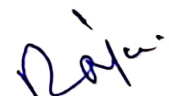


JUSTIFICATION NOTE

Alternate -1	Alternate -2	Alternate -3	Alternate -4 (Selected)
<p>This route is passing through cultivated land and a water body which is being used as a source of drinking water for animals and agriculture purpose. This good quality water source is very precious for this arid zone. Where availability of surface water is rare.</p> <p>Even little water/moisture is important for the human, cattle life, flora-fauna of the area. Government authorities will also not permit to touch the water body for any construction.</p> <p>Moreover to keep the usage of this water body if this alternate is considered a long bridge of 1.75 km length will have to be constructed which will demand heavy cost and threat from safety point of view.</p> <p>This route is crossing the Mineralised zone also which is reserved for harvesting of minerals where other activities are not permitted.</p> <p>Because of above reasons this route could not be selected.</p>	<p>This route is much lengthier and encircling the village Parewar from three (3) sides, which is badly affecting the transportation routes and passage of the villagers and cattle wealth.</p> <p>This railway line will cross 2 tar roads, 1 kuchcha Road and many footpaths. Which will be risky & restrict the movement of public and cattle wealth.</p> <p>More over local villagers and gram panchayat have strongly objected for this option. A protest letter of sarpanch Gram panchayat Parewar already submitted at S.No. 29 of additional information, again enclosed for the reference.</p> <p>This route is lengthiest among-st all options & crossing 2 Pucca and 1 Kuchcha roads so construction of over bridges / under Bridges will invite heavy cost and challenge to safety factors.</p> <p>Because of above reasons this route could not be selected.</p>	<p>This route was designed considering the social aspects and tried to deviate the final route on the way so as to avoid Oran land but 4 abrupt bands of almost 90° will be formed in the track which is out of permissible limits of schedule of dimensions (SOD) of railway guidelines.</p> <p>Therefore this option was also not found considerable.</p>	<p>This is the shortest route & approved by railway authorities.</p> <p>No social aspect is being affected as this route is away from the habitation and not crossing any Road, Passage, Cultivated Land, Hill or any Water Body.</p> <p>Initially alternate no. 1,2,3, were explored in order to avoid Oran (Forest) Land but because of many social and technical aspects those were not found feasible.</p> <p>Ultimately this 4TH option is selected. Which do not affect any social or technical issue. Only 7.3792 ha. Out of 1258.7218 ha. (0.586%) Oran land is involved here and only 2459.75 mtr out of 12852 mtrs railway line (19.13%) is passing through the Oran Land which is unavoidable and bare minimum.</p> <p>The Oran land area visibly and geographically has no difference with other adjoining areas except the title of Oran Land in revenue record.</p> <p>If the proposed 7.3792 ha. Oran Land is diverted it will be rather more developed at the cost of user agency with the creation of various green belts likes safety zone, fragmented part of Oran land and between the boundary of Oran Land and proposed Cement Plant.</p> <p>This Oran land is currently not in possession of forest department and lying undeveloped but if forest department gets equal non forest land (NFL) area of 7.3792 ha., it will be developed with compensatory afforestation (CA) of 8120 plants instead of only 24 no. of trees to be removed because of diversion which will be precious in this arid zone.</p> <p>Considering all these favourable factors this route is finally selected.</p>


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 General Manager (Mines)
 Wonder Cement Limited
 Jaisalmer Project



JUSTIFICATION NOTE


Therefore this selected route has merits over other alternates on the basis of following positive factors :

1. Shortest route among-st the all 4 (Four) alternates.
2. Minimum (least) cost involved as compared to other all alternates.
3. Being away from the habitation no social aspect is being affected with no disturbance to human or cattle life.
4. Technically feasible and safest among-st the all 4 (Four) alternates.
5. Despite of involvement of some Oran land only 24 trees will be removed against which following no. of plants will be planted.

It is Proposed that 18665 Plants will be planted as per table given below against 24 trees removed.

Sr. No.	Area	No. Of Plants
1	Safety Zone	3565
2	Fragmented Oran Land (0.9057 ha.)	905
3	Creation of additional green belt of 1850 mtr. Length in 35 mtr width between boundary of the Oran Land & proposed Cement Plant.	6075
4	Plantation for compensatory afforestation (CA) in 7.3792 Ha. Equal NFL	8120
Total		18665

Which is 778 times of the trees to be removed.


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