

JUSTIFICATION FOR LOCATING THE RAILWAY LINE IN RF-897

NTPC Limited the largest power generation company in India, is setting up thermal power projects in power deficit States. In order to meet the power requirement in Chhattisgarh State, NTPC is setting up an integrated thermal power project at LARA, district-Raigarh with coal linkage from Talaipalli coal mine at Gharghoda owned by NTPC. The proposed capacity of Lara project is 4000MW in two stages, Stage-I (2x800 MW) and Stage-II (3x800 MW).

The proposed power project (LARA STPP) is located at a distance of about 20 km south of Kotarliya Railway station and the dedicated Talaipalli mine for this plant is at a distance of 45 km north of Kotarliya Railway station. Thus the rail track connection is about 65 Kms in length, spreading over 39 Villages and in forest land.

As the Talaipalli coal mine is dedicated for Lara power plant, thus the transportation of coal is planned through a dedicated MGR (Merry Go Round) railway system. The transportation of coal through rail line, will also minimise the adverse effect on environment and eco-system. However, as the Chhattisgarh State has rich wide spread forests, even the best possible route for rail line could not be possible avoiding the forest area.

In order to finalize the most optimum route and for construction of rail line, NTPC engaged railway approved consultants M/s VCC (Indian Railways authorised Consultant/Vendor) & M/s RITES. A detailed survey for route finalization was carried out by M/S VCC. The proposed rail route has been selected considering minimum involvement of forest area & number of trees, minimum hill cutting, habitat area and avoiding submergence area of Kelo Dam (constructed on perennial Kelo river).

The total project construction involves private land, Govt. Land & forest land and all efforts were made to minimize the use of forest land. In this respect, earlier following diversion proposal of forest land was submitted by NTPC which was duly approved Stage-II forest clearance:

- Diversion of 766.393 Ha. of forest land which includes 710.123 Ha. of forest land for Talaipalli Coal Block and 56.270 Ha. for rail line from Kotarliya to Talaipalli mine vide letter F.No. 8-18/2012 FC dated 28.01.2014, MoEF&CC, New Delhi, accorded Stage-II forest clearance of 766.393 Ha.

During the Stage-II approval for diversion of 766.393 Ha. of forest land, requirement of DGPS survey was informed by forest dept. and accordingly DGPS survey was conducted through Chhattisgarh Space Application Centre, Chhattisgarh Council of Science & Technology, Raipur. As per the report of DGPS survey, 8.795 Ha. of forest land was identified as left out which is not included in 56.270 Ha. diverted forest land in rail corridor.


hu 25.08.18
B. CHAKRABORTY
Addl. General Manager (Mining)
NTPC Limited
(A Government of India Enterprise)
Talaipalli Coal Mining Project
Lailunga Road, Gharghoda,
Dist.-Raigarh (C.G.)-496111

This additional forest land (8.795 Ha.) consists of 1.349 Ha. of reserve forest (RF-897) and fourteen numbers of revenue forest patches of 7.446 Ha. in 10 villages of Gharghoda, Tamnar and Raigarh Tahsils under administrative control of District Collector, Raigarh.

In respect of proposed forest land to be diverted, part of rail corridor is passing through the fringes of reserve forest (RF-897) for an area of 1.349 Ha. with minimum forest cover. For the portion of railway line passing through reserve forest, three options for alignment of railway line were examined and **OPTION-I** is found suitable involving minimum forest land. The details of the three options are enclosed herewith and they are also shown in the attached map.

Whereas part of the rail corridor is also passing through revenue forest land in fourteen different patches. The total area involved in these revenue forest patches is 7.446 Ha. and all the revenue forest patches are surrounded by mostly private land and few Govt. land. As the total alignment of rail line is finalized considering the number of factors as described above, leaving revenue forest patches would be unavoidable. Moreover, the majority of surrounding private land patches has already been acquired under New Land Acquisition Act. 2013, Govt. land has been transferred by state Govt. and physical possession has also been taken over by NTPC.

The present proposal is for the diversion of forest land for MGR rail route passing through 1.349 Ha. forest land of RF-897 and 7.446 Ha. of revenue forest land in 14 patches. The total forest land of 8.795 Ha. is proposed to be diverted for the above said purpose.


25.08.18
B. CHAKRABORTY
Addl. General Manager (Mining)
NTPC Limited
(A Government of India Enterprise)
Talaipalli Coal Mining Project
Lailunga Road, Gharghoda,
Dist.-Raigarh (C.G.)-496111

ALTERNATE ALIGNMENT OF RAIL CORRIDOR FOR RF 897

OPTION-I:-

Proposed Rail route passing through RF-897 for about 270 metres involving forest area of 1.349 Ha. and through PF-806 for about 439 metres involving forest area of 3.212 Ha.(total forest area of 4.561 Ha.) with tree density of 0.5 and thus involving minimum number of trees required for felling. Since forest clearance for 3.212 Ha. of forest land of PF-806 has already been accorded by MoEF&CC, presently diversion of only 1.349 Ha. of forest land of RF-897 is required in this option.

OPTION-II:-


Proposed rail route passing through RF-897 for a length of about 500 metres involving forest area of 2.80 Ha. and through PF-806 for length of about 500 metres involving forest area of 4.80 Ha.(total forest area of 7.60 Ha.) with tree density of 0.5 and thus affecting more forest land as well as more trees as compared to OPTION-I.

OPTION-III:-

Proposed rail route passing through PF-806 for a length of about 470 metre involving forest area of 4 Ha. with tree density of 0.5. Further, this route passing through submergence area of Kelo river for longer distance. Rail line construction through this path will damage the natural flow pattern of Kelo river which will be harmful for the environment and ecology.

From the above three alternates, OPTION-I is found the best possible rail route considering involvement of minimum forest area & minimum number of trees, minimum hill cutting and avoiding habitat area and submergence area of Kelo river Dam.

Hence, Rail route of OPTION-I is considered for construction of rail corridor from NTPC Talaipalli coal mine to NTPC Lara, STPP.


25.08.18
B. CHAKRABORTY
Addl. General Manager (Mining)
NTPC Limited
(A Government of India Enterprise)
Talaipalli Coal Mining Project
Lailunga Road, Gharghoda,
Dist.-Raigarh (C.G.)-496111