

# Chhattisgarh East Railway Limited

(A Subsidiary of South Eastern Coalfields Limited)

Government of India Undertaking

CIN: CERL U45203CT2013GOI000729 cerlcewrl@gmail.com

No.CERL/CEWRL/17-18/

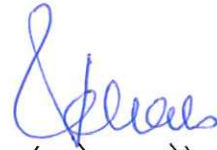
Date: 03.04.2018

## न्यूनतम वन भूमि आवश्यकता प्रमाण पत्र

प्रमाणित किया जाता है कि छत्तीसगढ़ ईस्ट रेल्वे लिमिटेड (CERL), छत्तीसगढ़ द्वारा ईस्ट रेल कॉरीडोर परियोजना (फेस-2) के अंतर्गत कोरबा एवं रायगढ़ जिले के कोरबा एवं धरमजयगढ़ वनमंडल अन्तर्गत उरगा से धरमजयगढ़ तक कुल 62 कि.मी. रेल कॉरीडोर का प्रस्तावित निर्माण कार्य में 144.674 हे. वन भूमि प्रभावित हो रही है।

उक्त रेल कारीडोर के निर्माण हेतु वैकल्पिक मार्गों का विस्तृत अध्ययन किया गया है, जिसके अनुसार माँग कि गई वनभूमि आवश्यक एवं न्यूनतम है।

हस्ताक्षर



(राजेश खरे)

मुख्य कार्यपरिचालन अधिकारी  
CSIDC काम्पलेक्स, महादेव घाट रोड  
रायपुर, (छत्तीसगढ़)

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## Justification for locating the Project in forest land and details of alternatives examined

Government of Chhattisgarh is keen to develop Rail infrastructure for facilitating passengers and freight traffic in the Northern part of Chhattisgarh. This Project is a **Passenger cum Freight corridor line** and will help in overall economic development of Northern Chhattisgarh region.

As part of the **Corridor-I, East Rail Corridor Phase-II**, a new Broad Gauge line is proposed from **Urga (District - Korba) to Dharamaygarh (District- Raigarh)**. The approximate length of the rail corridor is 62 kms.

DIMTS has conducted foot by foot survey of the three route alignments. Based on merits and demerits of the study, a proposed route alignment was selected and approved by SEC Railway, and two alternate routes were mapped for the study of forest cover.

Considering the gradient, Reserve/Protected Forest (including Elephant Corridor), Underground Coal, Habitation/Settlements and the overall length of alignment, the proposed route is considered most suitable, and further studied.

**This study's the forest cover area in the proposed and two alternate routes.** The forest cover area is studied using the forest maps of Dharamjaygarh and Korba forest divisions.

### Criteria used for selection of preferred Route

Alignment is passing through Korba and Raigarh districts and the area is covered by reserve & protected forest, revenue forest and coal mines, hence all the parameters were considered. Main parameters considered are as under:

#### **1. Reserve forest and Protected forest:**

Considered bare minimum reserved & protected forest area. The proposed line should divert least forest area.

  
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## **2. Passenger cum freight corridor:**

The proposed line selected has to be supportive for Passenger cum freight corridor. The proposed line should be well connected for passenger movement.

## **3. Project Cost:**

The length of the rail line corridor has bearing on the total project cost.

## **4. Ruling gradient:**

To achieve the ruling gradient considered 1 in 150 (C) selected alignment considered in possibly flat terrain avoiding forest area.

## **5. Avoid Major Crossings:**

Avoid habituated areas and proper crossing of waterways/Rivers, nearby Roads/Highways etc.

## **6. Revenue forest:**

Revenue forest is falling many places on alignment as it is falling in between the agriculture land.

## **7. Coal Mines:**

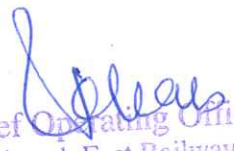
There were several future mines are proposed on the bank of Mand River and nearby areas, to avoid these mines selected alignment was considered and cleared by SECL.

## **8. Habituated/Village/Town areas:**

To avoid diversion of habitated areas the alignment at many places is diverted to bypass these areas and only where it was unavoidable it was considered to pass through.

## **9. High Voltage Transmission Lines:**

Many of High Voltage Transmission Lines are running through the area and many more are under construction. To avoid HT lines crossings and if unavoidable, the crossing angles made as per guidelines of Railways and concerned agencies.

  
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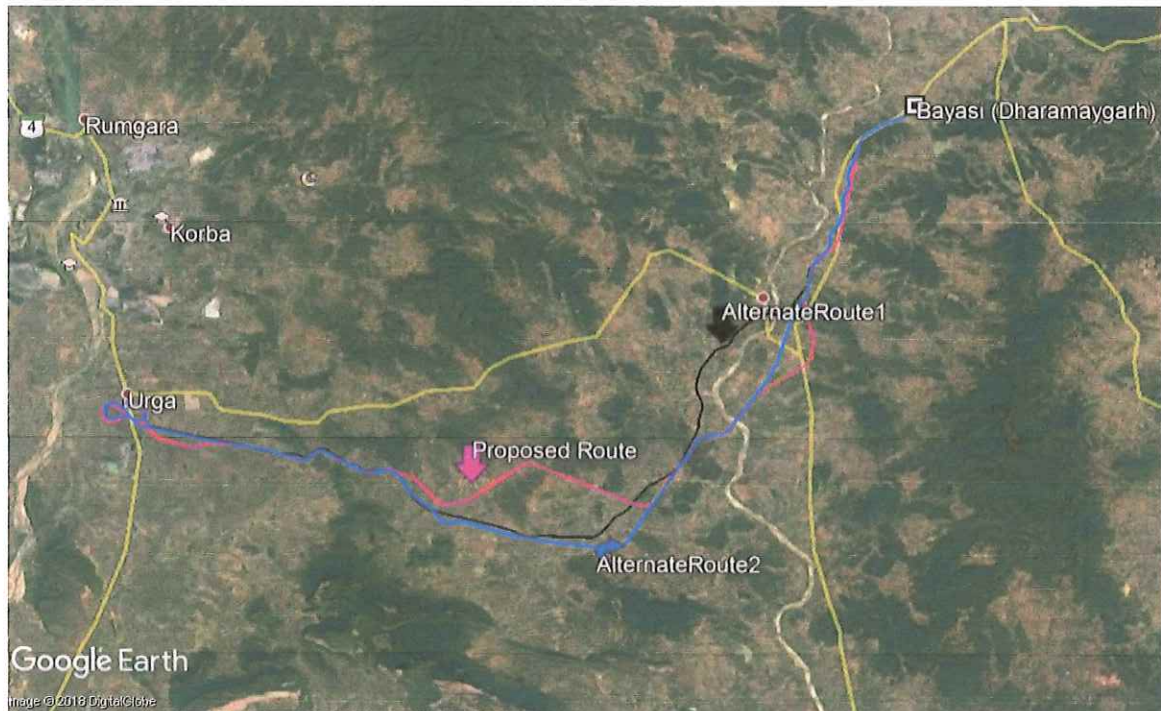
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## Forest Area comparative statement for the two alternate routes and one proposed route

Forest area comparative statement for proposed Urga to Dharamjaygarh BG rail corridor and alternate routes				
Forest Division	Forest Land Type	Alternate route 1 forest area in Ha.	Alternate route 2 forest area in Ha.	Proposed route forest area in Ha.
Korba Forest Division	Orange Area	11.436	13.766	2.537
	Reserve Forest	0.000	0.000	0.000
	Protected Forest	4.923	6.613	0.000
Dharamjaygarh Forest Division	Orange Area	0.000	0.000	7.201
	Reserve Forest	5.052	6.043	0.000
	Protected Forest	12.797	12.799	2.476
<b>Total</b>		<b>34.208</b>	<b>39.221</b>	<b>12.214</b>

**Fig1: Proposed and Alternate Routes for BG Rail Corridor from Urga to Dharamjaygarh on Satellite Imagery.**



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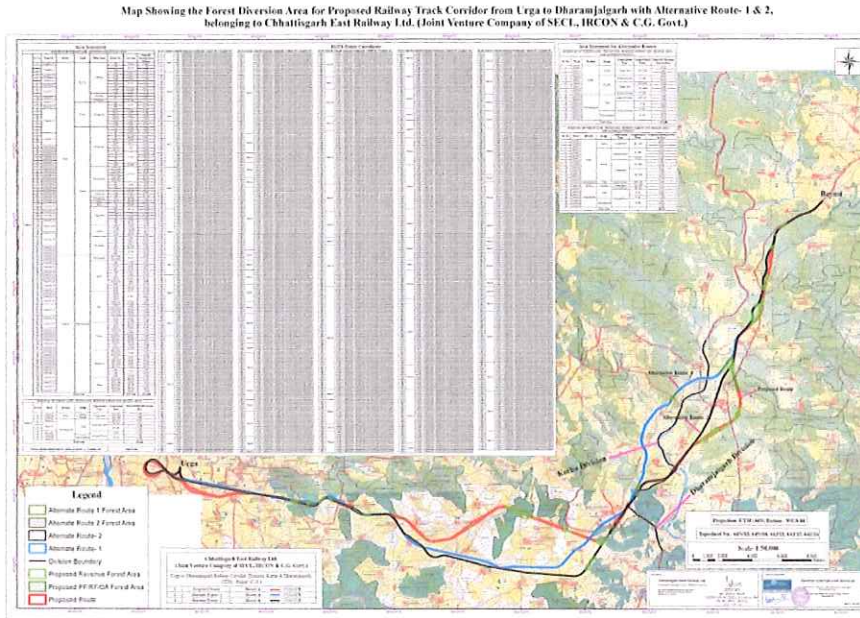
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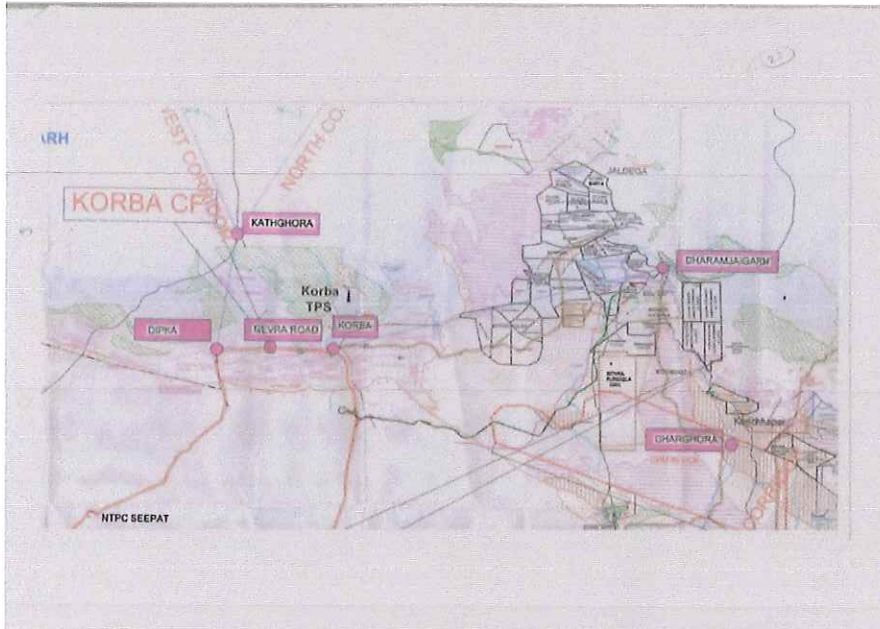
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**Fig 2 : DGPS Surveyed Map of BG Rail Line corridor showing proposed & alternate routes**



**Fig 3 : Map of BG Rail Line corridor on Coal Blocks map**



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