

**Justification for passing of the proposed Gas transportation pipeline through the
Trishna Wildlife Sanctuary**

ONGC Tripura Power Corporation (called OTPC) has installed a mega combined cycle power plant of 726.6 MW capacity to effectively utilise the gas reserves of State of Tripura. OTPC is scheduled to supply power to state of Tripura as well as other neighbouring states. Further another Power plant of 100 MW capacity has been installed by NEEPCO at Monarchach, Tripura.

Presently part of the Gas requirement of these power plants is being met through discovered gas fields of Tripura. Some of these fields are on decline and Gas from Gojalia field shall be needed to meet the requirement. As per estimates Gojalia Field has a capacity to produce a maximum of 0.6 MMSCMD of gas as per present estimation. Number of wells have already been drilled and are presently capped as no pipeline exists to supply this discovered gas.

To ensure the supply of gas to these power plants, ONGC is committed to create surface facilities and to lay a 12 inch -58 Km pipeline from Gojalia to OTPC, Palatana.

Selection of Pipeline route:

ONGC has identified three alternate routes to lay down the pipeline for the transportation of Gas from Gajalia GCS to OTPC Palatana.

The selection of Pipeline route considered the Wildlife values, Conservation significance, socio-economic scenario & Technical Feasibility as detailed below:

- No occurrence of schedule-I wildlife species along the proposed pipeline route
- Away from the ecological habitat with minimal or least biodiversity
- Less disturbance to wild animals
- Non-forest area or area with low vegetation.
- Away from organized human habitats.
- Easy access to area of interest by roads.

Alternate Project Location examined

Alternate Route-I (along the National Highway)

1. This route was primarily designed to lay the pipeline along the National Highway 44, so that the RoU requirement of the pipelines does not create any new disturbances but accommodates it with a minor expansion of existing RoU of the highway. However, this route passes through human settlements along its route which might pose need of physical and economic displacement, as well as pose societal risk to the communities that might not be acceptable. Moreover, this alternate will not be able to avoid or effectively minimise using the land falling in Trishna Wildlife Sanctuary.

Alternate Route-II (to use only that part of the land falling in Trishna Wildlife Sanctuary which is free of vegetation and devoid of wildlife movement)

1. This route is designed to minimise both the societal risks (such as displacement and safety) as well as environmental risks (removal of vegetation and disturbance to wildlife). Besides being the shortest alternative, it will cross the NH-44 at 2 places but it will be


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away from the human settlements. Right of Use will be required for mostly paddy Fields falling within in the boundary of Trishna Wildlife Sanctuary.

2. Very few trees are likely to be removed removal are expected to be required in segment of pipeline passing through the land of Trishna Wildlife Sanctuary. This will ensure that 75% of the total pipeline alignment in TWLS, will be to the Eastern side of the proposed Agartala- Sabroom broad gauge railway line in the land falling in Trishna Wildlife Sanctuary.

Alternate Route-III (to completely avoid use of land falling in the Trishna Wildlife Sanctuary)

This pipeline route was primarily designed to completely avoid use of land falling in the Trishna Wildlife Sanctuary. However, on detailed assessment, it was found that it would be requiring passing through densely vegetated areas and resulting in significant cutting of trees. This may also affect the Wild Life.

From the above critical analysis on various aspects of environmental, engineering and socio-economic point of view, the alternate route-II is found to be the most suitable route for laying of pipeline.


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