropriate PPP model is being developed by DFCCIL. The proposed freight corridor is being designed for a maximum speed of 100 km/h for train operation. Gomoh to Sonangar is an important section of New Delhi-Howrah double line electrified main trunk route of Eastern Railway connecting the Northern, Central and Eastern regions of the country.

The Eastern Corridor of the DFCC is proposed parallel to the existing Grand Chord section one of the very important section of Indian Railways in Eastern India. The proposed alignment traverses on North side of existing Indian Railway track


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throughout the section except for Koderma -Paharpur section where detour has been proposed. Due to the technical constraint's construction of DFC track along the existing IR track in between Koderma- Paharpur section is not feasible. Entire terrain is mostly plain terrain except hill portion of Chota Nagpur ranges in Koderma detour.

The proposed alignment involves minimum displacement to people and structures and minimum acquisition of forest land. The project authorities have a great concern about the mitigation measures to be adopted for the Protected Forest. In order to ensure the compensation, the cost of Net Present Value (NPV), Compensatory Afforestation (CA) and any other site-specific management and strengthening measures as suggested by the Forest Department will be adopted in letter and spirit by the DFCCIL and cost for the same will be deposited before the execution of the project. The DFCCIL's aim is to follow a low carbon path adopting various technologies options which can help DFCCIL to operate in energy efficient way. The implementation of the DFCC is expected to generate two major impacts namely:

- (a) Shift of freight from road to the low carbon-intensive mode-rail transport and
- (b) Improvement in energy efficiency of freight rail through adoption of improved technologies.

Construction of the new dedicated corridor for goods train is extremely essential for overall economic growth of the country apart from sustaining existing level of traffic demand.

The alignment of EDFC from Sonnagar to Dankuni has been finalized and approx 90% land has been acquired. It is worth mentioning here that Stage-I clearance of forest land of 427.12 Ha land in Bihar & Jharkhand state has already been granted by MoEF in the alignment of EDFC from Sonnagar to Dankuni.

The subject forest land of area 1.7587 Ha is required for construction of New Keshwari station, Staff quarters and one yard line between chainage 348/500 to 350/900. The alignment as well as yard plan of Keshwari yard is already approved (Copy of approved yard plan attached). Vide Corporate office letter no.HQ/EN/EC/Yards/DKAE-DHN dtd.20.11.2014 New Keshwari station

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has been planned (copy attached). Vide DC Giridih letter no.2703/L.A dated 28.11.2020 NOC for naming of New Keshwari station has been accorded (copy attached).

The proposed Keshwari yard between Km 348/500 to 350/900 is a part of Eastern Corridor of the DFCC passing through Giridih district in Jharkhand State. DFCCIL yards and Station are finalized.Length of DFCCIL yard is 2.4 Km


The site of Keshwari Yard and station has been fixed on the above mentioned CH: 348/500 to 350/900 for smooth operation of traffic on DFC. It is further stated that-

- i) New Keshwari station building has to be made along the New Keshwari yard as it is the integral part of yard and essential for operation & safety requirement.
- ii) Shifting of New Keshwari yard is not feasible due to presence of Indian Railway Keshwari station(350/910) and river on west side and another river on East side.
- iii) Also minor shifting of yard will not result avoidance of diversion of forest land.

However, attempts have been made to minimize the impact on the protected forest area, the construction work is restricted up to the formation width only. As far as the technical and engineering aspects are concerned there is no other suitable alternative land for the new construction. Therefore, the proposal for diversion of Forest land on Plot No-53&54, area-1.7587Ha is justified.

Date:

Place:


9.09.2021
General Manager/Co-ordination
Dedicated Freight Corridor Corporation of India
Limited
3rd Floor DCOS Building E-W Metro,
Salt Lake, Sector-1
Kolkata, West Bengal-700064

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No. HQ/EN/EC/Yards/DKAE-DHN

Dated : 20-11-2014

Chief Operations Manager
E. C. Railway
Hajipur.

Sub: Planning of DFC Junction Station for Gomoh-Sonnagar section on East Central Railway.

Eastern Dedicated Freight Corridor extends from Dankuni to Ludhiana and a considerable portion of the Eastern Dedicated Freight Corridor falls in East Central Railway. Dankuni-Sonnagar section has been planned to be taken up under PPP Mode. The DFC alignment is a double line corridor planned in this section running parallel to the existing IR alignment (Howrah-Delhi Rajdhani route). The DFC alignment for Gomoh-Sonnagar section is planned on north side of the existing IR alignment in the entire East Central Railway portion except for Koderma detour between Koderma-Gurpa. The schematic plan showing DFC alignment vis-à-vis IR alignment is enclosed for kind perusal.

2. The Freight Corridor will have 2 types of stations. Stations required for normal operating requirements of DFC are termed as Crossing Station and stations where traffic are to be transferred to/from existing railway network and DFCCIL are termed as junction stations. These stations are placed in such a manner that there is atleast either crossing station or junction station at an approximate 40 Km distance. On each crossing station, minimum 2 Nos. of loops (one UP & one DN) with 1500m CSR (provision of 750m for present and with additional 750m for future) shall be kept. At junction stations yard lay out should suit long haul (2x750m) operations.

3. In East Central Railway Jurisdiction there are 2 Junction stations namely New Gomoh, Chiraila Puthu and 6 crossing stations namely, New Keshwari, New Hirodih, New Koderma, New Paharpur, New Kastha and New Rafiganj. The position of DFC stations are summarized in the table below :-

S.No	Name of Station	Type of Station	Chainage (Ex. HWH)	Inter station Distance (in Km.)
1	New Gomoh	Junction	307.500	44.082
2	New Keshwari	Crossing	350.000	42.500)
3	New Hirodih	Crossing	383.300	33.300
4	New Koderma (on detour)	Crossing	26.800*	38.767
5	New Paharpur	Crossing	440.000**	39.084
6	New Kastha	Crossing	481.666	42.446***
7	New Rafiganj	Crossing	521.000	39.334
8	New Chiraila Puthu	Junction	543.64	22.640

*Koderma detour starts at chainage 395.267, which is considered as chainage 0.00 for koderma detour.

**Koderma detour ends at detour chainage 56.700, which corresponds to main line chainage of 430.806.

***After adjusting 0.78 km additional length of Gaya detour.

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1) Alignment file
2) Yard plan file
Scanned
16/12/14

-: 2 :-

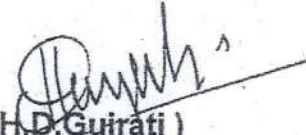
4. Junction station details are as under:-

New Gomoh: This is planned as junction station at Ch: 306.500 between Bholdih-Nimiaghat section. Connectivity from UP Gomoh yard has been planned by providing rail fly over to avoid in surface crossing. Connectivity from DN Gomoh yard has also been provided to the New Gomoh station of DFCCIL. This will facilitate for transfer of traffic between IR and DFCCIL.

Chiraila Puthu: For providing interim connectivity for Sonnagar-Mughalsarai leg of the DFC, connectivity with IR has been proposed at Chiraila Puthu station. This connectivity may continue at the time of commissioning of Dankuni-Gomoh portion of DFCCIL based on traffic requirement.

The DFCCIL's proposal may kindly be examined and any suggestions/comments on the same may kindly be furnished at the earliest to enable DFC to firm up its planning for provision of yards and stations.

Encl: As mentioned


(H.D. Gujrati)
Director/OP&BD


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उपायुक्त-सह-जिला दण्डाधिकारी का कार्यालय, गिरिडीह।

(जिला भू-अर्जन शाखा)

ई-मेल:-dlao-giridih@jharkhandmail.gov.in

पत्रांक 2703/मू 0 अ0, दिनांक 28/11/2020

प्रेषक,

उपायुक्त, गिरिडीह।

सेवा में,

सचिव,

परिवहन विभाग, झारखंड।

विषय :-

DFCCIL के EDFC के मार्गांतर्गत पड़ने वाले नए रेलवे स्टेशन के नामांतरण हेतु प्रस्तावित स्थल का निरीक्षण प्रतिवेदन उपलब्ध कराने के संबंध में।

प्रसंग :-

भवदीय पत्रांक 3295/राँची, दिनांक 18.11.2020.

महाशय,

उपर्युक्त विषयक प्रासंगिक पत्र के संबंध में कहना है कि DFCCIL के द्वारा Eastern Dedicated Freight Corridor (EDFC) के मार्गांतर्गत पड़ने वाले नए रेलवे स्टेशनों के प्रस्तावित नाम के अनुमोदन हेतु प्रस्तावित स्थल का भौतिक निरीक्षण के उपरांत प्रतिवेदन/मंतव्य की मांग की गई है।

उक्त के क्रम में (EDFC) के अंतर्गत इस जिले में पड़ने वाले नए रेलवे स्टेशनों का नामकरण निम्नवत किया जा सकता है :-

Sl.No	At KM	District	Between Indian Railway Stations	Proposed name of EDFC Stations
1	306.500	Giridih	Bholidih BH & Nimiaghat	New NSC Bose Gomoh Jh.
2	350.00		Hazaribagh Rd & Keshwari BH	New Keshwari

अनुलग्नक :- यथोक्त।

जिला भू-अर्जन पदाधिकारी,
गिरिडीह

अपर समाहर्ता,
गिरिडीह।

विश्वासभाजन

28/11/2020
उपायुक्त, गिरिडीह।

महाप्रबंधक/समन्वय

GENERAL MANAGER / Co-ordination

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