



कार्यालय प्रधान मुख्य वन संरक्षक, छत्तीसगढ़

अरण्य भवन, सेक्टर-19, नार्थ ब्लॉक, केपिटल कॉम्प्लेक्स, नया रायपुर - 492002

(अपर प्रधान मुख्य वन संरक्षक - भू-प्रबंध)

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क्र./भू-प्रबंध/विविध/115-442/3539
प्रति,

रायपुर, दिनांक 11/12/2017

अपर प्रधान मुख्य वन संरक्षक (क्षेत्रीय)

भारत सरकार - पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय

क्षेत्रीय कार्यालय - वेस्ट सेंट्रल रीजन

ईस्टर्न विंग - भू तल, न्यू सेक्रेटेरियेट भवन - VCA के सामने

सिविल लाईन, नागपुर - 440001

पंजी क्र. 3902/10-21 व
दिनांक 15/12/2017

विषय :-

Diversion of 459.522 ha. of Forest Land in favour of Chhattisgarh East West Rail Corridor Ltd, for Construction of East West Rail Corridor from Marwahi Forest Division (77.178 ha.) and Katghora Forest Division (382.344 ha.), under Forest (Conservation) Act, 1980 in Bilaspur and Korba District in the State of Chhattisgarh.

पंजीयन क्रमांक / FP/CG/RAIL/ 6817/ 2014

संदर्भ :-

1. भारत सरकार, पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, क्षेत्रीय कार्यालय, नागपुर में आयोजित REC बैठक दिनांक 27.11.2017 का कार्यवाही विवरण (एजेण्डा क्रमांक-3)
2. आवेदक एजेंसी CEWRL का पत्र क्र. CEWRL/Raipur/Forest/2017-18/108 दिनांक 11.12.2017
3. वन मंडलाधिकारी, कटघोरा वन मंडल का पत्र क्रमांक/तक.अधि/2017/2143 दिनांक 11.12.2017

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भारत सरकार, पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, क्षेत्रीय कार्यालय, नागपुर में आयोजित REC बैठक दिनांक 27.11.2017 को लिये गये निर्णय अनुसार प्रकरण से संबंधित बिन्दु -2 के उपबिन्दु (i),(ii),(iii),(iv) एवं (v) की बिन्दुवार जानकारी आवेदक एजेंसी के संदर्भ पत्र-2 से वन मंडलाधिकारी कटघोरा को प्राप्त हुई है जिसे वन मंडलाधिकारी कटघोरा ने संदर्भ पत्र-3 से इस कार्यालय को प्रेषित किया है।

बिन्दु क्र.	एजेण्डा	आवेदक एजेंसी की टीप	विभागीय अभिमत
2 (i)	Information submitted by the Addl. PCCF & Nodal Officer (FCA), Government of Chhattisgarh as sought by the Regional office vide its letter dated 03.11.2017 may be examined by the Regional office and placed before the committee in its next meeting.	Noted.	आवेदक एजेंसी द्वारा टीप की गई है। विभागीय अभिमत की आवश्यकता नहीं है।

383 (Date: 11/12/2017)

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2 (ii)	Comments of the NTCA may be obtained as the proposed line is located at a distance of approximately 9.0 KM from the Achanakmar-Bandhavgarh	Vide APCCF / LM, Raipur letter No. भू.प्र/विविध/115-412/3478,dated: 06.12.2017 (Annexure 'A'). NTCA has been requested to provide its comments on WLP. Directions issued by NTCA will be implemented with letter & spirit. In this relation an undertaking has been submitted by user agency and same is enclosed as Annexure - 'B' .	आवेदक एजेंसी का कथन सही है।						
2 (iii)	A detailed report on the situational review of the existing capacity of the railway and likely requirement of strengthening of infrastructure	<p>Existing capacity of railways and its utilization as on 31.03.2016 is as under: -</p> <table><tr><th>Section</th><th>% Utilization of chartered line capacity (*)</th></tr><tr><td>Champa-Bilaspur</td><td>139</td></tr><tr><td>Bilaspur- Anuppur</td><td>168</td></tr></table> <p>(*) A Xerox copy of chartered capacity and its utilization as collected from Railways is enclosed as Annexure 'C'.</p> <p>Thus one more additional line is required to meet the present traffic requirement and provide adequate block for maintenance and replacement of over aged assets. This is very important in view of recent spate of derailments on Indian railway on account of asset failures.</p> <p>Since, we are separate organization therefore it is not practicable for us to comment on possibility and requirement of strengthening of present railway infrastructure in Champa-Bilaspur and BilaspurAnuppur Section. However, it is noticed, that Ministry of Railways vide letter no. 2009/W-1/Genl/Surveys/09-10; New Delhi, Dated: 24.06.2010 (Annexure 'D')sanctioned the survey for Gevra- Pendranew railway line despite existing present rail infrastructure. This survey and subsequent sanction of Gevra-Pendra railway line by Railways must have been with due consideration of existing capacity and remote possibility of its further expansion to meet the projected future traffic. In fact, Cabinet Committee on Economic Affairs (CCEA) gave its approval for construction of Gevra-Pendra line on 07.02.2013 (Annexure 'E').</p> <p>East -West Rail Corridor (corridor-III) is one of the 3-corridors conceived by GoCG and its alignment was finalized by a high level committee headed by Chief Secretary of GoCG, representative of MoR,GoCG,NTPC,SECL, confederation Indian Industry for providing rail connectivity to predominantly tribal population.</p>	Section	% Utilization of chartered line capacity (*)	Champa-Bilaspur	139	Bilaspur- Anuppur	168	आवेदक एजेंसी द्वारा एक अतिरिक्त रेलवे लाईन की आवश्यकता संबंधी दी गई टीए से सहमति व्यक्त की जाती है।
Section	% Utilization of chartered line capacity (*)								
Champa-Bilaspur	139								
Bilaspur- Anuppur	168								

realization of true mineral potential, thereby industrialization and development of tribal dominated Northern Chhattisgarh.

For realization of above objectives, GoCG signed MoU (Annexure 'F') with MoR on 27/02/2012 which very clearly defines the motives behind proposed rail corridors. For better appreciation of steamed committee relevant Para from the MoU are being quoted verbatim.

Quote:-

"WHEREAS, the northern region of the State of Chhattisgarh has great potential to contribute to national development, owing to its rich natural resources, prospects for industrialization and endowments in human resources; and is emerging as a hub for power generation and energy security in the country.

And WHEREAS, the aforesaid region of the State of Chhattisgarh has very low rail-density, because of which it is unable to realize its true potential, and is unable to provide rail connectivity to the predominantly tribal population therein;

And, Further WHEREAS GoCG in consultation with MoR had, vide its order dated 09.02.2012 notified a Working Group headed by Chief Secretary, GoCG comprising representatives of MoR, GoCG, National Thermal Power Corporation Limited, South Eastern Coalfield Limited and Confederation of Indian Industry to identify rail Corridors to be developed in North Chhattisgarh for passenger and freight services and suggest possible options for mobilization of investment and management structure.

And WHEREAS, the said Working Group, having considered all relevant information, including the recommendations made by Chhattisgarh integrated Infrastructure Development Committee, constituted earlier by GoCG in April, 2010, and consultations with all stakeholders, has submitted its report on 14.02.2012.

Now, THEREFORE, this Memorandum between MoR & GoCG agrees upon the following broad principles.

1. Three rail corridors would be developed in Northern region of the State of Chhattisgarh, namely:

- (a) Corridor I - East Corridor: Bhupdevpur-Gharghoda-Dharamjaygarh up to Korba with a spur from Gharghoda to Donga Mauha to connect mines of Gare-Pelma block, approximately 180 kms in length.
- (b) Corridor II: North Corridor: Surajpur- Parsa-Katghora-Korba, approximately 150 KMs in length.
- (c) Corridor-III East-West corridor: Gevra Road to Pendra road via Dipka, Katghora, Sindurgarh, Pasan, approximately 122 KMs in length.

2. The aforementioned rail Corridors shall be used for both freight and passenger services and the alignment of the Corridors shall be such as connect the following

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		<p>towns/villages in the region:</p> <p>(a) Corridor I – East Corridor: -Gharghoda-Dharamjaygarh.</p> <p>(b) Corridor II: North Corridor:Katghora , Parsa and Surajpur.</p> <p>(c) Corridor III: East-West Corridor: Katghora, Pasan and Sindurgarh."</p> <p>Thus alignment of rail Corridor-III has been chosen by GOCG on socio-economic considerations with development of tribal areas a centre point.</p>																										
2 (iv)	<p>A consolidated statement of area requirement for the construction of Corridor-III including the proposed main line and side lines.</p>	<p>Consolidated Statement of Area requirement for the construction of corridor-III including the proposed main line and side lines is as under: -</p> <table><tr><th>S. No.</th><th>Corridor</th><th>Non-forest Area (Ha.)</th><th>Forest area (Ha.)</th><th>Total Area (Ha.)</th></tr><tr><td>1</td><td>Gevra Road to Pendra Road (proposed main line)</td><td>481.949</td><td>459.522</td><td>941.471</td></tr><tr><td>2</td><td>Urga to Kusmunda</td><td>142.53</td><td>0</td><td>142.53</td></tr><tr><td>3</td><td>Connectivity of SaraipaliKarthali& Vijaya West Mines</td><td>-</td><td>-</td><td>180*</td></tr><tr><td></td><td>TOTAL</td><td>624.449</td><td>459.522</td><td>1264.001</td></tr></table> <p>(*) This is an approximate area, land under connectivities is under identification & the exact area of land and its bifurcation under assessment.However, area of forest land in connectivity is likely to be very less.</p>	S. No.	Corridor	Non-forest Area (Ha.)	Forest area (Ha.)	Total Area (Ha.)	1	Gevra Road to Pendra Road (proposed main line)	481.949	459.522	941.471	2	Urga to Kusmunda	142.53	0	142.53	3	Connectivity of SaraipaliKarthali& Vijaya West Mines	-	-	180*		TOTAL	624.449	459.522	1264.001	<p>आवेदक एजेंसी द्वारा वन भूमि 459.422 हे. बतायी गई है जिसकी पुष्टि की जाती है।</p>
S. No.	Corridor	Non-forest Area (Ha.)	Forest area (Ha.)	Total Area (Ha.)																								
1	Gevra Road to Pendra Road (proposed main line)	481.949	459.522	941.471																								
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3	Connectivity of SaraipaliKarthali& Vijaya West Mines	-	-	180*																								
	TOTAL	624.449	459.522	1264.001																								
2 (v)	<p>Possibility may be explored by the State government / User agency to shift the alignment at certain location to avoid the forest land for example alignment at Nagai to Kasimati may be shifted along the alternative Range to avoid protected forests and water bodies; Revenue Forest land at</p>	<p>As directed by REC, possibility of shifting the alignment at certain locations to avoid the forest land has been explored and it is noted that: -</p> <ul style="list-style-type: none">The alternative alignment 3 depicted by while line between Nagai and Karimati passes through protected forestcompartment nos. P269, P242, P241 and total forest land involved is about 94.786 hectare, out of which 36.894 hectares area is protected forest. In the selected alignment there is no protected forest and total forest land involved is 103.880 hectare. In selectedalignmentout of 1624 trees, only 708 trees are with girth more than 60 cm.The alternative alignment 3, depicted by white linethere is a fault line between Talmalidand and BhanwerKacchar, and hillockswith steep rise and fall in topography beyond Karimati, necessitating construction of 3.0 Km long tunnel, cost of which will be about Rs. 390 Cr. After discounting the	<p>आवेदक एजेंसी द्वारा दी गई टीप से सहमत।</p>																									

Deepka 1/1 of 1.740 ha. may be shifted western side; Nanbanka 234/1 patches of 1.369 ha. and 0.205 ha. may be shifted on eastern side; Singhiya 105/2 of 4.410 ha. and 1.256 ha. may be shifted to western side to avoid forest land. Other similar location may be re-examined by the State Government to keep the use of forest land at barest minimum.

saving due to reduced length of about 8 Km, additional cost of construction would be Rs 300 cr., which is almost 10% of cost of construction and will make the project financially unviable and unbankable.


- Proposed alignment passes through revenue forest land only along the stream and oviat crossing of stream. The coal blocks of Chotia mines are at a distance of approx. 5 km from the selected alignment, this will provide easy facility for coal evacuation & coal can even be transported through existing road network to proposed rail head thereby not require an additional railway line through the denser forest. But the white alignment is approximately 14kms away from the mines and it will require road/rail connectivity through more dense forests and will face the challenge of two hillocks. This is practically not feasible. The selected alignment also has two proposed stations at km 60 (Matin) & km 69 (Sendurgarh) these will cater need of passenger and freight traffic.
- The alignment in Pasan Range passes through compartment nos.: P188, P187 & OA66/667. It is seen that in OA 666/667 of the Pasan Range, if we shift the alignment to the North, there is denser forest on the Northern side, thus more number of tree cutting will be required. On the southern side there is a water body, the alignment though close but away from this water body. In P-187, when we go from P 188 towards Pendra the alignment has been routed at a distance approximately 200m away from the stream and to avoid crossing. Towards South, we have studied the feasibility of re-routing the alignment from 87.300- 91.300 km in the Pasan range of Kathoghora forest division (P 188 & P187) and it is noted that if we go South, firstly we will have to cross the Bamni River & secondly considering the technical parameters, re-routing will require steeper curve which has its own limitations on operational requirements and alignment will cross the inhabited settlements of Sadomar village.
- As such possibility of avoiding protected forest land in Pasan region could not be materialized by shifting alignment towards North or South.
- At Dipka(1/1) of 1.740 Ha, there is a water body at 40 m from the Western end of the proposed ROW. The alignment at this location is in 4 degree curve (curve no 17) which is a sharp curve. Shifting the alignment on the western side will still require a sharper curve and



		<p>make the railway line almost in-operative. Otherwise, also due to sandwiching nature of revenue forest land, any attempt to avoid this patch will bring some other revenue forest land into the alignment.</p> <ul style="list-style-type: none"> • Revenue forest patches in Nanbanka(234/1) and in Singhiya(105/2) are inter-linked and shifting alignment in one patch will adversely affect the alignment in other patch and eventually disturb other patches of other forest land as well. The area in this region has small patches of forest at small distances and effort has been made to route the alignment selected to cover the least possible forest land. For better appreciation of esteemed committee, a schematic diagram has been enclosed as Annexure-"G". 	
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कृपया प्रकरण में प्रथम चरण की स्वीकृति जारी करने का अनुरोध है।

संलग्न:- Annexure- (A to G)

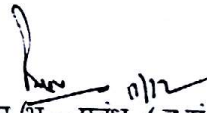

 (एस.एस. बजाज)
 अ.प्र.मु.व.स (भू - प्रबंध / व.सं.अ)
 छत्तीसगढ़

क्र./भू-प्रबंध/विविध/115-442/3540

रायपुर, दिनांक 11/12/2017

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु:

1. अपर मुख्य सचिव, छत्तीसगढ़ शासन, वन विभाग, मंत्रालय, महानदी भवन, नया रायपुर।
संलग्न:- Annexure- (A to G)
2. मुख्य वन संरक्षक, बिलासपुर वृत्त, बिलासपुर।
3. वन मंडलाधिकारी, कटघोरा/मरवाही वन मंडल, छत्तीसगढ़।
4. मुख्य कार्यपालन अधिकारी, छत्तीसगढ़ ईस्ट-वेस्ट रेल्वे लिमिटेड, द्वितीय तल, सी.एस.आई.डी.सी. कामर्शियल काम्पलेक्स, महादेव घाट रोड़, रायपुरा चौक, रायपुर, छत्तीसगढ़।


 अ.प्र.मु.व.स (भू - प्रबंध / व.सं.अ)
 छत्तीसगढ़