

Justification of Project Location

The application for diversion of Forest Land is intended for construction of railway siding for evacuation of Coal in an environment friendly manner.

The forest application is for diversion of 121.29 Ha of forest land (Notified forest - 88.18 Ha, GMJJ-33.11 Ha). The proposal includes construction of Railway siding, Silo, Belt conveyor, CHP, Culvert & Bridges, Green belt, Road, Infrastructure etc in the villages Ara, Chamatu, Sheregada, Chetar, Chedra & Phulbasia of District Latehar and Kurlonga & Kundi of District Chatra of State Jharkhand.

Major portion of the Coal extracted from Magadh Opencast of Central Coalfields Limited will be dispatched from mine through CHP to Magadh Railway siding by 'Rapid Loading System' (RLS) through SILO loading arrangement. Location of CHP has been planned near central portion of working property with a view to reduce the distance of transport of Coal to minimum possible extent. Also it is planned to feed Coal to the CHP through in pit conveyor system so that road transportation will not be involved.

The siding would take-off near Bukru station of the Proposed Arterial (Tori-Shivpur-Hazaribagh) Railway Siding at a distance of about 28 Km from Tori Station. The length of the proposed alignment taking off from Bukuru station of main Arterial railway siding line to the Magadh OCP is about 08 Km, which includes link portion and yard portion with MGR bulb from proposed Bukru Railway station to Magadh OCP. The alignment has been decided keeping in view the minimum disturbance to Forest land.

The Magadh Railway Siding has been planned adjacent to coal mining project to minimise dust generation due to coal transportation to CHP/Silo also restrict vehicle movement and coal transportation cost, which is in compliance to the **first mile connectivity** policy of **Ministry of coal** in line with minimum environmental hazard. Further it is to submit that above **first mile connectivity proposal** is closely being monitored by **Prime Minister Office**, Govt. of India under **PMG Portal**.

To ensure minimum requirement of land and disturbance to forest following points are taken in to consideration:-

1. Minimum route length: - Alternates route has been identified from CMPDI Ranchi, out of three route identified route-i having length of 8kms has been selected as compared to route-ii and iii having length of 11km and 14 km respectively.
2. The Railway line is away from the major settlement areas: - As compared to route ii and iii, route-I is away from major settlement area of Seregada, Chetar, Phulbaisa, Phedra, Ara, Chamatu, Kundi and Kurlonga villages.
3. No wildlife sanctuary/Biosphere/Protected Areas/Aetiological sites: - No wildlife sanctuary/Biosphere/Protected Areas/Aetiological sites are present in selected route.
4. Least forest involvement:- 121.29 Ha Forest land required in route-I is bare minimum, no any alternate route is identified requiring forest area less than 121.29 Ha.
5. No involvement of Defence & Airport authority of India sites:- There is no involvement of Defence & Airport authority of India sites in routes identified for construction of Railway Siding.
6. Higher density tree patches avoided:- Forest density route selected is very less, total of 16211 trees are identified in 121.29 Ha of forest land and also out of 16211 trees 14825 trees are having diameter less than 30 cm.
7. No involvement of temples/ Cultural Habitats/Schools & colleges: - Temples/ Cultural Habitats/Schools & colleges are avoided while making route selection.
8. Road connectivity to project sites to avoid construction of temp roads:- Route No -I (Final route identified) is well connected to road parallel to alignment of Railway Siding.
9. No involvement of Industrial corridor:- There is no any industrial corridor involved in identified route for Magadh Railway Siding.

Comparative statement of three routes are attached, based on which Route I has been decided as Final Route as it require minimum use of land and minimum disturbance to forest land. Also no any alternative route is available without using Forest Land.


Project Officer
Magadh OCP

SADALA SATYANARAYAN
PROJECT OFFICER
MAGADH OCP



भारत 2023 INDIA

वसुधैव कुटुम्बकम्

ONE EARTH • ONE FAMILY • ONE FUTURE



CENTRAL COALFIELDS LIMITED
(A Subsidiary of Coal India Limited)
(A Miniratna Category- I Company)
OFFICE OF THE PROJECT OFFICER
MAGADH OCP, MAGADH-SANGHMITRA
AREA, AVANTIKA, VILL-KUNDI, PO-
SARADHU, DIST:- CHATRA
E-mail ID: **pomagadhms@gmail.com**

COMPARATIVE STATEMENT OF ALTERNATE ROUTE MAGADH RAILWAY SIDING

Sl No.	Description	Route-I	Route-II	Route-III
1	Route Particulars			
	i) Bee Line (KM)	7.712 Km	7.712 Km	7.712 Km
	ii) Length (KM)	8 Km	11 Km	14 Km
	iii) Terrain	Plain Terrain-95 % Hilly /Undulation Terrain-05%	Plain Terrain-85 % Hilly/ Undulation Terrain-15%	Plain Terrain-80 % Hilly/ Undulation Terrain-20%
2	Environmental Impact	Minimum	Moderate	Moderate
3	House within ROW	NIL	25	30
4	Forest Involvement			
i.	Details of Forest Involved	Most of the forests involved are Protected Forest, and some are Revenue Forest. No Reserve Forest, Archaeological /Defence/Aviation Sites, Wildlife Sanctuary, National Parks Eco Sensitive zone, Biosphere is involved in this alignment.	More forest area involved as compared to Final -I	More forest area involved as compared to Route-I and Route-II
ii.	State Involved	Jharkhand	Jharkhand	Jharkhand
iii.	Length of Forest Area	6.2 Km	7.5 Km	7.2 Km
iv.	Reserved Forest	NIL	NIL	NIL
v.	Protected Forest	88.18 Ha	110.00 Ha	95.00 Ha
vi.	GMJJ	33.11 Ha	38.50 Ha	45.00 Ha
vii.	Total Forest Area	121.29 Ha	148.50 Ha	140.00 Ha
viii.	Flora (Number of tress and species)	16211 Sparse flora through most of the alignment commonly found sepcies like Sakhua, Kaaj, Kend, Palash, Simar, Sidha, Chakud, Asan, Bel,Dhauta, Ginjan, Jamun, Liptus etc.	22432 Dense and diverse flora through most of the alignment commonly found sepcies like Sakhua, Kaaj, Kend, Palash, Simar, Sidha, Chakud, Asan, Bel, Dhauta, Ginjan, Jamun, Liptus etc.	24384 Dense and diverse flora through most of the alignment commonly found sepcies like Sakhua, Kaaj, Kend, Palash, Simar, Sidha, Chakud, Asan, Bel,Dhauta, Ginjan, Jamun, Liptus etc.
ix.	Fauna	Wolf, Jungle Cat, Nilgai, Jackal, Hyena, Fox, Rabbit	Wolf, Jungle Cat, Nilgai, Jackal, Hyena, Fox, Rabbit	Wolf, Jungle Cat, Nilgai, Jackal, Hyena, Fox, Rabbit
5.	Railway crossing	Nil	Nil	Nil
6	Road Crossing	2	4	4

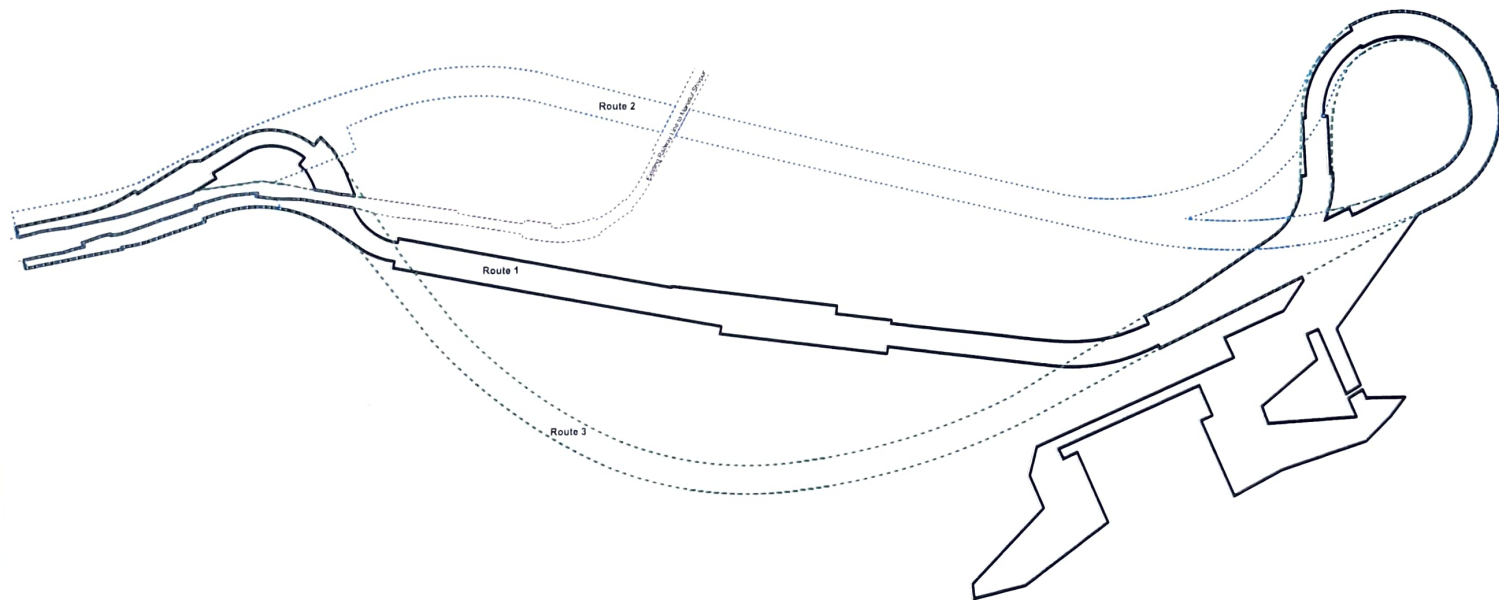

SADALA SATYANARAYAN
PROJECT OFFICER
MAGADH OCP

SI No.	Description	Route-I	Route-II	Route-III
7	Power line Crossing	2	6	4
8	Industrial Corridor	NIL	NIL	NIL
9	Site Connectivity	Good	Moderately Good	Not Good
10	Land	Non-Coal Bearing	Coal Bearing	Coal Bearing
11	Recommendation	This route length is comparable minimum crossings, well connected by road network which is convenient for construction /O &M. This route has no wildlife sanctuaries Biosphere, ESZs, Defence & Aviation zones, Industrial corridors. This route has less vegetation, away from settlements areas and least forest land involved and least no of trees will be impacted. Hence this route is more feasible economical, environment friendly and bearing recommended.	This route is ruled out due to ecological reasons as forest land involved is more compared to Route I, The proposed Railway Siding is passing through some of the settlements areas and no proper approach roads to project sites alternative route is uneconomical & unfeasible.	This route is ruled out due to longest route length compared to Route I & II Impact on ecology is expected to be high due to higher forest area, and involvement most of the area is not feasible in terms of constructability and approach roads.

Remarks:- After Comparing Route –I , Route-II and Route-III from above table Route-I has been selected as Final Route.


Project Officer
Magadh OCP
SADALA SATYANARAYAN
PROJECT OFFICER
MAGADH OCP

Plan Showing Final Route of Magadh Railway Siding & Alternative Routes



- Final Route of Magadh Railway Siding (Route 1)
- Alternate_Route 2
- Alternate_Route 3
- Railway's Land Boundary

Sadala Satyanarayan
 27.11.23
 SADALA SATYANARAYAN
 PROJECT OFFICER
 MAGADH OCP