



# The Andhra Pradesh Mineral Development Corporation Limited

(A State Government of A.P Undertaking)

D.No. 294/1D, 100 Feet Tadigadapa to Enikepadu Road, Kanur, Vijayawada - 521 137

Andhra Pradesh. Tel : 0866 - 2429999 Fax : 0866 -2429977

E-mail : info@apmdc.ap.gov.in Website : www.apmdc.ap.gov.in

Ref. No. APMDC/HO/SUL/2020-21/ 518

Date: 02.06.2020.

To,  
The Member Secretary,  
(IA Division-Coal Mining),  
3<sup>rd</sup> Floor, Vayu Wing,  
Ministry of Environment, Forest & Climate Change,  
Indira Paryavaran Bhavan, Jorbagh Road,  
New Delhi – 110 003.

**Sub:** Environmental Clearance for “Suliyari Coal Mining Project” 5.0 MTPA of M/s Andhra Pradesh Mineral Development Corporation Limited in mine lease area of 1298 ha located in Singrauli Coalfields (Main Basin), Tehsil Sarai in District Singrauli (M.P.) – reg. **Compliance of observations sought by EAC.**

**Ref:** 1. MoEF&CC file no. J-11015/35/2018-IA.II (M)  
2. Project Proposal No. IA/MP/CMIN/73904/2018  
3. TOR letter no. J-11015/35/2018-IA.II(M) dated 03-07-2018  
4. Minutes of 54<sup>th</sup> EAC (Coal Mining Sector) held on 17<sup>th</sup> April, 2020

Dear Sir,

Environmental Clearance proposal of Suliyari Coal Mining Project was considered in the 51<sup>st</sup> meeting of EAC (Coal Mining) on 5<sup>th</sup> December 2019, wherein certain clarification was sought and revised Form-2 was desired. Andhra Pradesh Mineral Development Corporation Limited (APMDC) resubmitted revised Form-2 along with requisite documents after incorporating clarifications/inputs desired by EAC on 26<sup>th</sup> February 2020. The proposal was examined by the Ministry and further EDS was sought dated 16<sup>th</sup> March 2020, reply/clarifications to the same submitted online as well as through letter dated 6<sup>th</sup> April 2020. Some of the clarification sought was related to the problem in the online PARIVESH portal and those issues were already communicated to NIC as well as MS vide email communication for rectification (*refer Annexure-5*).

Further, the proposal was re-considered for EC in the 54<sup>th</sup> meeting of EAC (Coal Mining Sector) held on 17<sup>th</sup> April 2020 through Video Conference, wherein EAC sought clarity on previous observations and compliance on certain details.

**Point wise compliance to the above is given below:**

Sl. No.	Clarification sought	Compliance
i)	Letter of Intent for the project area has not been submitted by PP from concerned state government authorities and therefore shall be submitted.	<ul style="list-style-type: none"> <li>Ministry of Coal vide vesting order F. No. 103/10/2016/NA dated 29<sup>th</sup> September 2016 allocated Suliya Coal Block to APMDC under provisions of the Coal Mines (Special Provisions) Act, 2015 (<i>Copy of the vesting order enclosed as Annexure-1</i>).</li> <li>Further, <b><u>Directorate of Geology and Mining, Government of Madhya Pradesh has recommended the proposal</u></b> and requested Ministry of Coal to grant previous approval for further grant of mining lease vide letter no. F-3-56/2018/12/1 dated 19<sup>th</sup> September 2018 (<i>Copy of the letter enclosed as Annexure-2</i>).</li> <li>Subsequently, Ministry of Coal granted previous approval vide its letter dated 31<sup>st</sup> October 2019 (<i>Copy enclosed as Annexure-3</i>).</li> </ul> <p>Except above mentioned letters, no such Letter of Intent is issued for Mining Lease by State Government as per prevailing statute.</p>
ii)	Incorrect details filled on PARIVESH Portal regarding status of Forest Clearance (which states that Application for Forest Clearance yet to be submitted) shall be corrected.	<ul style="list-style-type: none"> <li>The issue of incorrect status of Forest Clearance is due to linking problem in PARIVESH Portal for which APMDC had submitted several representations to MoEFCC and NIC. Though, in PARIVESH portal the current FC status is showing to be "<i>Pending with User Agency</i>" (<i>refer Annexure-4</i>).</li> <li>Please refer APMDC's letter to MoEF&amp;CC dated 11<sup>th</sup> April 2020, email from EIA Consultant- MECON LTD. to NIC as well as IA Division dated 6<sup>th</sup> April 2020 and APMDC's EDS reply letter to MoEF&amp;CC dated</li> </ul>



Sl. No.	Clarification sought	Compliance
		<p>6<sup>th</sup> April 2020 (<i>Copy of the communications enclosed as Annexure-5</i>).</p> <p><b><u>Present status of FC:</u></b></p> <ul style="list-style-type: none"> <li>• FC proposal is under consideration at MoEF&amp;CC for Stage-I approval.</li> <li>• The Forest Diversion Proposal has been approved by Madhya Pradesh Govt. and recommended to MoEF&amp;CC, Govt. of India vide letter no. FP/MP/MIN/28619/2017/376 dated 25<sup>th</sup> January 2020 (<i>Copy of the letter enclosed as Annexure-6</i>). MoEF&amp;CC has recommended regional office of MoEF&amp;CC for site inspection vide F. No.8-02/2020-FC dated 04<sup>th</sup> March 2020 (<i>Copy of the letter enclosed as Annexure-7</i>). However, the site inspection is pending due to Covid-19 related lockdown.</li> </ul>
iii)	<p>Proposed site visit of EAC sub-committee for the proposed diversion of Hurdul nallah/river (Perennial tributary of river) which falls into Gopad River. There are various nalla such as Hurdul Nala, Amta nala, Chhtraha nala, Bibiao nala, Jhana nala, Sulkhia Nala including Mahan and Gopad river in the buffer zone. Mahan river is 100 m from the confluence of Hurdul Nallah in the north of the block. Therefore, comprehensive River Protection Plan with detailed study has to be presented including the recommendation of site visit to avoid pollution in the river due to mining activity.</p>	<p><i>The following, is being submitted explaining that streams other than Hurdul do not fall within Suliyari mine catchment and hence are not impacting the Gopad river.</i></p> <ul style="list-style-type: none"> <li>• Water Resource Department (WRD), Singrauli (Madhya Pradesh) vide its letter no. 3827/Technical/Singrauli /2019-20 dated 16<sup>th</sup> December 2019 has given a conditional NOC for diversion of Hurdul Nala+ (<i>Copy enclosed as Annexure-8</i>). APMDC has submitted detail design, drawing and DPR for Nala diversion to WRD. As per condition of the NOC, site inspection of concerned officials from WRD shall be done during construction of Nala diversion (<i>refer</i></li> </ul>

Sl. No.	Clarification sought	Compliance
		<p><i>point no. 4.3 of Annexure 8).</i></p> <ul style="list-style-type: none"> <li>• The core zone (Suliyari Coal Block) drains into Hurdul nala which joins with Gopad River outside the core zone at a distance of about 9.7 km in west direction w.r.t. the ML area.</li> <li>• The other tributaries of Gopad river within the study area viz. <i>Amta nala, Chhtraha nala, Bibiao nala, Sulkhia Nala</i> are outside the catchment area of Hurdul nala. The drainage system of Suliyari Coal Block has no bearing on these tributaries of Gopad river. Drainage map of the study area is enclosed as <i>Annexure-9).</i></li> <li>• Impact of mine drainage and diversion of nala based on quality &amp; quantity has been done and submitted as Annexure- 7.3.2 of revised EIA/EMP report (<i>Copy enclosed as Annexure-10).</i></li> <li>• The proposed diversion of Hurdul nala is only for the stretch of nala which is flowing over the coal bearing area within Suliyari Coal Block. As the total coal block is located within the catchment area of Hurdul nala, thus the proposed diversion will not affect the quantity / flow of water draining into Gopad river at a distance of about 9.7 km in west direction w.r.t. the ML area.</li> <li>• Moreover, sufficient protection measures including toe wall protection for the embankments has been proposed in the DPR as well as provisions for safety of mine and adjoining area in light of the construction of diversion channel is mentioned in Chapter-12 of the DPR. (<i>enclosed as Annexure-11).</i></li> </ul>

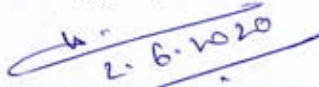


Sl. No.	Clarification sought	Compliance
		We welcome, visit of EAC sub-committee. However, it is requested to kindly relax EAC sub-committee site inspection due to ongoing Covid-19 pandemic lockdown and consider above reply for EC of Suliyari Coal Block. We will abide by the sub-committee recommendation when the visits take place.
iv)	Stage-I Forest Clearance of 259.239 ha of forest land involved is pending and even if the proposal is recommended, EC will not be affective till Stage-I FC is granted.	Agreed. However, in view of the procedure laid down by MoEF&CC, it is requested to kindly recommend EC for the project, APMDC is committed to submit Stage-I FC within stipulated timeline.
v)	Detailed timeline for construction of railway siding in mining lease including number of level crossing, IP points etc. shall be provided as Member Secretary, Madhya Pradesh Pollution Control Board in its letter dated 22 <sup>nd</sup> October, 2019 has proposed 100% transportation of coal through rail line only.	<ul style="list-style-type: none"> <li>Detailed Timeline for construction of railway siding in mining lease is enclosed as <i>Annexure – 12</i>.</li> <li>Techno-Economic Feasibility Report for Railway Siding prepared by RITES is enclosed as <i>Appendix-1 of Annexure – 12</i>. Technical details are indicated in page no. 18-19 of the TEF.</li> </ul>
vi)	Singrauli Area being a Severely Pollution Area (SPA), PP needs to propose the mechanism for environment management/protection as per Ministry's OM dated 31 <sup>st</sup> October, 2019.	The mechanism for environment management/ protection as per Ministry's OM dated 31 <sup>st</sup> October, 2019 is enclosed as <i>Annexure-13</i> .
vii)	Traffic Impact Assessment for coal transportation for mine to siding (12 km) for initial 5 years should include presence of habitation /population /households and likely impact of pollutants on them.	Traffic Impact Assessment for coal transportation from ML to Gajra-Bahra Railway Siding (12 km) for initial 5 years is given in <i>Annexure-14</i> .

In view of the above, it is requested to kindly consider Environmental Clearance proposal of Suliari Coal Mining Project in upcoming meeting of EAC to enable us to comply of timeline, without further delay, mentioned in efficiency parameters issued by Ministry of Coal for Suliari Coal Block (zero date for Environmental Clearance is 28<sup>th</sup> June 2018) and expediting project execution which is getting delayed further due to ongoing Covid-19 pandemic.

This is submitted for your kind information and necessary action.

Thanking you,

  
2.6.2020

Authorized Signatory

Andhra Pradesh Mineral Development Corporation Limited

**H.D. Nagaraja**

Executive Director

**THE A.P. MINERAL DEVELOPMENT CORPORATION LTD.**  
D.No:294/1D, 100 Feet Road, (Tadigadapa to Enikepadu Road)  
Kanuru, VIJAYAWADA-521137. Andhra Pradesh



**LIST OF ANNEXURES**

<b>Annexure No.</b>	<b>Title</b>
Annexure – 1	Coal block allotment letter (F.No. 103/10/2016/NA dated 29-09-2016)
Annexure – 2	Copy of letter of Directorate of Geology and Mining, Government of Madhya Pradesh no. F-3-56/2018/12/1 dated 19.09.2018
Annexure – 3	Previous approval letter of MoC dated 31.10.2019
Annexure – 4	Current FC status - as per PARIVESH
Annexure – 5	Communication of PP with MoEFCC/ NIC regarding linking issue of FC proposal in Form-2.
Annexure – 6	Recommendation of FC proposal by MP Govt. vide letter no. FP/MP/MIN/28619/2017/376 dated 25.01.2020.
Annexure – 7	MoEF&CC's letter to RO (MoEF&CC) for site inspection vide F. No.8-02/2020-FC dated 04.03.2020.
Annexure – 8	NoC for Nala diversion by WRD, Singrauli (MP) vide letter no. 3827/Technical/Singrauli/2019-20 dated 16.12.2019.
Annexure – 9	Drainage map of the study area
Annexure – 10	Impact of mine drainage and diversion of nala based on quality & quantity.
Annexure – 11	Chapter-12 of DPR for Hurdul nala diversion
Annexure – 12	Detailed Timeline for construction of railway siding in mining lease including TEFR for Railway Siding prepared by RITES.
Annexure – 13	<b>Mechanism for environment management/ protection as per Ministry's OM dated 31.10.2019.</b>
Annexure – 14	Traffic Impact Assessment for coal transportation from ML to Gajra-Bahra Railway Siding (12 km) for initial 5 years

**Government of India**  
**Ministry of Coal**  
**O/o the Nominated Authority**

World Trade Centre, New Delhi

Office of the nominated authority constituted under section 6 of the Coal Mines (Special Provisions) Act, 2015.

**Allotment order under clause (c) of sub-rule (2) of rule 7 and sub-rule (1) of rule 13**

In re: **Suliyari Coal Mine** (the "mine") particulars of which is specified in **Annexure 1**

Order no.: F. No. 103/10/2016/NA

Date: September 29, 2016

In favour of: **The Andhra Pradesh Mineral Development Corporation Limited** incorporated in India under the Companies Act, 1956 with corporate identity number U13209TG1961SGC000871, whose registered office is at 6-2-915, 3<sup>rd</sup> Floor, HMWSSB Premises, Rear Block, Khairathabad, Hyderabad- 500004, India (the "Allottee")

For: Sale of Coal

WHEREAS, the nominated authority has, in accordance with the provisions of the Coal Mines (Special Provisions) Act, 2015 (the "Act") and the Coal Mines (Special Provisions) Rules, 2014 (the "rules") conducted the allotment of the mine;

AND WHEREAS the allottee is eligible to receive this allotment order with respect to the mine as described in this allotment order, including, inter-alia -

(a) the coal bearing land acquired by the prior allottee and the lands, in or adjacent to the coal mines used for coal mining operations acquired by the prior allottee; and

(b) any existing mine infrastructure as defined in clause (j) of sub-section (1) of section 3 of the Act.

AND WHEREAS the allottee was also the prior allottee of such Schedule I coal mine;

AND WHEREAS, the allottee has deposited the additional levy payable under sub-section (3) of section 5 of the Act on or prior to the due date specified under rule 18 of the rules;





AND WHEREAS the allottee has furnished a performance bank guarantee dated September 21, 2016 for an amount equal to INR 285,60,00,000.00 (Indian Rupees Two Hundred Eighty Five Crore and Sixty Lakh) issued by Andhra Bank in accordance with the allotment document read with sub-section (6) and sub-section (12) of sections 8 of the Act and sub-rule (4) rule 13 of the rules;

AND WHEREAS the allottee has entered into an Allotment Agreement dated August 24, 2016 (as amended) with the nominated authority in accordance with the provisions of sub-rule (5) of rule 13.

NOW, THE NOMINATED AUTHORITY DOES ORDER:

1. On and from September 29, 2016 ("allotment date") and in accordance with sub-section (4) of section 8 read with sub-section (12) section 8 of the Act, with respect to the mine, the following shall stand fully and absolutely transferred and vested in the allottee, namely: -

- (a) all the rights, title, interest and liabilities as were available to the prior allottee;
- (b) entitlement to a mining lease to be granted by the State Government with the terms and conditions of the Allotment Agreement forming a part of it on making an application;
- (c) all statutory licences, permits, permissions, approvals or consents as per rules, required to undertake coal mining operations in the mine, if already issued by the Central Government, to the prior allottee on the same terms and conditions as were applicable to the prior allottee, as listed in the **Annexure 2**;
- (d) entitlement to any statutory licence, permit, permission, approval or consent required to undertake coal mining operations in the mine, if already issued by the Central Government, to the prior allottee on making an application on the same terms and conditions as were applicable to the prior allottee, as listed in the **Annexure 3**;
- (e) entitlement to any statutory licence, permit, permission, approval or consent required to undertake coal mining operations in the mine, if already issued by the State Government, to the prior allottee on making an application on the same terms and conditions as were applicable to the prior allottee, as listed in the **Annexure 4**;
- (f) rights appurtenant to the approved mining plan of the prior allottee;
- (g) in the event the secured creditor elects to continue the facility arrangements and security interest, the Allottee shall continue the credit or banking facilities or other lending arrangements to which the prior allottee was a party in terms of clause (a) of sub-section (1) of section 12 of the Act;

2. The Allottee may seek any change in the terms and conditions attached to such licence, permit, permission, approval or consent by making an application in accordance with applicable laws;



- 3 This Allotment order is liable to be cancelled in accordance with the provisions of sub-rule (6) of rule 13.

*Nirankar Singh*  
(By the nominated authority)





**Annexures:****Annexure 1: Particulars of the mine****Part A – Description of the mine**

Coal Mine	Suliyari
Latitude	N 23°55'28" to 23°58'15"
Longitude	E 82°18'52" to 82°20'58"
Coalfield	Singrauli Coalfield
Villages	Aamdand, Amraikoh, Belwar, Dongri, Jheleri, Majholipath & Seerswah
Tehsil/Taluka	Waidhan
District	Singrauli
State	Madhya Pradesh



**Part B – Description of Land in relation to the mine**

**Type of Land:** Freehold Land for Mining as per Mining Lease

*Nil*

**Type of Land:** Leasehold Land for Mining as per Mining Lease

Nature	Area (Hectares)
Government Land	-
Private Land	0.20
Forest Land	-





**Part C – Description of Mine Infrastructure in relation to the mine****C1- Mine Infrastructure: Immovable Assets***Nil***C2- Mine Infrastructure: Land for Compensatory Afforestation****Type of Land:** Freehold Land for Compensatory Afforestation*Nil***Type of Land:** Leasehold Land for Compensatory Afforestation

Nature	Area (Hectares)
Government Land	-
Private Land	-
Forest Land	-

**C3- Mine Infrastructure: Resettlement and Rehabilitation Land****Type of Land:** Resettlement and Rehabilitation Freehold Land*Nil***Type of Land:** Resettlement and Rehabilitation Leasehold Land

Nature	Area (Hectares)
Government Land	-
Private Land	-
Forest Land	-



**Annexure 2: Particulars of statutory licences, permits, permissions, approvals or consents issued by the Central Government which are being transferred along with this Allotment order.**

*Not Applicable*





**Annexure 3: Particulars of statutory licences, permits, permissions, approvals or consents issued by the Central Government to be obtained on application by the Allottee.**

*Not Applicable*



**Annexure 4: Particulars of statutory licences, permits, permissions, approvals or consents issued by the State Government to be obtained on application by the Allottee.**

*Not Applicable*



**संचालनालय**  
**भौमिकी तथा खनिकर्म मध्यप्रदेश**  
29-ए, "खनिज भवन", अरेरा हिल्स, भोपाल (म.प्र.)  
फोन एवं फैक्स - 0755-2551795  
E-mail - dirgeomn@mp.nic.in

क्रमांक - एफ 3-56/2018/12/1

भोपाल, दिनांक - 19/09/2018

प्रति,

सचिव,  
भारत सरकार  
कोयला मंत्रालय, शास्त्री भवन,  
नई दिल्ली।

विषय :- आंध्रप्रदेश मिनरल डेवलपमेंट कार्पोरेशन लिमिटेड द्वारा जिला सिंगरौली के ग्राम झलरी, आमडांड आदि में 1298 हेक्टेयर क्षेत्र पर कोयला खनिज का खनिपट्टा आवेदन पत्र दिनांक 01.11.2017

संदर्भ :- नॉमिनेटेड अथॉरिटी, भारत सरकार कोयला मंत्रालय के आदेश क्रमांक 103/10/2016/एन.ए. दिनांक 29.09.2016 के पालन में आवेदक मेसर्स आन्ध्रप्रदेश डेवलपमेंट कार्पोरेशन लिमिटेड द्वारा प्रस्तुत खनिपट्टा आवेदन पत्र दिनांक 01.11.2017 एवं कलेक्टर एवं जिला दण्डाधिकारी सिंगरौली का पत्र क्रमांक 1774/खनिज/कोयला/खनिपट्टा/2018 सिंगरौली दिनांक 07.05.2018

उपरोक्त विषयांतर्गत लेख कि कि

/2016/एन.ए. दिनांक 19.02.2016 के द्वारा Coal Mines (Special Provision) Act 2015 के प्रावधानों के अंतर्गत सिंगरौली जिले की तहसील सरई के अंतर्गत सुलियारी कोई माइन्स आवंटित की गयी है। भारत सरकार कोयला मंत्रालय द्वारा आवंटित क्षेत्र का विवरण निम्नानुसार है :-

Coal Mines	Suliyari
Latitude	N 23° 55'28" to 23°58'15"
Longitude	E 82° 18'52" to 82°20'58"
Coalfield	Singrauli Coalfield
Villages	Aamdand, Amraikoh, Belwar, Dongri, Jheleri, Majholipath & Seerswah
Tehsil/Taluka	Waidhan
District	Singrauli
State	Madhya Pradesh

2 उक्त आवंटन के उपरांत आंध्रप्रदेश मिनरल डेवलपमेंट कार्पोरेशन लिमिटेड, हैदराबाद द्वारा कार्यालय कलेक्टर खनिज शाखा सिंगरौली में खनिपट्टा आवेदन पत्र प्रस्तुत न कर दिनांक 21.12.2016 को रकबा 812.07 हेक्टेयर क्षेत्र पर खनिपट्टा आवेदन पत्र शासन को प्रेषित किया गया था। इस उपरांत कोयला मंत्रालय के आदेशानुसार सी.एम.पी. डी.आई.एल. द्वारा सर्वेक्षण उपरांत स्थापित किए गए सीमेंट संयंत्र के अंतर्गत आने वाले



सुलियारी कोल ब्लॉक से प्रभावित ग्रामों की संपूर्ण भूमि रकबा 1298 हेक्टेयर क्षेत्र पर कोयला के खनिपट्टा हेतु आवेदन पत्र पुनः सिंगरौली स्थित कलेक्टर कार्यालय में दिनांक 01.11.2017 को प्रस्तुत किया है।

3. 1298 हेक्टेयर क्षेत्र पर आवेदित खनिपट्टा के अंतर्गत 1071.651 हेक्टेयर क्षेत्र राजस्व भूमि तथा 226.349 हेक्टेयर वन भूमि शामिल है। आवेदित क्षेत्र का विवरण निम्नानुसार है :-

### राजस्व भूमि

क्र.	ग्राम का नाम	तहसील	खसरा संख्या	शास.भूमि रकबा हेक्टेयर में.	राज. वन भूमि रकबा हेक्टेयर में	निजी भूमि रकबा हेक्टेयर में	कुल रकबा हेक्टेयर में
1)	झलरी	सरई	4148	237.030	0.00	305.20	542.227
2)	आमडांड	सरई	239	07.38	0.45	19.20	27.03
3)	मझौली पाठ	सरई	1597	59.14	32.44	113.81	205.39
4)	बेलवार	सरई	924	33.50	0.00	61.97	95.47
5)	सिरसवाह	सरई	445	14.83	0.00	24.99	39.85
6)	धिरौली	सरई	08	4.50	0.00	0.000	04.50
7)	बजौड़ी	सरई	02	6.36	0.00	0.25	06.61
8)	डोगरी	सरई	644	83.74	0.00	66.83	150.57
	<b>योग</b>	<b>—</b>	<b>8007</b>	<b>446.510</b>	<b>32.89</b>	<b>592.251</b>	<b>1071.651</b>

### वन भूमि

क्र.	वन क्षेत्र	रेंज	कम्पा. क्रमांक	प्रकार	वन भूमि	वन भूमि	कुल रकबा हेक्टेयर में
1)	सिंगरौली	पश्चिम सरई	338	RF	-	2.447	2.447
2)	सिंगरौली	पश्चिम सरई	358	RF	-	12.445	12.445
3)	सिंगरौली	पश्चिम सरई	359	RF	-	67.504	67.504
4)	सिंगरौली	पश्चिम सरई	315	PF	-	143.953	143.953
					<b>योग</b>	<b>226.349</b>	<b>226.349</b>
					<b>महायोग</b>		<b>1298.000</b>

(4) **वन मण्डलाधिकारी का प्रतिवेदन** – वन मण्डलाधिकारी सिंगरौली के प्रतिवेदन क्रमांक 442 दिनांक 30.01.2018 अनुसार ग्राम झलरी, आमडांड, मझौली पाठ, बेलवार, सिरसवाह, धिरौली, बजौड़ी एवं डोंगरी तहसील सरई के रकबा 1071.651 हेक्टेयर राजस्व भूमि एवं 226.349 हेक्टेयर वन भूमि कुल रकबा 1298.00 हेक्टेयर क्षेत्र आवेदित है। आवेदित क्षेत्र में से 226.349 हेक्टेयर वन भूमि एवं 32.89 हेक्टेयर राजस्व वन भूमि है। प्रतिवेदन अनुसार वन भूमि एवं राजस्व वन भूमि में वन (संरक्षण) अधिनियम 1980 के प्रावधान लागू होंगे तदनुसार उपरोक्त भूमियों पर उत्खनन से पूर्व भारत सरकार से अनुमति प्राप्त करना अनिवार्य है।

(5) **तहसीलदार का प्रतिवेदन** – तहसीलदार सरई के प्रतिवेदन क्रमांक 372 दिनांक 21.04.2018 अनुसार ग्राम झलरी, आमडांड, मझौली पाठ, बेलवार, सिरसवाह, धिरौली, बजौड़ी एवं डोंगरी तहसील सरई के रकबा 1071.651 हेक्टेयर राजस्व भूमि एवं 226.349 हेक्टेयर वन भूमि कुल रकबा 1298.000 हेक्टेयर क्षेत्र आवेदित है। विवरण निम्नानुसार है :-

1. अर्जित क्षेत्र के अन्दर जो भूमियां पूर्व में चरनाई हेतु सुरक्षित थीं वर्तमान में निस्तार पत्रक से पृथक हो चुकी हैं एवं आवश्यकतानुसार इन भूमि के बदले अन्यत्र चरनोई हेतु सुरक्षित कर दी गयी है।
2. आवेदित क्षेत्र से रेलवे लाइन ग्राम गजराबहरा की दूरी 12 किलोमीटर गोपत नदी की दूरी 10 किलोमीटर है। आवेदित क्षेत्र के अंदर या आवेदित क्षेत्र से 300 मीटर की दूरी के अंदर स्थित सड़कों के लिए आवेदक कंपनी द्वारा वैकल्पिक सड़क स्वयं के व्यय से निर्मित कर उपलब्ध कराये जाने का वचन पत्र दिया गया है। इस प्रकार आवेदित क्षेत्र के अंदर 10 किता श्मशान/कब्रिस्तान पूर्व के खसरे में अंकित पाये गये हैं जिसका नौइयत परिवर्तन हो चुका है जिसके लिए आवेदक कंपनी द्वारा ग्राम का संपूर्ण भाग प्रभावित होने की दशा में पुनर्वास कालोनी में तथा आंशिक ग्राम प्रभावित होने की दशा में उसी ग्राम में वैकल्पिक श्मशान/कब्रिस्तान उपलब्ध कराने का वचन पत्र दिया गया है।
3. आवेदित क्षेत्र के अंदर आबादी स्थित पूर्व के खसरे में होना पाया गया है जिसका नौइयत परिवर्तन हो चुका है। आवेदक कंपनी द्वारा आदर्श पुनर्वास नीति के तहत आबादी की वैकल्पिक व्यवस्था की जा रही है।
4. आवेदित क्षेत्र किसी विशेष योजना के अंतर्गत नहीं आता है और ना ही भविष्य में आने की संभावना है किसी अन्य विभाग द्वारा भूमियों की मांग नहीं की गयी है और न ही भविष्य में मांगे जाने की संभावना है।
5. निजी भूमियों की मामले में भू-अर्जन की स्थिति में क्षतिपूर्ति मुआवजा राशि कलेक्टर द्वारा निर्धारित गाइड लाइन के अनुसार अथवा 5 लाख रुपए प्रति एकड़ में से जो अधिक हो दिया जाना प्रावधानित है।
6. भूमिस्वामी स्वत्व की भूमि खनिज दोहन हेतु अर्जित किये जाने पर कुछ भूमि स्वामी भूमिहीन हो जायेंगे। आवेदक कंपनी द्वारा आदर्श पुनर्वास नीति के अंतर्गत कंपनी एवं कलेक्टर के मध्य निष्पादित करारनामा के अनुसार परिवार के जीविकोपार्जन हेतु रोजगार उपलब्ध कराया गया।



7. आवेदित क्षेत्र पर खनिज कोयला की उपलब्धता के आधार पर भारत सरकार कोयला मंत्रालय नई दिल्ली के द्वारा आवेदक कंपनी के पक्ष में उक्त कोयला खनिज क्षेत्र आवंटित किया गया है। अतः कलेक्टर के प्रतिवेदन के अनुसार निर्धारित मापदण्डों का पालन करते हुए आवेदित क्षेत्र पर आवेदक कंपनी को खनिजपट्टा स्वीकृति किया जाना उचित होगा।

**(6) खनि निरीक्षक का प्रतिवेदन** — खनिज निरीक्षक सिंगरौली के प्रतिवेदन दिनांक 03.05.2018 अनुसार कुल आवेदित रकबा 1298.000 हेक्टेयर में से ग्राम झलरी, आमडांड, मझौली पाठ, बेलवार, सिरसवाह, धिरौली, बजौड़ी एवं डोंगरी तहसील सरई की राजस्व भूमि 1071.651 हेक्टेयर एवं वन क्षेत्र रेंज सरई की वन भूमि 226.349 हेक्टेयर है। प्रतिवेदन अनुसार आवेदक द्वारा म.प्र. शासन एवं केन्द्र सरकार के खनिज नियमों तथा शासन द्वारा समय-समय पर जारी दिशा निर्देशों का पालन/मान्य करने को सहमत हो तो सुरक्षित भूमियों के नोड्यत परिवर्तन, प्रभावित ग्रामों के समुचित पुनर्वास उपरांत खनिज रियायत नियम 1960 के नियम 31 अंतर्गत खननपट्टा विलेख के समस्त शर्तों का पालन करने पर खनिजपट्टा स्वीकृति की अनुशंसा की गयी है।

**(7)** आवेदित क्षेत्र में से 226.349 हेक्टेयर वन भूमि एवं 32.89 हेक्टेयर राजस्व वन भूमि है जिस पर वन (संरक्षण) अधिनियम 1980 प्रभावशील होता है। म.प्र. शासन, खनिज साधन विभाग भोपाल के आदेश क्रमांक एफ 19-2/2006/12/2 दिनांक 22.02.2006 में दिये गये निर्देशानुसार आवेदित भूमि वन भूमि होने पर वन भूमि का व्यवर्तन की कार्यवाही के पूर्व खनिजपट्टा हेतु सैद्धांतिक सहमति प्राप्त करना आवश्यक है।

**(8)** कलेक्टर के प्रतिवेदन अनुसार ग्राम झलरी, आमडांड, मझौली पाठ, बेलवार, सिरसवाह, धिरौली, बजौड़ी एवं डोंगरी तहसील सरई के रकबा 1071.651 हेक्टेयर राजस्व भूमि एवं 226.349 हेक्टेयर वन भूमि कुल रकबा 1298.000 हेक्टेयर क्षेत्र पर कोयला के खनिजपट्टा हेतु वन एवं पर्यावरण विभाग की वन (संरक्षण) अधिनियम 1980 के अंतर्गत तथा अन्य वैधानिक अनुमति जो प्राप्त नहीं हुए हैं के अधीन-अन्य औपचारिकताएँ पूर्ति पश्चात् खनिजपट्टा स्वीकृत करने हेतु प्रकरण प्रस्तुत है।

**(9)** आवेदन पत्र में उल्लेखित विवरण अनुसार आवेदक ने वर्ष 2011 में इस क्षेत्र के अंतर्गत 791 हेक्टेयर निजी भूमि एवं 615 हेक्टेयर शासकीय भूमि को लैण्ड इक्वीजिशन एक्ट के तहत अर्जित करने हेतु आवेदन पत्र जिला स्तर पर प्रस्तुत किया है वह भी क्षेत्र की सीमाएँ अंकित करने के पश्चात्। अर्जित किए जाने वाली 791 हेक्टेयर भूमि 09 ग्रामों के अंतर्गत आती है। अर्जित की जाने वाली शासकीय भूमि 10 ग्रामों के अंतर्गत आती है। अर्जित की जाने वाली निजी भूमि 791.35 हेक्टेयर के संबंध में कलेक्टर सिंगरौली के यहाँ राशि रूपए 2858527542/- वर्ष 2013-14 में जमा कर दी है। इस क्षेत्र पर आवेदक को पूर्व में भारत सरकार, कोयला मंत्रालय द्वारा कोल ब्लाक स्क्रीनिंग कमेटी के माध्यम से गवर्नमेंट डिस्पेन्शेसन रूट के अंतर्गत आवंटित हुआ था परन्तु माननीय सर्वोच्च न्यायालय द्वारा रिट पिटीशन (क्रिमिनल) क्रमांक 120/2012 में दिनांक 25.08.2014 एवं 24.09.2014 को आदेश पारित कर देश के कुल 14 कोल ब्लाक जो विभिन्न कंपनियों को आवंटित थे, निरस्त कर दिए थे, जिसमें प्रश्नाधीन कोल ब्लाक भी शामिल था।

**(10) भारत सरकार कोयला मंत्रालय नॉमिनेटेड अथॉरिटी द्वारा ली गयी परफार्मेंस बैंक गारंटी एवं अपफ्रंट राशि** — भारत सरकार कोयला मंत्रालय नॉमिनेटेड अथॉरिटी द्वारा



कोल माइन्स स्पेशल प्रोविजन एक्ट 2015 के प्रावधानों के तहत यह कोल ब्लॉक आन्ध्रप्रदेश मिनरल डेवलपमेंट कार्पोरेशन लिमिटेड को आदेश दिनांक 29.009.2016 से जारी किया गया है। इसके अनुक्रम में आवेदक ने नॉमिनेट अथॉरिटी भारत सरकार कोल मंत्रालय के साथ अनुबंध का निष्पादन किया है जहाँ आवेदक ने परफारमेंस बैंक गारंटी रूपए 28560000/- दिनांक 20.09.2016 को तथा अपफ्रंट राशि रूपए 165169968/- दिनांक 22.09.2016 को जमा की है। इसके पश्चात् आवेदक ने पुनः कलेक्टर को दिनांक 21.10.2016 को लैंड अधिग्रहण की प्रक्रिया पुनः प्रारंभ करने का अनुरोध किया है।

(11) **मिनरल एक्सप्लोरेशन कार्पोरेशन लिमिटेड द्वारा क्षेत्र में किया गया पूर्वेक्षण कार्य** - क्षेत्र में पूर्वेक्षण संबंधी कार्य एवं जियोलॉजी रिपोर्ट आवेदक ने प्रस्तुत की है जिस अनुसार सुलियारी बेलवार कोल ब्लॉक रकबा 12.98 वर्ग किलोमीटर क्षेत्र में मिनरल एक्सप्लोरेशन कार्पोरेशन लिमिटेड द्वारा एक्सप्लोरेशन का कार्य किया गया है। आवेदक ने किए गए एक्सप्लोरेशन कार्य की जानकारी भी प्रस्तुत की है। आवेदन में यह विवरण उल्लेखित किया है कि क्षेत्र में बी ग्रेड से ए ग्रेड तक के 115.209 कोयला खनिज के भण्डार इस कोल ब्लॉक में निर्धारित किए गए हैं।

(12) **प्रस्तावित खनन की प्रक्रिया** - आवेदन पत्र अनुसार इस क्षेत्र में आवेदक ओपन कास्ट माइनिंग करेंगे तथा इस क्षेत्र से कोयले का क्रेटिव उपयोग नहीं किया जाएगा अपितु भारत सरकार कोयला मंत्रालय की गाइड लाइन्स के अनुसार वार्षिक उत्पादन का 25 प्रतिशत कोयला एम.एस.एम.ई. को प्रदाय करेंगे तथा 75 प्रतिशत कोयला ई-नीलामी की प्रक्रिया के माध्यम से किसी थर्मल पॉवर प्लांट अथवा किसी ग्राहक को प्रदाय करेंगे।

(13) **प्रस्तावित उत्पादन** - आवेदक ने अपने आवेदन पत्र में स्पष्ट किया है कि खदान की एंटीसिपेटेड लाइफ 30 वर्ष है। जब खदान पूर्णतः विकसित हो जाएगी तो प्रति वर्ष 5 मिलियन टन कोयले का उत्पादन करेंगे। आवेदक ने अपने आवेदन पत्र में वर्ष 2020-21 से 2024-25 तक निम्नानुसार उत्पादन कार्य किया जाना प्रस्तावित किया है :-

वर्ष	उत्पादन
2020-21	निर्माण अवधि
2021-22	निर्माण अवधि
2022-23	2.50 लाख टन
2023-24	5.00 लाख टन
2024-25	5.00 लाख टन

आवेदक ने अपने आवेदन पत्र में यह भी स्पष्ट किया है कि खदान क्षेत्र से 12 किलोमीटर की दूरी पर रेलवे साइडिंग स्थित है तथा समस्त कोयला रेलवे साइडिंग को सड़क माध्यम से परिवहित कर पहुंचाया जाएगा।

(14) **अनुशंसा** - आवेदक ने वेस्टिंग आर्डर प्राप्त होने के उपरांत खनिपट्टा आवेदन पत्र प्रस्तुत किया है अतः कोल माइन्स (स्पेशल प्रोविजन एक्ट) 2015 की उप धारा 8 के अनुसार खान एवं खनिज (विकास एवं विनियमन) अधिनियम 1957 के तहत क्षेत्र पर कोयले का खनिपट्टा ग्रांट किया जाना है। खान एवं खनिज (विकास एवं विनियमन) अधिनियम 1957 की धारा 8(1) के अनुसार अधिकतम 30 वर्ष की अवधि के लिए खनिपट्टा ग्रांट किए जाने का प्रावधान है। अधिनियम की धारा 5(1) के तहत कोयला खानिज

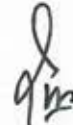
अनुसूची-एक का भाग-एक का खनिज होने से भारत सरकार का पूर्व अनुमोदन प्राप्त किया जाना आवश्यक है। अतः प्रकरण में आवेदित क्षेत्र 1298.000 हेक्टेयर क्षेत्र पर 30 वर्ष की अवधि के लिए आवेदक आन्ध्रप्रदेश मिनरल डेवलपमेंट कार्पोरेशन लिमिटेड के पक्ष में कोयला खनिज का खनिपट्टा स्वीकृति के संबंध में खान एवं खनिज (विकास एवं विनियमन) अधिनियम 1957 की धारा 5(1) के तहत पूर्व अनुमोदन प्राप्त करने का अनुरोध है।

यह भी लेख है कि आवेदित क्षेत्र के अंतर्गत राजस्व वन भूमि एवं वन भूमि के संबंध में वन (संरक्षण) अधिनियम 1980 के तहत अनुमति प्राप्त होने के उपरांत खनिपट्टा स्वीकृति आदेश इस शर्त पर जारी किए जाएंगे कि आवेदक खनन के संबंध में खनन पूर्व सभी आवश्यक अनुमतियाँ प्राप्त करने के उपरांत ही कोयला का खनन कार्य प्रारंभ कर सकेगा।

संलग्न -

1. आवेदन पत्र की प्रति सहपत्रों सहित।

७८

  
(जे. पी. श्रीवास्तव)  
अवर सचिव

म.प्र. शासन, खनिज साधन विभाग


भोपाल, दिनांक - 19/09/2018

पृ. क्रमांक - एफ 3-56/2018/12/-

प्रतिलिपि -

1. नॉमिनेटेड अथॉरिटी, भारत सरकार कोयला मंत्रालय, वर्ल्ड ट्रेड सेंटर की ओर उनके आदेश क्रमांक एफ नंबर 103/10/2016/एन.ए. नई दिल्ली, दिनांक 29.09.2016 के संबंध में सूचनार्थ।
2. संचालक, भौमिकी तथा खनिकर्म, मध्यप्रदेश, भोपाल।
3. कलेक्टर खनिज शाखा जिला सिंगरौली की ओर उनके पत्र क्रमांक 1774/खनिज/कोयला/ख.प./2018 सिंगरौली दिनांक 07.05.2018 के संबंध में सूचनार्थ।
4. गार्ड फाईल।

७८

  
अवर सचिव

म.प्र. शासन, खनिज साधन विभाग



F.No.CBA2-13016/3/2018-CBA2  
Government of India  
Ministry of Coal  
CBA-II Section  
\*\*\*\*\*

*Shastri Bhawan, New Delhi  
Dated the 31<sup>st</sup> October, 2019*

To  
Shri J.P. Shrivastav  
Under Secretary,  
Mineral Resource Department,  
Government of Madhya Pradesh

**Subject:** Previous approval / relaxation of the Central Government under Section 5(1) and 6(1) of the Mines and Minerals (Development and Regulation) Act, 1957 (MM(DR) Act, 1957) for grant of mining lease for Suliyari coal mine in favour of M/s Andhra Pradesh Mineral Development Corporation Limited – reg.

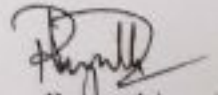
Sir,

I am directed to refer to Government of Madhya Pradesh's letter no. एफ 3-56/2018/12/1 भोपाल dated 19.09.2018 requesting for the previous approval of the Central Government under Section 5 (1) and Section 6 (1) of the MM(DR) Act, 1957 and to say that the request of the Government of Madhya Pradesh on the matter has been considered.

2. Accordingly, previous approval of the Central Government under Section 5(1) and relaxation of area limits under Section 6(1) of MM(DR) Act, 1957 is accorded for grant of mining lease in respect of Suliyari coal mine in favour of M/s Andhra Pradesh Mineral Development Corporation Limited subject to the condition that Mining Lease would be granted after verification of details indicated in the draft Mining Lease from the allotment order issued by the Nominated Authority, Ministry of Coal and from the approved Mining Plan.

3. A copy of the signed lease deed may be sent to this Ministry for information and record.

Yours faithfully,



(Rishan Rytathiang)


Under Secretary to the Government of India  
Tel. No. 23073936

Copy to:  
Nominated Authority, Ministry of Coal




## STATUS OF FC PROPOSAL – SULIYARI COAL MINE as on 21.05.2020

← → ↻ ⓘ Not secure | forestsclearance.nic.in/UserAccount/viewpageform.aspx 🔍 ☆ 🌐 📄 📁 📧 👤 ⋮

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Ministry of Environment, Forest and Climate Change  
Government of India











🏠 My Account ▾ My Proposals Environment Clearance ▾ My Proposals Forest Clearance ▾ My Proposals Wildlife Clearance ▾ Help ▾ 10:55:26 PM ☰

**List of Draft Proposals**

▼ Help  
Click on 🌐 this icon for editing the details of Proposal submitted by User Agency in Draft mode.

Sno.	Proposal No.	Proposal Name	Category	Area (ha.)	Proposal Status	Edit
1	FP/MP/MIN/28619/2017	SULIYARI COAL MINE	Mining	259.239	Pending With UA	🌐

 **SWACHH BHARAT** **Digital India**  
Power To Empower **data.gov.in**  
Open Government Data (OGD) Platform India **india.gov.in**  
The national portal of India **myGov**  
मेरी सरकार **MeitY**  
मानव संसाधन **PMINDIA** **NIC**

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For any Technical support, Please Contact EFCCID, NIC, New Delhi, monitoring-fc(at)nic(dot)in



**The Andhra Pradesh Mineral Development corporation Limited**  
(A State Government of A.P. Undertaking)

Door No. 294/ID, 100 Feet Tadigadapa to Enikepadu Road, Kanur, Vijayawada - 521 137.

Andhra Pradesh. Tel : 0866 - 2429999, Fax : 0866 - 2429977.

E-Mail : [info@apmdc.ap.gov.in](mailto:info@apmdc.ap.gov.in) : Website : [www.apmdc.ap.gov.in](http://www.apmdc.ap.gov.in)

Ref.No.APMDC/HO/SULIYARI/EC/2020-21

To,

Dt: 11.04.2020

The Member Secretary

(IA Division-Coal Mining)

3<sup>rd</sup> Floor, Vayu Wing,

Ministry of Environment, Forest & Climate Change

Indira ParyavaranBhavan, Jorbagh Road, New Delhi-110003

**Sub:** Environmental Clearance for "Suliyari Coal Mining Project" 5.0 MTPA of M/s Andhra Pradesh Mineral Development Corporation Limited in mine lease area of 1298 ha located in Singrauli Coalfields (Main Basin), Tehsil Sarai in District Singrauli (M.P.)-consideration in upcoming EAC meeting reg.

- Ref:**
1. MoEF & CC file no. J-11015/35/2018-IA.II (M)
  2. Project Proposal No. IA/MP/CMIN/73904/2018
  3. TOR letter no. J-11015/35/2018-IA.II(M) dated 03-07-2018

Dear Sir,

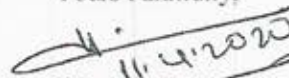
Environmental Clearance proposal of Suliyari Coal Mining Project was considered in the 51<sup>st</sup> meeting of EAC (Coal Mining) on 5<sup>th</sup> December 2019, wherein certain clarification sought and revised Form-2 was desired. Andhra Pradesh Mineral Development Corporation Limited (APMDC) resubmitted revised Form-2 along with requisite documents after incorporating clarifications/inputs desired by EAC on 26<sup>th</sup> February 2020. The proposal was examined by the Ministry and further EDS was sought dated 16<sup>th</sup> March 2020, reply/clarifications to the same submitted online as well as through letter dated 6<sup>th</sup> April 2020. Most of the clarification sought was related to the problem in online PARIVESH portal and issues were already communicated to NIC as well as MS vide email communication for rectification (Copy of the emails attached as Annexure).

In view of the above, it is requested to kindly consider Environmental Clearance proposal of Suliyari Coal Mining Project in upcoming meeting of EAC in April 2020 to enable us expediting project execution.

This is submitted for your kind information and necessary action.

Thanking you,

Yours Faithfully,

  
H.D. NAGARAJA  
Executive Director

## PREVIEW MAIL

Apr 06, 2020 Monday 04:43:10 PM

[Convert as Image](#)[Print](#)

**From** Palash Banerjee<palash@meconlimited.co.in> [6667920]  
**To** monitoringec <monitoring-ec@nic.in>  
**Cc** mgangeya <m.gangeya@gov.in>, munnashah <munna.shah@gov.in>, coalsuliyari <coalsuliyari@gmail.com>  
**Subject** Issues related to Form-2 and compliance of EDS - R1  
**Date** 04 Apr 2020 12:53:00 PM  
**Attachment** [Form 2 Suliyari-21-11-2019.pdf](#), [Form 2 Suliyari-04-04-2020.pdf](#), [Form 2 Suliyari-26-02-2020.pdf](#), [Attac. 1- Forest Snap.JPG](#), [Attach. 2 - Parivesh Portal Front pg.JPG](#)

Dear Sir/Madam,

This has reference to the trailing mail dated 17.03.2020. This is to inform you that the issue is still unresolved, **requesting you once again to sort out the issue so that we can comply all the EDS points.**

Meanwhile we also seek your kind intervention in sorting out the below mentioned issue:

**The following figures/ values of Form-2 are appearing wrong and the data fields are non-editable also:**

1. Project Cost (refer point no. 10 of attached Form-2 dated 04.04.2020) and
2. Employment details (refer point no. 31 of attached Form-2 dated 04.04.2020)

The above two figures/ values were correct in the Form-2 submitted / uploaded by us in Nov. 2019 and re-submitted afresh in Feb. 2020 (refer attached Form -2 dated 21.11.2020 and attached Form-2 dated 26.02.2020).

**Requesting you to sort out the above issues at the earliest.**

**भवदीय/ Regards**

**पलाश बनर्जी / PALASH BANERJEE**  
वरिष्ठ प्रबन्धक / Sr. Manager  
जी०एम०एम०बी विभाग / GMMB Division  
मेकॉन लिमिटेड / MECON Limited  
रांची / Ranchi ; भारत / India  
टेलिफोन: / Tele: +91-651-2483645  
मोबाइल: / Mobile: +91-9431101160  
+91-9431992962  
ई-मेल: / [palash@meconlimited.co.in](mailto:palash@meconlimited.co.in)

---

**From:** Palash Banerjee<palash@meconlimited.co.in> MailId : [6286637]  
**To:** monitoring-ec@nic.in  
**Cc:** munna.shah@gov.in,m.gangeya@gov.in,coalsuliyari <coalsuliyari@gmail.com>  
**Subject:** Issues related to Form-2 and compliance of EDS  
**Date:** 17 Mar 2020 10:00:00 AM

**Attachments:** Attac. 2 - Parivesh Portal Front pg.JPG, Attac. 1- Forest Snap.JPG

Dear Sir/Madam,

This has reference to the Form-2 application for 'EC proposal' pertaining to Suliyari Coal Mine of APMDC with following details:

1. Applicant - Andhra Pradesh Mineral Development Corporation Ltd.
2. User ID - [coalsuliyari@gmail.com](mailto:coalsuliyari@gmail.com)
3. Proposal No. - **IA/MP/CMIN/73904/2018**
4. Type of application - EC (Cat.- A)
5. Category of proposal - Coal Mining
6. Name of proposal - Suliyari Coal Mine
7. Form-2 submitted - 26.02.2020

We have received an EDS for the above proposal on 16.03.2020. We are complying the EDS points and shall upload the revised documents at the earliest.

Meanwhile we seek your kind intervention in sorting out the below mentioned two issues (which are part of the EDS).



1. Under the point no. 24 - Forest land, sub-point (a) Forest Clearance Status - Application for Forest Clearance yet to be submitted is showing in Form-2 report generated on Parivesh Portal instead of actual Forest Proposal status (attachment-1).

While filling the Form-2 the actual Forest Clearance status was correctly linked and visible. Also, in Parivesh portal the current FC status is showing to be pending at HO (attachment-2).

The snapshot of the same has been attached herewith for your kind reference and information.

**Requesting you to sort out the above issue at the earliest.**

2. Due to paucity of the space for uploading Mining Plan and Mine Closure Plan duly approved and Stamped by MoC, we have appended the PDF copy of the Mining Plan and Mine Closure Plan (with signed and Stamped first page) with the EIA/EMP (Text).

**File size of the scanned copy of Mining Plan and Mine Closure Plan duly approved and stamped by MoC is about 200 MB (even after optimizing the PDF file to make it a legible copy).**

**You are requested to provide at least 200 MB size for uploading the approved copy of the Mining Plan and Mine Closure Plan.**

**भवदीय/ Regards**

पलाश बनर्जी / PALASH BANERJEE  
वरिष्ठ प्रबन्धक / Sr. Manager  
जी०एम०एम०बी विभाग / GMMB Division  
मेकॉन लिमिटेड / MECON Limited  
रांची / Ranchi ; भारत / India  
टेलिफोन: / Tele: +91-651-2483645  
मोबाइल: / Mobile: +91-9431101160  
+91-9431992962  
ई-मेल: / [palash@meconlimited.co.in](mailto:palash@meconlimited.co.in)



**The Andhra Pradesh Mineral Development corporation Limited**  
(A State Government of A.P. Undertaking)

Door No. 294/ID, 100 Feet Tadigadapa to Enikepadu Road, Kanur, Vijayawada - 521 137.  
Andhra Pradesh. Tel : 0866 - 2429999, Fax : 0866 - 2429977.  
E-Mail : info@apmdc.ap.gov.in : Website : www.apmdc.ap.gov.in

Ref. No. APMDC/HO/SULIYARI/EC/2020-21/61

Date: 06-04-2020

To,  
The Member Secretary  
(IA Division - Coal Mining)  
3<sup>rd</sup> Floor, Vayu Wing,  
Ministry of Environment, Forest & Climate Change,  
Indira Paryavaran Bhavan, Jorbagh Road,  
NEW DELHI - 110003

**Sub:-** Environmental Clearance for "Suliyari Coal Mining Project" of 5.0 MTPA of M/s Andhra Pradesh Mineral Development Corporation Limited in mine lease area of 1298 ha located in Singrauli Coalfields (Main Basin), Tehsil Sarai in District Singrauli (Madhya Pradesh). **Reg. Compliance of EDS raised on 16.03.2020 at Parivesh portal.**

**Ref:** 1. MoEFCC's file No.- J-11015/35/2018-IA.II(M)  
2. Project Proposal No. - IA/MP/CMIN/73904/2018  
3. To R letter No. J-11015/35/2018-IA.II (M) dated 03-07-2018

\*\*\*\*\*

Sir,

Andhra Pradesh Mineral Development Corporation Limited after incorporating the clarifications/inputs sought during 51<sup>st</sup> EAC meeting held on 05.12.2019, re-submitted Form-2 along with the required documents on 26.02.2020. The proposal was examined by the ministry and further clarifications sought vide EDS dated 16.03.2020.

Meanwhile we are seeking your kind intervention in sorting out the below mentioned issues (which are part of the EDS).


1. **Under the point no. 24 - Forestland, sub-point (a) Forest Clearance Status -** Application for Forest Clearance yet to be submitted is showing in Form-2 report generated on Parivesh Portal instead of actual Forest Proposal status. While filling the Form-2 the actual Forest Clearance status was correctly linked and visible. Also, in Parivesh portal the current FC status is showing to be pending at HO, MOEF&CC.

2. Due to paucity of the space for uploading Mining Plan and Mine Closure Plan duly approved and Stamped by MoC, we have appended the PDF copy of the Mining Plan and Mine Closure Plan (with signed and stamped first page) with the EIA/EEMP (Text). File size of the scanned copy of Mining Plan and Mine Closure Plan duly approved and stamped by MoC is about 200 MB (even after optimizing the PDF file to make it a legible copy). Hence, You are requested to provide at least 200 MB size for uploading the approved copy of the Mining Plan and Mine Closure Plan.

Hence, it is requested for your intervention and instruction to MOEF&CC, NIC section to resolve the issues.

Thanking You.

Yours Faithfully,

  
06.04.2020  
H.D. NAGARAJA  
Executive Director

CC to:

NIC section, MOEF&CC (monitoring-ec@nic.in)



कार्यालय प्रधान मुख्य वन संरक्षक (कक्ष भू-प्रबंध), सतपुड़ा भवन, मध्यप्रदेश, भोपाल  
क्रमांक/एफ-1/FP/MP/MIN/28619/2017/  
प्रेषक :- भोपाल, दिनांक

सुनील अग्रवाल (भा.व.सं.)  
अपर प्रधान मुख्य वन संरक्षक (भू-प्रबंध) एवं  
नोडल अधिकारी वन (संरक्षण) अधिनियम, 1980  
मध्यप्रदेश, भोपाल।

प्रति,

वन महानिरीक्षक (एफ.सी.)  
भारत सरकार, पर्यावरण वन एवं जलवायु परिवर्तन मंत्रालय  
इंदिरा पर्यावरण भवन, अलीगंज, जोरबाग रोड,  
नई दिल्ली-110003

विषय- वन मंडल सिंगरौली के वन परिक्षेत्र पूर्व सरई के कक्ष क्र. RF-338, RF-358, 359 & PF-315 के रकबा 226.349 हे. वनभूमि तथा तहसील सरई के विभिन्न खसरो के रकबा 32.89 हे. राजस्व वनभूमि कुल 259.239 हेक्टेयर वन एवं राजस्व वनभूमि में सुलियारी ओपन कास्ट पद्धति से कोयला उत्खनन का - मेसर्स द आन्ध्र प्रदेश मिनरल्स डेवलपमेन्ट कार्पोरेशन लि. का वनभूमि व्यपवर्तन का प्रस्ताव।

—0—

मुख्य वन संरक्षक, रीवा के पत्र दिनांक 06/12/2019 से विषयान्तर्गत प्राप्त प्रस्ताव का संक्षिप्त विवरण निम्नानुसार है:-

- मेसर्स द आन्ध्र प्रदेश मिनरल्स डेवलपमेन्ट कार्पोरेशन लिमिटेड, विजयवाडा, हैदराबाद आन्ध्र प्रदेश द्वारा वन मंडल सिंगरौली के वन परिक्षेत्र पूर्व सरई के वन कक्ष क्रमांक- RF-338, RF-358 & PF-359, P-315 के रकबा 226.349 हे. वनभूमि तथा तहसील सरई के ग्राम मझौलीपाठ, आमडाड के विभिन्न खसरो के रकबा 32.89 हे. राजस्व वनभूमि कुल 259.239 हेक्टेयर वन/राजस्व वनभूमि में सुलियारी ओपन कास्ट पद्धति से कोयला खनिज उत्खनन हेतु वन (संरक्षण) अधिनियम, 1980 के अन्तर्गत वनभूमि व्यपवर्तन हेतु प्रस्तावित की गई है जो निम्नानुसार है :-

(i) वन भूमि :-

वनमंडल का नाम	वन भूमि का प्रकार	परिक्षेत्र	वनखण्ड का नाम	वन कक्ष क्र.	आवेदित क्षेत्रफल (हेक्टे. में)
सिंगरौली	आरक्षित वन	पूर्व सरई	ताल	RF - 338	2.447
			बांसीबिरदहा	RF - 358	12.445
			बांसीबिरदहा	RF - 359	54.777
	योग—				69.669
	संरक्षित वन	पूर्व सरई	डोंगरी	PF- 315	156.680
	योग—				156.680
	कुल योग—				226.349

## (ii) राजस्व वन भूमि :-

वनमंडल का नाम	भूमि का प्रकार	तहसील	ग्राम का नाम	आवेदित क्षेत्रफल (हेक्टे. में)
सिंगरौली	राजस्व वनभूमि	सरई	मझौलीपाठ, आमडाड	32.89
			योग	32.89
			महायोग-	259.239

- मेसर्स द आन्ध्रप्रदेश मिनरल्स डेवलपमेंट कॉर्पोरेशन लिमिटेड, विजयवाडा हैदराबाद, आन्ध्रप्रदेश द्वारा ऑनलाईन पार्ट-1 की औपचारिकताएं पूर्ण की गई हैं।
- प्रस्ताव वेब पोर्टल के माध्यम से प्रस्ताव क्रमांक FP/MP/MIN/28619/2017 ऑनलाईन प्राप्त हुआ है।
- इस प्रस्तावित परियोजना से वन/राजस्व वनभूमि से अनुसूचित जाति के 106 परिवार तथा अनुसूचित जनजाति के 377 परिवार एवं सामान्य 933 परिवारों का अन्यत्र पुनर्वास एवं पुनर्व्यवस्थापन किया जाना प्रस्तावित है। इस संबंध में आवेदक संस्थान ने संशोधित पुनर्वास एवं पुनर्व्यवस्थापन नीति वर्ष 2018 की प्रति प्रस्ताव में संलग्न की है।
- संशोधित पुनर्वास एवं पुनर्व्यवस्थापन नीति वर्ष 2018, कलेक्टर सिंगरौली द्वारा पत्र क्र. /146/भू-अर्जन/2018 दिनांक 28/4/2018 से अनुमोदित की गई है जिसकी प्रति प्रस्ताव में संलग्न है।
- आवेदक संस्थान द्वारा प्रस्तावित परियोजना के संबंध में कास्ट बेनिफिट एनालिसिस पत्रक प्रस्ताव में संलग्न किया गया है।
- आवेदक संस्थान द्वारा भारत सरकार, कोयला मंत्रालय, नई दिल्ली द्वारा अनुमोदित माईनिंग प्लान/क्लोजर प्लान की प्रति प्रस्तुत की गई है।
- माईनिंग प्लान/क्लोजर प्लान को अवर सचिव, भारत सरकार, कोयला मंत्रालय, नई दिल्ली द्वारा पत्र क्रमांक 34011-14-2017-CPAM दिनांक 08/7/2019 से अनुमोदित किया गया है जिसकी प्रति प्रस्ताव में संलग्न है।
- आवेदक संस्थान द्वारा 1:50000 स्केल के मानचित्र में प्रस्तावित स्थल दर्शाकर मानचित्र प्रस्ताव में संलग्न किया गया है।
- आवेदक संस्थान द्वारा प्रस्तावित वनभूमि का जियो रिफरेंस मानचित्र जिसमें आवेदित स्थल के अक्षांश एवं देशान्तर की रीडिंग अंकित है, प्रस्ताव में संलग्न किया गया है।
- आवेदक संस्थान द्वारा अनुसूचित जनजाति एवं अन्य परम्परागत वन निवासी (वन अधिकारों की मान्यता) अधिनियम, 2006 के अन्तर्गत भारत सरकार, पर्यावरण वन एवं जलवायु परिवर्तन मंत्रालय नई दिल्ली द्वारा निर्धारित किये गये प्रपत्र में कलेक्टर, सिंगरौली का प्रमाण पत्र क्र. 3196/FRA/TRIBAL/2018 दिनांक 06/09/2018 की छायाप्रति प्रस्ताव में संलग्न की गई है।
- आवेदक संस्थान द्वारा पर्यावरणीय अनुमति के संबंध में भारत सरकार, पर्यावरण वन एवं जलवायु परिवर्तन मंत्रालय, नई दिल्ली के पत्र क्रमांक J-11015/35/2018-IA. II (M) दिनांक 03/07/2018 की प्रति प्रस्ताव में संलग्न की गई है।
- वन मंडल अधिकारी, सिंगरौली द्वारा प्रतिवेदित किया गया है कि प्रस्तावित वनक्षेत्र V B श्रेणी का वनक्षेत्र है जिसका घनत्व 0.4 से 0.6 तक है।



14. प्रस्तावित वन/राजस्व वनक्षेत्र में साल, तेन्दू, महुआ, सतकठा के खड़े वृक्षों की संख्या 16168 है।
15. प्रस्तावित वनक्षेत्र में जंगली सुअर, चिंकारा, सियार, इत्यादि वन्यप्राणी पाये जाते हैं।
16. प्रस्तावित वनभूमि राष्ट्रीय वन्य जीव अभ्यारण्य/बायोस्फियर रिजर्व/बाघ रिजर्व/हाथी कॉरीडोर/वन्यप्राणी माइग्रेशन कॉरीडोर रिजर्व अन्तर्गत आता है।
17. वन मंडल सिंगरौली के वन परिक्षेत्र पूर्व सरई अन्तर्गत प्रस्तावित वन कक्ष क्रमांक RF - 338, RF - 358 & RF - 359 कार्य आयोजना के अनुसार हाथी कॉरीडोर में सम्मिलित है।
18. प्रस्तावित वनभूमि राष्ट्रीय वन्य जीव अभ्यारण्य/बायोस्फियर रिजर्व/बाघ रिजर्व/ हाथी कॉरीडोर/वन्यप्राणी माइग्रेशन कॉरीडोर की सीमा से 01 कि.मी. की परिधि में आता है।
19. प्रस्तावित वनभूमि में वनस्पति और प्राणिजाति की दुर्लभ संकटापन्न विशिष्ट प्रजातियां नहीं पाई जाती है।
20. प्रस्तावित वन क्षेत्र के अंतर्गत कोई पारम्परिक स्थल/ऐतिहासिक स्थल/रक्षा प्रतिष्ठान नहीं है।
21. आवेदक द्वारा प्रस्तावित वनभूमि की मांग न्यूनतम की गई है।
22. प्रस्ताव में वन (संरक्षण) अधिनियम, 1980 का उल्लंघन होना प्रतिवेदित नहीं है।
23. सुलियारी ओपन कास्ट पद्धति से कोयला उत्खनन परियोजना में प्रस्तावित रकबा 259.239 हे. वनभूमि के एवज में आवेदक संस्थान जिला सिंगरौली के तहसील चितरंगी के ग्राम झपरहवा रकबा 69.119 हे., ग्राम तिलया के रकबा 45.320 हे., ग्राम भूतियाटोला रकबा 59.240 हे., ग्राम रकसहट रकबा 11.270 हे., ग्राम रमपुरवा रकबा 51.270 हे. ग्राम भुइधरवा रकबा 23.020 हे. कुल रकबा 259.239 हेक्टर गैरवनभूमि जो अतिक्रमण से मुक्त है क्षतिपूर्ति वनीकरण हेतु उपलब्ध कराई जावेगी। इस संबंध में आवेदक संस्थान द्वारा कलेक्टर, सिंगरौली का पत्र क्र. 277 दिनांक 7/11/2019 प्रस्ताव में संलग्न किया गया है।
24. मुख्य वन संरक्षक एवं क्षेत्र संचालक, संजय टाईगर रिजर्व, जिला सीधी द्वारा जिला सिंगरौली के ग्राम झपरहवा, तिलया, भूतियाटोला, रकसहट, रमपुरवा, भुइधरवा की रकबा 259.239 हेक्टर गैरवनभूमि में किये जाने वाले क्षतिपूर्ति वनीकरण योजना की प्रति तकनीकी स्वीकृति सहित प्रस्ताव में संलग्न की गई है। योजनानुसार क्षतिपूर्ति वनीकरण कार्य में राशि रुपये 8,80,11,770/- व्यय होना संभावित है।
25. वन मंडल अधिकारी, सिंगरौली द्वारा प्रस्तावित वनक्षेत्र के दिनांक 15/11/2019 को किये गये स्थल निरीक्षण का 24 बिन्दुओं पर आधारित स्थल निरीक्षण प्रतिवेदन प्रस्ताव में संलग्न है।
26. वन मंडल अधिकारी, सिंगरौली द्वारा आवेदक संस्थान को रकबा 259.239 हे. वनभूमि कोयला उत्खनन हेतु उपयोग पर देने की अनुशंसा निम्न आधार पर की गई है:-
  - परियोजना में प्रस्तावित वन कक्ष क्रमांक आर.एफ. 338, 358, 359 वन मंडल, सिंगरौली के प्रचलित कार्य आयोजना के अनुसार हाथी कॉरीडोर में सम्मिलित है।
  - कार्य योजना में हाथी कॉरीडोर के संबंध में प्रावधान है कि :-  
(अ) 2.47 (9) कॉरीडोर में किसी भी प्रकार का कार्य जिससे कॉरीडोर की निरंतरता में व्यवधान उत्पन्न होता हो जैसे स्थायी भवन निर्माण, डिपो की स्थापना, लेबर कैम्प की स्थापना तथा अन्य स्थायी निर्माण कार्य आदि नहीं किये जावेंगे।



(ब) 2.47 (10) कॉरीडोर में स्थित कक्षों को यथा सम्भव गैर वानिकी उपयोग हेतु हस्तांतरित न किया जाये। यदि ऐसा करना अवश्यमावी हो तो सर्वप्रथम वैकल्पिक कॉरीडोर की स्थापना की जावे।

- प्रस्तावित वन क्षेत्र के व्यपवर्तन का अन्यत्र ओर कोई विकल्प नहीं है एवं आवेदक संस्थान द्वारा वन्यप्राणी प्रबंधन योजना जो कि सम्पूर्ण क्षेत्र के प्रबंधन योजना के अनुरूप है एवं राशि रु. 35.45 करोड़ के लिये शासन द्वारा अनुमोदित की जा चुकी है।
- उक्त प्रावधान का पालन सुनिश्चित करने की शर्त पर कोयला उत्खनन हेतु स्वीकृति दिया जाना अनुशंसित है।

27. मुख्य वन संरक्षक, रीवा द्वारा प्रस्तावित वनक्षेत्र का दिनांक 05/12/2019 को किये गये स्थल निरीक्षण का 24 बिन्दुओं पर आधारित स्थल निरीक्षण प्रतिवेदन प्रस्ताव में संलग्न किया गया है।

28. मुख्य वन संरक्षक, रीवा द्वारा वन मंडल अधिकारी, सिंगरौली द्वारा की गई अनुशंसा से सहमत होते हुये भाग-3 में प्रस्ताव में स्वीकृत देने की अनुशंसा की गई है।

प्रस्ताव पर राज्य शासन, वन विभाग द्वारा प्रस्तावित वनक्षेत्र में निर्माण/लेवर कैम्प आदि कार्य नहीं किये जावेगे। एवं मुख्य वन्यप्राणी अभिरक्षक, भोपाल स्वीकृत वन्यप्राणी प्रबंधन योजना अनुसार कार्यों का सुनिश्चित किये जाने की शर्त पर प्रशासकीय अनुमोदन प्रदान किया गया है।

अतः प्रस्ताव की एक प्रति संलग्न कर अनुरोध है कि प्रकरण में भारत सरकार की सैद्धांतिक अनुमति प्राप्त कर इस कार्यालय को अवगत कराने का कष्ट करेंगे।

संलग्न:- उपरोक्तानुसार

भवदीय

*S*  
25/1/2020  
(सुनील अग्रवाल)

पृ. क्रमांक/एफ-1/FP/MP/MIN/28619/2017/376

भोपाल, दिनांक 25/01/2020

प्रतिलिपि:-

1. अपर प्रधान मुख्य वन संरक्षक (केन्द्रीय) भारत सरकार, पर्यावरण वन एवं जलवायु परिवर्तन मंत्रालय, क्षेत्रीय कार्यालय, पश्चिम क्षेत्र, पर्यावरण भवन, लिंक रोड नं. 3, ई-5 रविशंकर नगर, भोपाल मध्य प्रदेश।
2. मुख्य वन संरक्षक, रीवा वृत्त, रीवा, मध्य प्रदेश।
3. वन मण्डल अधिकारी, वन मण्डल, सिंगरौली, मध्य प्रदेश
4. मेसर्स द आन्ध्र प्रदेश मिनरल्स डेवलपमेन्ट कार्पोरेशन लि. की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु अग्रेषित।

संलग्न:- उपरोक्तानुसार (अनु. क्र.-01 हेतु)

*S*  
25/01/2020  
अपर प्रधान मुख्य वन संरक्षक (भू-प्रबंध)  
मध्यप्रदेश, भोपाल

Government of India  
Ministry of Environment, Forest and Climate Change  
(Forest Conservation Division)

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Indira Paryavaran Bhawan,  
Jor Bagh Road, Aliganj  
New Delhi: 1100 03,  
Dated: 04<sup>th</sup> March, 2020

To,

The Dy. Director General (Central),  
Regional Office, (CZ),  
Ministry of Environment, Forests and Climate Change,  
Kendriya Paryavaran Bhawan,  
E-5, Area Colony, Link Road-3,  
Ravi Shankar Nagar,  
Bhopal - 4620 16.

Sub: Diversion of 259.239 ha. of forest land (226.349 ha. forest land in compartment No.RF-338, RF-358, 359 & PF-315 + 32.89 ha. of Revenue forest land=259.239 ha.) for Suliyari Open Cast Coal Mining in Singrauli District in favour of M/s The Andhra Pradesh Minerals Development Corporation Limited (APMDC), Singrauli District, Madhya Pradesh State-reg.,

Sir,

I am directed to refer to the Addl. Principal Chief Conservator of Forests (Land Management) and Nodal Officer under Forest (Conservation) Act, 1980 Satpura Bhawan, Government of Madhya Pradesh, vide their letter No.F-1/FP/MP/MIN/28619/2017/375 dated 25<sup>th</sup> January, 2020 on the above mentioned subject seeking prior approval of the Central Government in accordance with Section-2 of the Forest (Conservation) Act, 1980, and to request that the Regional Office (Western Zone), Bhopal of this Ministry may kindly inspect the forest land proposed for diversion including identified CA land. A detailed report shall be submitted to the Ministry, at the earliest.

Yours faithfully,  
*Pamposh* 04/03/2020  
(Pamposh Mohan Koul)  
Technical Officer

Copy to:-

1. The Principal Secretary (Forests), Government of Madhya Pradesh, Bhopal.
2. The Principal Chief Conservator of Forests & HoFF, Government of Madhya Pradesh, Bhopal.
3. The Nodal Officer, FCA O/o PCCF, Forest Department, Government of Madhya Pradesh, Bhopal.
4. User Agency.
5. Monitoring Cell, FC Division, MoEF&CC, New Delhi, for uploading.
6. Guard File.

## कार्यालय कार्यपालन यंत्री जल संसाधन संभाग क्रमांक 2 सिंगरौली जिला सिंगरौली (म0प्र0)

Email ---- eewrdsingrauli@gmail.com

पत्र क्र0 3827  
प्रति

/तकनीकी/सिंगरौली /2019-20

दिनांक 16/12/19

मुख्य महाप्रबंधक  
ए0पी0एम0डी0सी0  
सुलियरी कॉल माइन  
जिला सिंगरौली (म0प्र0)

विषय - हुरदुल नाला के डायवर्सन हेतु अनापति प्रमाण पत्र जारी करने बाबत ।

संदर्भ - आपका पत्र क्रमांक 321/ ए0पी0एम0डी0सी0/सु0को0माँ0 /भू- अर्जन /2019 बैढन दिनांक 15/11/2019

विषयान्तर्गत संदर्भ मे हुरदुल नाला के डायवर्सन हेतु प्रस्तुत विकल्पों का अध्ययन एवं स्थल निरीक्षण दिनांक 26/11/2019 को किया गया तदानुसार विवरण निम्नानुसार है ।

- 1- भारत सरकार कोयला मंत्रालय नई दिल्ली के आदेश क्र0 Fno.103/10/2016/NA दिनांक 29/09/2016 द्वारा आवंटित कोल ब्लॉक 1298 हे0 ( तहसील सरई के ग्राम झलरी , आमड़ाइ , मझौलीपाठ , बेलवार , सिरसवाह , बजौड़ी , धिरौली एवं डोंगरी ) के अंतर्गत ग्राम झलरी एवं डोंगरी के मध्य प्रवाहित हो रहा है ।
- 2- कोल आवंटन आदेश के तहत खनन को गतिशील बनाए रखने के साथ ही नाले के नैसर्गिक जल प्रवाह को बनाए रखने के उद्देश्य से उक्त डायवर्सन की शर्त को स्वीकार कर आवंटन किया गया है ।
- 3- प्रकृतिक नाले की कुल लंबाई 9.5 कि0 मी0 तथा कोल ब्लॉक की सीमा में प्रवेश स्थान पर जलग्रहण क्षेत्र 64.50 वर्ग कि0मी0 है । तथा अधिकतम जल प्रवाह 409.67 घ0मी0/सेकंड आंकलित किया गया है ।
- 4- उक्त नाले के डायवर्सन हेतु प्रस्तुत तीन विकल्पों में अंतिम विकल्प के अनुसार पी0 सी0 सी0 लाइंड ओपेन चैनल का निर्माण लंबाई 8.0 कि0 मी0 कराया जाना सुनिश्चित किया गया है ।

अतः कोल ब्लॉक की भूमि के आवंटन के पूर्व वांछनीय अनापति - प्रमाण - पत्र उक्त विकल्प पर नाला डायवर्सन हेतु अनापति प्रमाण - पत्र निम्न शर्तों के साथ प्रदान किया जाता है ।

1-डायवर्सन निर्माण प्रस्ताव का विस्तृत डिजाइन , ड्राइंग एवं प्राक्कलन की एक प्रति कार्यालयीन अभिलेख हेतु उपलब्ध कराना होगा ।

2-नाला डायवर्सन निर्माण प्रारम्भ की सूचना विभाग को देने के साथ ही निर्माण कार्य जल संसाधन विभाग के मापदण्डों पर कराना अनिवार्य होगा ।

3-निर्माण के दौरान विभागीय अधिकारियों का समय - समय पर निरीक्षण कराया जाना आवश्यक होगा ।

4 - उक्त नाले से औद्योगिक प्रयोजन हेतु जल की आवश्यकता होने पर नियमानुसार प्रपत्र - 199 में मांग पत्र प्रस्तुत करना होगा सहपत्र :- 0

( आर0 ए0 एस0 कोशिक )

कार्यपालन यंत्री

जल संसाधन संभाग क्रमांक 2 सिंगरौली

जिला सिंगरौली (म0प्र0)

दिनांक 16/12/19

पृष्ठ क्र0 3828

/तकनीकी/सिंगरौली /2019-20

प्रतिलिपि :-1-मुख्य अभियंता , गंगा कछार रीवा की ओर सूचनार्थ संप्रेषित ।

2-अधिक्षण यंत्री महान परियोजना मण्डल - सीधी ओर सूचनार्थ संप्रेषित ।

3-कलेक्टर , जिला सिंगरौली की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु संप्रेषित है ।

सहपत्र :- 0

( आर0 ए0 एस0 कोशिक )

कार्यपालन यंत्री

जल संसाधन संभाग क्रमांक 2 सिंगरौली

जिला सिंगरौली (म0प्र0)







## Introduction

Diversion of any natural stream normally has impacts on topography, soil, irrigation, groundwater level and quality. Necessary remedial measures are required to be taken up to mitigate the anticipated impacts. Probable impacts due to Hurdulnala diversion is discussed in following sections.

The drainage of Suliyari coal block is mainly controlled by westerly flowing Hurdulnala which traverses the mine in the north-western part and passes through the coal block area. The coal block is located within the sub watershed of Hurdulnala. The total length of Hurdulnala is around 15 km. The total catchment area of Hurdulnala is around 64.50 sq. km. The invert level of nala at originating point is 448.2 m and the same at discharge point in Gopadriver is 405.50 m. Many small seasonal nallas drain into Hurdulnala. Reduced levels on banks of Hurdulnala at the point entering Suliyari coal block is 471 m and at the point existing the ML is 432 m. Hurdulnala originates from Mohanban Reserve Forest and discharges into Gopad river. Gopadriver emerges from the Sonhat Plateau and finally flows into Son river at Bardi.

## Impact of nala diversion on Topography

Pre-mining elevation of Suliyari ML area varies from 438 m AMSL to 560m AMSL. Hurdulnala is entering Suliyari coal block at bed level (BL) of 455m and terrace level (TL) 461 m at 265050N and exit at 636300E with BL of 437 m and TL of 447 m. The Average width of the nala is 25m of depth varying from 6 to 9m inclusive of free board of 2m. Average slope of nala along its length is 1 in 600 ( $S = 0.001666$ ). The diverted length of nala will be of length around 8000m.

Existing Hurdulnala is to be diverted from its entry point to inner periphery of the coal block from east to southern part and to further in western direction for its outward flow from the block. In the southern part it will flow over a PCC lined open channel over backfilled area whereas, earthen excavation trapezoidal channel has been proposed in the eastern and western part of the coal block.



**Digital Terrain Model (DTM) showing existing topography of the coal block**

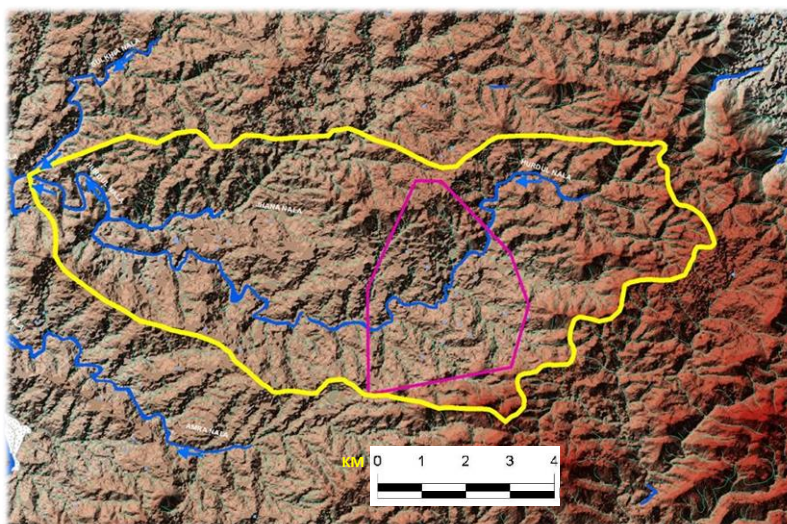
Same slope of the nala bed will be maintained. The elevation of the Ground level along the route of the proposed diversion channel varies from 455m AMSL to 437m AMSL (refer Annexure -7.3.1). Due to the excavation of the new route of the channel (8km long) along the eastern, southern and western boundary the higher ground along the route has to be levelled to maintain the optimum slope of the nala. The nala diversion will create a new

topographical change along the diverted portion of the proposed channel. The change in topography would have occurred in any case due to proposed open cast mining and subsequent mine reclamation.

### Reduction in catchment area

The total catchment area of Hurdulnala is estimated to be 64.50 sq km (**refer Fig. A**). Due to proposed mining activity and nala diversion, the catchment area of Hurdulnala will be slightly reduced. The details of the catchment area are as follows:

Description	Area (km <sup>2</sup> )
Total catchment area of Hurdulnala	64.50
Catchment area at the point of entry to the project area	18.61
Catchment area at the point of exit from project area	31.59
Catchment area which will be mined out or disturbed due to mine infrastructure and due to diversion	12.98



**Fig A: Catchment Area of Hurdulnala**

The catchment area which will be disturbed due to mining activity is 20.12% of the total catchment of Hurdulnala. However this may not adversely reduce the flow of the nala since all the rainwater including ground water falling into the excavated open cast mine area will be pumped out into this naladownstream w.r.t. the cal block after proper removal of suspended particles through series of sediment tanks.

### Impact on Soil

Along the nala diversion route new excavated soil may take time to settle and erosion activity may slightly increase. Part of the soil utilized for embankment will be protected from erosion by stone pitching and grass turving on inside and outside of the embankment. The balance soil dumped at spoil bank will be protected from erosion by grass turving and vegetation.

### Impact on irrigation

Hurdulnala is a perennial nala and caters to the water demand as well as land irrigation requirement of the nearby areas. However, diversion of this nala may not affect



any land irrigation pattern inside the project area as all the villages present inside the ML area have been proposed to be resettled and rehabilitated at KhanuaNayaTola, which is outside the catchment area of hurdulnala at pre-mining stage. APMDC has already formulated the R&R scheme in 2018 based on Model Rehabilitation Plan-2002 of Madhya Pradesh, National Resettlement and Rehabilitation Policy, 2007 and Land Acquisition, Resettlement and Rehabilitation Rights Act, 2013. The R&R plan of Suliyari Coal mine duly approved by Govt. of Madhya Pradesh is enclosed as **Annexure 7.2**.

Further, the flow of diverted Hurdulnala at the western exit point of the ML boundary shall be maintained as pre-project scenario. Hence there shall not be any adverse impact on the irrigation pattern and water demand of nearby villages due to proposed diversion of Hurdulnala outside the ML boundary.

### **Impact on Groundwater regime**

Hurdulnala is perennial in nature. The ground water level in the ML area lies between 5-10m bgl. A detailed hydro-geological study has been carried out for estimation of impact of mining operation and has been detailed in Chapter 4. The Hydro geological study report is also enclosed as **Annexure 4.1**. Total Annual Replenishable Recharge (TARR) has been calculated for the Waidhan block in which proposed Suliyari coal mine is located within the command area of Hurdulnala. Moreover, the command area of the diverted nala inside the ML boundary lies within the same watershed area. Therefore diversion of the nala is not likely to impact the water table. Also the population residing in the villages located inside the mining area will be rehabilitated to KhanuaNayaTola with proper water supply arrangements through dug wells and tube wells by the project. The R&R site near KhanuaNayaTola is outside the catchment area of hurdulnala.

### **Impact on Water Quality**

The drainage of Suliyari coal block is mainly controlled by westerly flowing Hurdulnala, surface water was collected from Hurdulnala; upstream at 100m before Hurdulnala entering the M.L. in the NE side and downstream at 100 m after Hurdulnala exiting the M.L in the SW side. Further, two more surface water samples were collected from Hurdulnala at 100m before confluence point of SahabarNala and 100m after confluence point of SahabarNala to check the existing pollutant load contributing due to the core zone.

The results of analysis of surface water of Hurdulnala is detailed in chapter 3 of EIA/EMP report clause 3.5.2. The results have been compared with the standards specified in IS: 10500 (2012) as well as Water Quality Criteria specified by Central Pollution Control Board. The surface water quality when compared with water quality criteria as per Central Pollution Control Board, it was found that the water quality is good for irrigation purpose; outdoor bathing and also it can be used as drinking water source with conventional treatment followed by disinfection.

Study of Lithological logs of exploratory boreholes drilled in this area doesn't indicate presence of pyrite or coal with high sulphur content and hence there is no possibility of acid mine drainage. Erosion activity may be kept at minimum level because the new drain will follow the same slope. The TDS (Total Dissolved Solids) may slightly increase due to erosion. Nala water sampling and analysis at the point of nala entering the ML and at exit

point will be done periodically to ensure same water quality of both the sampling location. Remedial measures will be taken up by the Project Authorities to mitigate any impact on surface water quality.

### **Impact on water availability/flow for downstream competing users**

Lean season water availability at water intake point (eastern part of ML) was measured during June 2018 and found to be around 15700 m<sup>3</sup>/day. As envisaged in the proposed project after one year (i.e. during operation phase), peak daily demand of industrial water can be fully met by utilizing treated mine discharge water (@2955 m<sup>3</sup>/d) from mine seepage water with pumping system installed near the mine. Moreover the flow of diverted Hurdul nala at the western exit point of the ML boundary shall be maintained same as of the flow at entry point of the ML. Thus, there would not be any significant impact on water availability and downstream competing users w.r.t surface water bodies from the proposed project in the vicinity of the ML. Additionally surplus water from the mine (@ 1330 m<sup>3</sup>/d- peak) will be discharged after treatment to Hurdul nala through settling pit.

### **Mitigation measures:**

The bed of diversion channel has been designed as non-silting, non-scouring bed. Bottom of the nala over the backfilled surface will be provided with 150mm thick concrete lining of grade (M 20) and concrete lining (M 20) of 125 mm thickness on sides of the nala. Erosion activity from overburden dump, backfilled surfaces, soil excavated / storage area and soil used for embankment during construction activity of Hurdul nala diversion may also produce more sediment load in Hurdul nala. However, any probable silt load will be collected at the silt trap constructed at entry point and at exit point of diverted channel. The diverted channel will be de-silted by the Project Authorities once in a year (preferably prior to monsoon season).

However the following structures are proposed to be constructed

- Construction of silting pond: Silting ponds will be created by the Project within or at exit of the block with a minimum depth of 2-3m. The silt gathered in the pond will be cleaned time to time by the Project.
- Check dams: Check dams will be constructed at entry, exit and within Project area by the Project.
- Silt Trap: Silt traps will be constructed by the project at the entry and exit point of the diversion channel to prevent silt flowing into Hurdul nala.
- Storm water will be collected through garland drains and discharged after being routed through settling pits to settle out suspended solids.

### **Conclusion:**

Even though the channel is designed to discharge 675.968 m<sup>3</sup>/sec, it can also discharge up to 694.97 m<sup>3</sup>/sec during emergency. Hence the scheme of diversion is safe for construction. The need for diversion of the channel will arise at the 6<sup>th</sup> year of mining activity. The proposal of nala diversion has been proposed to be completed by the end of 5<sup>th</sup> year of mining operation.

## **CHAPTER-12**

### **SAFETY OF MINE AND ADJOINING AREA IN LIGHT OF CONSTRUCTION OF DIVERSION CHANNEL**

The project area falls in the Hurdul Nala (ephemeral stream) watershed. The anticipated impacts of the proposed mining project are discussed below.

#### **Impact on topography:**

The topographic elevation of the project area varies from 490m above MSL in the north to 440m above MSL in the southwest. After commencement of mining operations the topography and landscape and its immediate vicinity in the mine lease area will be affected and the area will become a depression in mine working zone. During the life span of the mining project, the overburden internal dump will attain a maximum height of about 140m in the west and southern part of the project area and the mine pit will reach to a maximum depth of about 245m.

#### **Impact on Drainage :**

Due to the mining operations, the drainage network alters and the flow path gets re-adjusted, as such, there will be no reduction in the total quantity of the flow in down stream side of this area. With the advance of mining operations, the OB will be dumped in the de-coaled area as internal backfill. As 100% backfilling is not possible, part of the mine lease area will be left as a void (about 409.03 ha and volume of 195.29 M CuM) which will become a water reservoir in order to store rain water.

#### **Rainfall over the mine area**

The rainfall received in mine area during the span of mine life period will be accumulated in the proposed mine pit instead of joining the natural drainage as runoff. It is proposed to be pumped out to the surface water to protect the mine workings.



### **Impact on surface water regime**

The block shows dendritic to sub-dendritic drainage pattern. The drainage of the block is mainly controlled by westerly flowing Hurdul Nala which traverses the block, in the northeastern part and passes throughout the block beyond south-western part of the block. Many small seasonal streams of 1st to 3rd orders are drained into Hurdul Nala. There are no tanks in this block area.

During the course of mining, the seasonal nallahs/ streams in and around the project area are envisaged to be disturbed. The Hurdul nala which is flowing across the Coal block is proposed to be diverted at entry point of coal block along then further moving along the coal block boundary and is discharged back in Hurdul nala at downstream point, where Hurdul Nala exits the coal block. This Proposed Diversion channel will catch the flood water coming from 5 rivulets of Hurdul Nala also and finally discharge all the flood water into Hurdul Nala, keeping the coal block dry and free from water. Garland drains are provided all along the quarry surface area to prevent surface/dump yard rainwater into quarry and the drains will be connected to natural drainage system.

### **Effect of Nala Diversion/removal**

The Hurdul nala is flowing across the block and several streams of 1st to 3rd orders with a very small catchment area and a limited surface runoff drained into Hurdul Nala. The Hurdul nala will be diverted and joined back to Hurdul Nala at downstream point by construction of Diversion Channel , where nala exits the coal block The existing streamlets within the quarry area will be removed. The small streams that are flowing over the quarry area will be re-oriented by the garland drain along the periphery of the quarry so that they meet the main course in the downstream. Hence, the drainage network around the project area alters and the flow path gets re-

adjusted .Proper arrangements will be made for cleaning of mine water and rain water before connecting to normal drainage system. The quarry area will be surrounded by garland drains with intermediate settling provision so that only clear water is discharged into the natural water bodies. The mine seepage water will be pumped out discharged into settling tanks where the coal fines will be settled and only clear water will be discharged into the water bodies.

It is assumed that there will be no reduction in the total quantity of flow in the down stream due to the diversion / removal of the existing drainage in the project area. As the rain that falls over the area will ultimately flow into the nearby nallas or tanks either by diversion or pumping from mine towards down stream side. The diversion of nalas will not affect the gradient or velocity of the flow in the downstream side.

#### **Important Provisions done for Mine Safety against flood and slope Failure**

- The Proposed Diversion Channel constructed will intercept the water coming from Hurdul nala up to entry of coal block, Gagar nala and other 4 rivulets and drain the total discharge into Hurdul nala itself at downstream point of exit of Hurdul nala from coal block.
- High bunds are proposed on both sides of proposed diversion channel with partial pitching and plantation.
- The Diversion channel has been proposed as lined channel as the discharge to be carried by channel is high, so to avoid damage by heavy discharges in rainy season channel has been proposed as lined channel, except in the deep cutting reaches.
- The Discharge carried by diversion channel up to exit point of Hurdul nala from Coal Block is for same catchment area of 41.50 sqkm so the catchment of Hurdul nala is unaffected.

- The existing Hurdul nala , rivulets and proposed Diversion Channel shall be guided by bunds at originating point from Hurdul nala , at crossing points of rivulets and discharge point in Hurdul Nala so water flooding from Nalas or Diversion Channel will not occur .
- Garland drain shall be made around quarry to collect run off water and to avoid stagnation of water around the quarry area, so that the water can't percolate in to the planes, which is one of the cause for pit slope failure.
- Garland drains, catch drains, slope drains shall be made around OB dumps to collect run off water and to avoid stagnation of water on OB dumps, which is one of the cause for slope failure on OB dumps.
- A berm with dimensions of not less than 2 metres height and 2 metres width at the top shall be made in trapezium shape all along the edge of each deck to prevent erosion of dumps and gully formation during rainy season.
- The terrace shall be kept free of obstructions (OB heaps), sloped in bye and maintained with uniform gradient for free flow of water in order to avoid accumulation of water leading to gully formation and dump slides.
- Plantation shall be done over and around OB dumps and proposed embankments to ensure stability of slopes and prevention of dust generation by wind action.



**Tentative Timelines for Construction of Railway Siding at Suliyari Coal Block**

<b>Sr. No.</b>	<b>Milestone/ Activity</b>	<b>Tentative Timeline</b>	<b>Remarks</b>
1.	Techno-Economic Feasibility Report (TEFR) has been prepared by M/s.RITES, Nagpur during May 2012.	Already done	Copy of TEFR is attached as <b>Appendix-I</b>
2.	Publication of Preliminary Notification under Section 11 of LARR Act 2013 by Collector, Singrauli done on 28.11.2019	Already done	Copy of the notice is attached as <b>Appendix-II</b>
3.	APMDC Board on 23.01.2020 has approved to award the work of preparation of Detailed Project Report (DPR) by M/s.RITES, Nagpur.	Already done	<b>Copy of Board's approval is attached as Appendix-III</b>
4.	Award of work to M/s.RITES, Nagpur to prepare DPR in Feb. '2020.	Already done	Copy of Work Order is attached as <b>Appendix-IV</b>
Progress of work is under abeyance due to unprecedented situation arising from global outbreak of Novel Corona Virus (COVID-19) related lockdown			
5.	Mobilisation of technical team of Ms/ RITES to the site and commencement of site related activities required for preparation of DPR.	Zero date	
6.	Completion of DPR and Engineering Scale Plan (ESP).	0 +7 Months	
7.	Requisition for the required land.	0 +8 Months	
8.	Submission of land required: Private land, Govt. <b>land &amp; Forest land by November'2020.</b>	0 +8 Months	
9.	Land Acquisition including Forest land.	0 +9 Months	
10.	Approvals/ permissions from Railways and floating tenders.	0 +10 Months	
11.	Finalisation of tender.	0 +24 Months	
12.	Completion of Construction of railway line and siding etc.	0 +48 Months	
13.	Trial run and obtaining all statutory clearances and starting coal transport	0 +60 Months	
<b>Total time required for completion of railway line upto Suliyari Coal Block after zero date</b>		<b>5 years</b>	

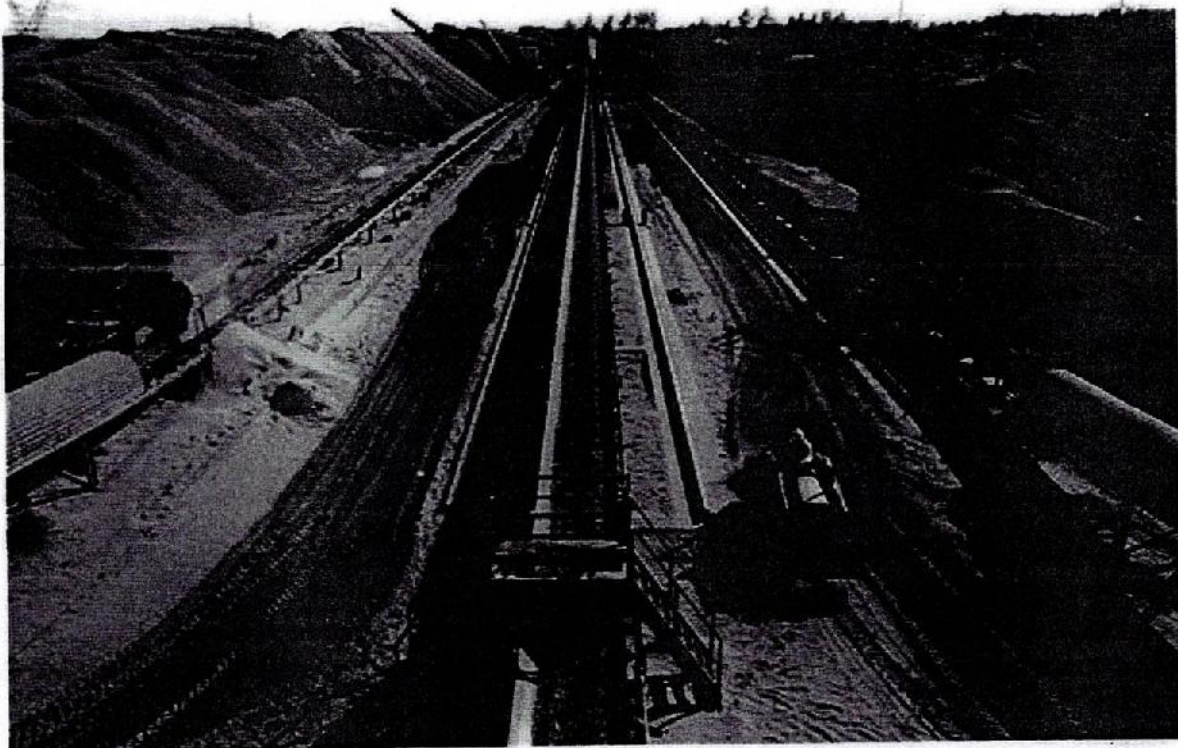
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## **APPENDIX - 1**



A.P. Mineral Development Corporation Limited  
(APMDC)

**Private Railway Siding of Suliyari Coal Block of Andhra**  
**Pradesh Mineral Development Corporation Ltd.**  
**Techno-Economic Feasibility Report**



**MAY – 2012**



**RITES LTD**

1, RITES Bhawan, Kadbi Chowk, Nagpur-440004, (India)

Tel: (0712)-2520127, 2565228. E-mail: [nagpurpo@rites.com](mailto:nagpurpo@rites.com)

Website: [www.rites.com](http://www.rites.com)



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## ***CHAPTER - 1***

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### ***INTRODUCTION & BACKGROUND***

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## **CHAPTER – 1**

### **INTRODUCTION & BACKGROUND**

#### **1.1 A.P. Mineral Development Corporation Ltd. (APMDCL) :-**

The Andhra Pradesh Mineral Development Corporation Ltd., was incorporated on 24th Feb., 1961 and registered under the Companies Act, 1956 with an authorised capital of Rs.50 lakhs with full participation by Government of Andhra Pradesh.

The Corporation has been awarded with "Coal India Productivity Organisational Award" for the year 2006-07 by the Indian Institute of Industrial Engineering on 12 th October, 2007 at Thiruvananthapuram for its exceptional performance in the exploration of the minerals in the state. Recently, best documentary film award-2008 at Nandi film fare awards has been awarded for the documentary picturised on Bauxite deposits by the Corporation.

A.P. Mineral Development Corporation Ltd. (APMDCL) is allocated Suliya Coal Blocks in Singrauli district of Madhya Pradesh. Coal mined by APMDCL at Suliya Coal Blocks shall be utilised to meet demand of coal for different power plants of APGENCO and other small scale end users of APMDCL. APMDCL has planned to transport 5.0 MTPA from Suliya Coal Block.

#### **1.2 Suliya Coal Block:-**

Suliya Coal Block is located at about Geographical co-ordinates:

Latitude -  $23^{\circ} 55'25''$  to  $23^{\circ} 58'16''$  N

Longitude-  $82^{\circ} 19'06''$  to  $82^{\circ} 21'04''$  E

Suliya Coal Block is situated at about 12 Km south of Gajarabaha station on Katni- Singrauli section of West Central Railway (WCR). It is proposed to provide connectivity to APMDCL Private Railway siding from Gajarabaha station.

#### **1.3 Katni- Singrauli BG Railway section of West Central Railway (WCR).**

Katni- Singrauli line was constructed in 70s by Central Railway primarily for transportation of coal from SECL to NTPC Thermal Power Plant at Singrauli.



The section is 261 km long and Non- electrified Single line. After incorporation of new railway zones in 2003, the section is under Jabalpur division of West Central Railway. After discovery of huge reserve of coal around Singrauli, headquarter of Northern Coalfields Ltd is located there. The section is required to cater to high density of rail borne coal traffic for various coal blocks and thermal power plants.

#### **1.4 Connectivity of Suliari Coal Block to Indian Railway system:-**

APMDCL wishes to construct Private Railway Siding for transportation of 5.0 MTPA coal to APMDCL through Gajarabakra station.

Three (3) possible alternative alignments were studied to finalize the operationally suitable and techno-economically feasible alignment.

The details of the alternative alignments are described at Chapter-4.

#### **1.5 Transportation of Coal from Gajarabakra station to JNTPP:-**

Gajarabakra station is located at about 237 km from Katni station towards Singrauli on the same Katni- Singrauli Single line Non- Electrified Section of WCR. Gajarabakra is a single line station with two Loop lines (I & II) along with rail level platforms on both sides at the station.

#### **1.6 Rail Transport Clearance –**

APMDCL shall require Rail Transport Clearance (RTC) from Railways for transportation of 5.0 MTPA coal from Suliari Coal Block for different power plants of APGENCO and other small scale end users of APMDCL, Hyderabad. M/s.APMDCL vide its letter no APMDC/38/coal/2011-12/3022, Dated 14.10.2011, has submitted application seeking permission for the siding to CTPM/ WCR. Copy of application is enclosed as Annexure I.

#### **1.7 Appointment of RITES / Nagpur as Consultant for Preparation of FSR & DPR:-**

AP Mineral Development Corporation Ltd, vide their Letter No. APMDC/38/coal/2011-12/3020, Dated: 15/10/2011, have appointed M/s. RITES Ltd., Nagpur as Consultant for preparation of Techno-Economic Feasibility



Report, Detailed Cost Estimate and Detailed Project Report and approval of the same from West Central Railway.

### **1.8 'In Principle' Approval:-**

This Feasibility Report is being submitted to West Central Railway for granting of 'In Principle' Approval on the basis of supply of coal from Suliari Coal Block of APMDCL through Gajarabakra station on Katni- Singrauli section in Jabalpur division for different power plants of APGENCO and other small scale end users of APMDCL.

### **1.9 Scope of Work :-**

The scope of work covers:

- Preparation of Feasibility Report
- Preparation of Detailed Project Report
- Detailed Cost Estimate including carrying survey work, finalization of railway line routing from the nearest main line railway station to power plant site, detailing In-plant railway marshalling yard, preparing estimate and arranging approvals from Railways.

### **1.10 Approach and Methodology :-**

- Immediately on award of work, a team comprising experts from different disciplines of railway infrastructure were mobilized to carry out study in a coordinated manner.
- Related topographical sheet was collected for digitization.
- Before taking up field survey paper alignment were marked on topographical sheet for physical verification at site.
- Three alternative alignments were marked on topographical sheet and one suitable and feasible alignment decided/ finalized.
- The survey team carried out field survey with the help of 'Total Station' for physical verification of suitable and feasible alignment.
- On the basis of field survey inputs collected from site, Feasibility Report shall be submitted to West Central Railway for 'In Principle' approval.
- Further prepare 'Detailed Project Report' and detailed estimates and take the final approval from the West Central Railway.

## *CHAPTER - 2*

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### **PROJECT AT A GLANCE**

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**PROJECT AT A GLANCE**

- 2.1** The State of Andhra Pradesh is endowed with Rich Mineral Resources and occupies 2nd place in Mineral Value Production in the Country.
- 2.2** The Andhra Pradesh Mineral Development Corporation Ltd was incorporated on 24th Feb 1961 and registered under the Companies Act 1956 with an Authorized Capital of Rs.50 lakhs with full participation by Govt. of A.P.
- 2.3** A.P. Mineral Development Corporation Ltd. (APMDCL) is allocated Suliari Coal Blocks in Singrauli Coal Fields of Madhya Pradesh, by Ministry of Coal, Government of India, vide Letter no. 13016/8/2007 CA-I Dated: 25/07/2007 (copy enclosed as Annex-II).
- 2.4** Coal mined by APMDCL at Suliari Coal Blocks shall be utilised to meet demand of coal for different power plants of Andhra Pradesh Power Generation Corporation Limited (APGENCO) and other small scale end users of APMDCL. APMDCL has planned to transport 5.0 MTPA from Suliari Coal Block.
- 2.5** APMDCL wishes to construct Private Railway Siding for transportation of 5.0 MTPA coal through Railway network via Gajarabakra-Katni- Itarsi-Nagpur-Hyderabad.
- 2.6** Suliari Coal Block is located at about Geographical co-ordinates:  
Latitude -  $23^{\circ} 55'25''$  to  $23^{\circ} 58'16''$  N  
Longitude-  $82^{\circ} 19'06''$  to  $82^{\circ} 21'04''$  E
- 2.7** Suliari Coal Block is situated at about 12 Km south of Gajara-Bakra station on Katni- Singrauli section of West Central Railway (WCR). It is proposed to provide connectivity to APMDCL Private Railway siding from Gajarabakra station.

- 2.8** Gajarabakra station is located at about 237 km from Katni station towards Singrauli on the same Katni-Singrauli Single line Non- Electrified Section of WCR. Gajarabakra is a single line station with two Loop lines (I & II) along with rail level platforms on both sides at the station.
- 2.9** A Peak Load of Five (5) loaded rakes of outward traffic of Coal per day after considering bunching is estimated and attached as Chapter-3.
- 2.10** APMDCL shall require Rail Transport Clearance (RTC) from Railways for transportation of 5.0 MTPA coal from Suliyari Coal Block.
- 2.11** M/s APMDCL, Hyderabad has entrusted the work of Feasibility study & preparation of Detailed Project Report (DPR), in connection with the development of Rail infrastructure for the proposed project to M/s RITES Ltd., vide their Letter No. APMDC/38/Coal/2011-1-2011/2506 dated: 13/09/2011.
- 2.12** Pre Feasibility study was carried out considering movement of traffic from Suliyari Coal Block to Gajarabakra station for further transportation via Katni station.
- 2.13** Three alternatives have been conceptualized.
- Alternative-1 as shown in the Conceptual plan is not suitable since it involves engine & brake van reversal at Gajarabakra station for moving towards APMDCL siding for both empty and loaded wagons. It also passes through Reserve Forest Khasra No 332, 335 & 336.
  - Alternative-2 as shown in the Conceptual plan shall not require engine & brake van reversal at Gajarabakra station but require traversing through Reserve Forest Khasra No 336. It also passes through Villages: Khanua and Gurwani.
  - Alternative- 3 shall not involve engine & brake van reversal and not passing through Reserve Forest or villages but alternative-3 has been approved by West Central Rly for use by MPJCL for evacuating coal from Dongrital mines. Hence sharing of siding upto Km 10.0 will be required.



- 2.14** Comparing main parameters of above three alignments, it is noticed that Alignment -3 is operationally most suitable and techno- economically viable if agreed by M/s. MPJCL (Madhya Pradesh Jaypee Coal Ltd) for sharing the siding upto proposed crossing station at Km 10.00.
- 2.15** APMDCL Private Sidings shall be 'Single line' upto Railway Gate of Inplant yard.
- 2.16** Total Route Length of APMDCL siding is estimated to be 11.30 km for alternative-2 and 4.5 km for alternative-3 (if shared with MPJCL) respectively.
- 2.17** The System of Operation for movement of traffic for APMDCL Siding and Inplant yard is based on Engine- On- Load (EOL) system of IR.
- 2.18** Vacant land is available at north of Coal Block. APMDCL has earmarked this land for construction of 'In plant yard' consisting of Weighbridge, Reception cum Dispatch lines, Engine line, Brake van siding, Sick line etc.
- 2.19** The IR Locomotive shall bring the empty BOXN rakes up to the Reception cum Dispatch yard where it shall get detached & move to Engine line.
- 2.20** Brake van reversal shall be carried out on Brake van siding.
- 2.21** APMDCL has envisaged two lines for loading of coal. On one line loading shall be carried out manually by pay loaders and on second line mechanically from Silo. After loading, wagons shall be examined by Railway TXR staff and after examination/certification, the loaded rake shall move through Weighbridge before movement to Gajarabakra station via APMDCL siding.
- 2.22** Total Track Length 'Inside Plant' is estimated to be 3.0 km.



- 2.23** The gauge for the Private Railway siding of APMDCL shall be 1676 mm since take off Gajarabakra station is Broad Gauge (BG).
- 2.24** 60 kg, 90 UT, T-12 1<sup>st</sup> quality, 13m long undrilled Rail shall be welded in-situ to form 3 rail panel. Sleeper density, Ballast cushioning, Blanketing etc shall be as per Indian Railways Permanent Way Manual.
- 2.25** Inter track distance, Curves, Gradients, Point & Crossings etc shall be designed as per 'Schedule of Dimensions' of Indian Railways.
- 2.26** All Bridges proposed shall meet the requirements for 25 T Axle Load.
- 2.27** APMDCL Private Railway Siding shall have speed potential of 70 kmph in terms of the stipulations provided in Railway Board's Letter No. 2007/CE-II/CS/2 dated 19.05.2009.
- 2.28** The existing signaling system of Gajarabakra station has been modified to Standard III interlocking. The signaling system for proposed facing points of Loading lines in Inplant yard shall be compatible with the proposed signaling system of Gajarabakra station. Motor operated Point are proposed in trailing points and other lines of Inplant yard.
- 2.29** Absolute Block System is proposed between Gajarabakra station and Loading lines in APMDCL Inplant yard.
- 2.30** Provision of buildings for Rail In motion Weighbridge, Station & Signaling, TXR staff shall be made in Inplant yard.
- 2.31** The Total Abstract Estimated Cost for three alternatives of the Proposed Rail Infrastructure of Suliari Coal Block of APMDCL, has been assessed as follows:-

**Alternative-1**

Total Civil Engineering Cost	Rs. 88.64 Crores
Total Electrical Cost	Rs. 1.82 Crores
Total Mechanical Cost	NIL
Total S&T Cost	Rs. 5.25 Crores
<b>TOTAL COST:</b>	<b>Rs. 95.71 CRORES.</b>

**Alternative-2**

Total Civil Engineering Cost	Rs. 91.68 Crores
Total Electrical Cost	Rs. 1.82 Crores
Total Mechanical Cost	NIL
Total S&T Cost	Rs. 5.25 Crores
<b>TOTAL COST:</b>	<b>Rs. 98.75 CRORES.</b>

**Alternative-3**

Total Civil Engineering Cost	Rs. 16.07 Crores
Total Electrical Cost	Rs. 1.82 Crores
Total Mechanical Cost	NIL
Total S&T Cost	Rs. 5.25 Crores
Sharing of cost with MPJCL From 0.0 to Km 10.0	Rs. 32.00 Crores
<b>TOTAL COST:</b>	<b>Rs. 55.14 CRORES.</b>

## *CHAPTER - 3*

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### **MOVEMENT OF TRAFFIC**



## **CHAPTER – 3**

### **MOVEMENT OF TRAFFIC**

- 3.1. Coal traffic originating from Suliyari Coal Block shall move from Gajarabakra station on Katni- Singrauli section in Jabalpur division of West Central Railway.
- 3.2. From Gajarabakra station the coal traffic shall proceed in Up direction towards Katni- Itarsi-Nagpur-Hyderabad. The coal will be transported & supplied to different power plants of APGENCO and other small scale end users of APMDCL.
- 3.3. Hence, it is clear that coal traffic originating from Suliyari Coal Block shall not cause any significant disturbance in normal traffic movement on Katni- Singrauli section of West Central Railway.
- 3.4. A line diagram showing rail route of coal traffic of APMDCL on Katni- Singrauli section of West Central Railway is attached as Annexure II.
- 3.5. Railways shall provide empty BOXN wagons for loading of coal at loading line of In-plant yard of Coal Block. Railways possess huge quantity of BOXN wagons and additional manufacturing and procurement of the same is being done on an ongoing basis. The number of rakes likely to be placed per day work out as follows:

Sr. No.	Description	Quantity
	<b>COAL- Annual Movement</b>	<b>5,000,000 Metric Tons Per Annum (5.00 MTPA)</b>
I	Tare	23 MT
II	Payload	58.81 MT
III	Overloading allowed on this route	8 MT
IV	Chargeable Weight	67 MT
V	Average Payload incl. overloading	67 MT
VI	No of wagons in a rake	59
VII	Rake load	3953 MT
VIII	Average number of rakes per annum	1265.0
IX	Average daily rakes @ 340 days working in a year	3.72
X	After Allowing bunching @ 25%, Average Rakes Per Day	4.65 say 5 Rakes per day
	<b>Hence, Total Peak Coal rakes per day (BOXN)</b>	<b>5 Rakes</b>

The above loads are in accordance with Railway Board's Rate Circular No. 69 of 2007 dated 27th June, 2007 on 'Running of Freight Trains on CC+8 and CC+6 Routes'.

## *CHAPTER - 4*

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### ANALYSIS OF ALTERNATIVES

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## **CHAPTER – 4**

### **ANALYSIS OF ALTERNATIVES**

#### **4.1 Selection of Take-off station and alignment:-**

**4.1.1** The Suliari Coal Block consisting of villages: Suliari, Jhairi, etc is located East of Reserve Forest Khasra no 339. The northernmost part of the coal block is located about 12 km south Gajarabakra station on existing Katni-Singrauli BG section of West Central Railway. The adjacent stations are Saraigam at about 10 km on west side towards Katni and Deoragram at about 11 km on east side towards Singrauli. Hence, the suitable station for take- off from Indian Railway system for private siding of Suliari Coal Block of APMDCL shall be Gajarabakra.

**4.1.2** There can be Three (3) conceptual alternative alignments for the APMDCL siding from Gajarabakra station. They are as under:-

##### **4.1.2.1 Alternate -1:**

- The alignment takes off from dead end of Loop I of Gajarabakra station towards Saraigram/Katni end.
- The alignment after taking a curvature proceeds towards south side. The proposed alignment passes through Reserve Forest 332, 335 & 336.
- The approx route length of this alignment shall be 12.20 km.
- The alignment consists of 3 nos curvatures, 2 nos road crossings & 6 nos major bridges.
- The movement of loaded rakes from Coal Block shall involve engine and brake van reversal at Garabakra station since loaded coal traffic is required to proceed towards Katni side.
- Hence, this alternate is not technically feasible since requiring engine and brave van reversal for movement of loaded and empty rakes.

#### **4.1.2.2 Alternative -2:**

- This alignment originates from dead end of Loop I of Gajarabahra station towards Deoragram/Singrauli with a sharp curve.
- The alignment shall be required to cross habitat of villages: Khanua and Gurwani as well as Reserve Forest 336.
- The approx route length of this alignment shall be 11.29 km, being the shortest.
- The alignment consists of 3 nos curvatures, 5 nos road crossings & 4 nos major bridges.
- Loded Traffic coming from Coal Block shall not require engine and brake van reversal for moving to Gajarabahra station.
- This alternate is techno- economically feasible but not suitable since requiring to cross villages and reserve forest.
- However if M/s. MPJCL does not allow M/s APMDCL to share their siding vide alternative-3 then alternative-2 shall be considered.

#### **4.1.2.3 Alternate -3:**

- Ch: 0.00 of this alignment is considered from near centre line of Gajarabahra station.
- From Km. 0.0 to Km 10.00 (proposed crossing station) the alingnment is common for MPJCL and APMDCL.
- After by passing village: Gurwani, the alignment reaches railway gate of proposed In plant yard.
- The approx route length of this alignment after crossing station shall be 4.5 km.
- Loaded Traffic coming from Coal Block shall not require engine and brake van reversal for moving to Gajarabahra station.
- This alternate is most feasible both technically & commercially and not requiring to cross villages and reserve forest and also involves less cost.
- Since separate corridor is not required for MPJCL & APMDC upto common crossing station at Km 10.00. Land to be acquired is lowest of the three proposal.



#### 4.2 Comparison of Conceptual Alignments:-

The following chart indicates main parameters of conceptual alignments.

Sr. No.	Description	Alignment-1	Alignment-2	Alignment-3
1	Route length ( KM)	12.208	11.290	4.50
2	No of Major Bridges	6	5	--
3	No of Curvatures	3	3	--
4	No of Road Crossings	2	5	--
5	Remarks	Requires engine & brake van reversal	Crossing villages & reserve forest	Km 0.0 to Km 10.0 to be shared by MPJCL & APMDCL

The abstract cost of above alignments is as follows:

<b>Tentative Abstract Cost</b>			
	<b>Estimated cost (In Lakhs)</b>		
<b>Details of Head</b>	<b>Alignment-1</b>	<b>Alignment-2</b>	<b>Alignment-3</b>
<b>Permanent Way</b>	2505	2264	814
<b>Earthwork in Formation</b>	5238	4735	668
<b>Bridges, Culverts &amp; Level Crossing</b>	997	2044	0
<b>Signaling &amp; Telecommunication</b>	525.00	525.00	525
<b>General Electrical Works</b>	181.80	181.80	182
<b>Service Building and In-motion Weigh bridge</b>	114.72	114.72	115
<b>Public utility shifting and miscellaneous work</b>	10.12	10.12	10.12
<b>Sharing of siding with MPJCL from 0.0 to 10.0 km</b>			3200
<b>Total Cost</b>	<b>9571</b>	<b>9875</b>	<b>5514</b>
<b>Remarks</b>			Km.0.0 to 10.0 Km cost of Rs.64 Crores to be shared by MPJCL & APMDCL. Rs.23.14 Crores for 4.5 km to be borne by APMDCL alone



#### 4.3 Conceptual Plan:-

Conceptual Plan of alternatives of alignment from Gajarabakra Station is enclosed as Drawing D-1.

#### 4.4 Choice of Suitable and Feasible Alignment:-

- Comparing the main parameters of feasible alignments as enumerated in Para no. 4.1.2, it is noticed that Alignment no 1 & 2 is passing through villages and reserve forest for which land acquisition shall be very difficult.
- Hence, **Alignment-3 shall be suitable and techno-economically feasible alignment** but M/s APMDCL has to take permission from M/s MPJCL (Madhya Pradesh Jaypee Coal Ltd.) to use their siding on sharing basis.
- However if APMDCL fails to get the siding sharing agreement with MPJCL then alternative-2 shall be considered for processing RTC.

## *CHAPTER - 5*

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### SYSTEM OF OPERATION

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**SYSTEM OF OPERATION**

**5.1.** The system of operation has been envisaged by Engine- On- Load (EOL) system of Indian Railways for Private Railway Siding.

**5.2.** APMDCL propose to carry out Feasibility study for movement of loaded coal rakes from Suliyari Coal Block to Gajarabakra station on Katni- Singrauli line and further to Katni-Itarsi-Nagpur-Hyderabad. Accordingly, study is carried out for the movement of traffic.

**5.3. Gajarabakra Station Lay out :-**

**5.3.1** At present, it is a Non- electrified Single line station.

**5.3.2** Two (2) new Loop lines (Loop I&II), each on Up and Down side of Main line, with rail level passenger platforms on both loop lines have been constructed by Jabalpur division of WCR. Hence, the station has been converted to Three (3) line station.

**5.3.3** A new station building is constructed adjacent to Down loop line.

**5.3.4** The both loop lines have been provided with Sanded Dead ends at both ends.

**5.3.5** The take off for proposed alternative-2 for APMDCL siding shall be taken from proposed Loop Line no 1 towards Singrauli end and for alternative-3 the take off shall be taken from existing Up Loop Line towards Singrauli end. This shall enable Railways for easy movement of Loaded APMDCL Coal traffic from APMDCL siding to Gajarabakra station causing minimum disturbance in present movement of traffic on Katni-Singrauli section.

**5.3.6** Drawing of proposed three line Gajarabakra station with connectivity of APMDCL and MPJCL siding is enclosed as Drawing D-2.

**5.4. APMDCL Siding :-**

**5.4.1.** All the lines of APMDCL Private Siding shall be with single line up to the Railway gate of proposal 'In plant' yard.



- 5.4.2. The details of APMDCL Siding (Alignment-1, 2 & 3) are already described at Para No. 4.1.2.3 of Chapter 4.
- 5.4.3. The approximate Route length of siding for alternative 2 & 3 shall be 11.30 km and 4.5 km approximately.
- 5.4.4. Drawing of APMDCL siding is enclosed as Drawing D-3.

## 5.5. In Plant yard:-

- 5.5.1 Vacant land is available at north of the coal block. APMDCL have earmarked this land for construction of 'In plant yard' consisting of Receiving cum Loading lines (Manual & Mechanical), Engine line, Loaded Stabling line, Sick line, Brave van siding etc.
- 5.5.2 APMDCL envisages loading of coal both Manually by Pay loaders as well as Mechanically Hopper loading through Silo. Hence, provision for separate lines has been kept in 'In plant yard'. After Hopper loading of coal by Silo, the wagons shall be required to kept on a Stabling line for examination and dispatch.
- 5.5.3 The approximate details of different lines 'In plant' yard are stated below:
- |                            |             |
|----------------------------|-------------|
| Hopper Loading line No 1 – | 1 No- 720 m |
| Loaded Stabling line -     | 1 No- 720 m |
| Engine line No 2 -         | 1 No.       |
| Manual Loading Line No 3 - | 1 No- 720 m |
| Sick line -                | 1 No- 100 m |
| Brake van siding -         | 1 No – 60 m |
- 5.5.4 Loading Platform of 720mX30m shall be provided along the Manual Loading line No 3 with 10m wide road.
- 5.5.5 An In motion Weigh Bridge of 120 T capacity shall be installed for weighing coal rakes after manual loading. No weighing shall be required for coal rakes after mechanical hopper loading through Silo, since silo will have weighing facility.
- 5.5.6 The Total Track length in 'In Plant Yard' is estimated to be about 3.0 km.
- 5.5.7 Details of In Plant Yard are enclosed as Drawing D-4.
- 5.5.8 Running of trains between the plant and the serving station shall be on absolute block system of working.

**5.5.9** Complete In plant yard shall be provided with adequate lighting arrangement with illumination level of 100 lux.

**5.5.10 Staff requirement: -**

APMDCL shall manage and handle the operation and maintenance of siding as well as In plant yard. Hence, all operating and weighbridge staff . Weighbridge Clerk, Points man etc shall be directly engaged by APMDCL. No Railway Operating staff shall be required.

**5.6. System of Operation:-**

**5.6.1** The system of operation of Siding & In Plant Yard shall be governed by Engine-On-Load (EOL) System of Indian Railways.

**5.6.2** The siding is planned primarily to cater to outward traffic of coal from Suliyari coal block to Gajarabakra station.

**5.6.3** Empty BOXN rakes shall arrive at In Plant Yard from Gajarabakra Station.

**5.6.4** Two types of loading of coal viz. Manual by pay loaders & Mechanically by hopper from Silo, has been envisaged by APMDCL.

**5.6.5** The empty rake after the plant gate shall move over the Weigh Bridge and shall be placed on either of the above loading lines.

**5.6.6** After hopper loading from Silo, the wagons shall be placed on Loaded stabling line of full rake capacity. This rake shall not be required to be weighed and hence, can directly proceed towards the plant gate for dispatch to Gajarabakra after examination/certification by TXR.

**5.6.7** After manual loading, the loaded rake after examination / certification by TXR, shall move through weigh bridge before proceeding to plant gate.

**5.6.8** A sick line 100 m long shall be provided towards south of manual loading line.

**5.6.9** A break van siding of 60 m length shall be provided at southern end of Engine line for Engine and break van reversal.



## **CHAPTER - 6**

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### **CIVIL AND TRACK ENGINEERING**



**CHAPTER – 6**  
**CIVIL AND TRACK ENGINEERING**

- 6.1. The gauge for the Railway siding shall be 1676 mm, since the Railway system from which APMDCL Private Siding shall take off is Broad Gauge (BG).
- 6.2. The minimum inter-track distance between Hopper loading line and Engine Line in In-Plant yard has been kept as 14 m.
- 6.3. A distance of 10 m shall be kept available along loading lines to facilitate movement of material for TXR staff.
- 6.4. Wherever the change of gradient is more than 0.4%, vertical curves shall be provided as per stipulations of Indian Railways Permanent Way Manual.
- 6.5. Wherever, a curve falls on the gradient, such gradient shall be compensated for the curve so as to ensure the gradient not being more than Ruling gradient.
- 6.6. Moorum Blanketing for a depth up to 1000 mm have been proposed.
- 6.7. 60kg, 90UTS, T-12 1<sup>st</sup> quality, 13 m long undrilled Rail shall be welded in-situ with AT welding for converting into 3 panel Short Welded Rails (SWR) shall be used.
- 6.8. 1540 nos. per km Sleeper density with Metal / GFN liners to facilitate provision of track circuit wherever necessary.
- 6.9. 250 mm clean Ballast cushion shall be provided.
- 6.10. For the take off point of the siding from loop 1 in 12 crossings with curved switches have been proposed.

- 6.11. Elastic fastenings (Mark- III type) with "Pandrol" type clips, Metal/GFN liners and MCI inserts shall be used.
- 6.12. All the bridges proposed shall meet the requirements for 25T Axle Load.
- 6.13. Buildings for Weigh Bridge Room, Yard Master Office, Signal Panel Room, TXR Office and Driver Rest Room shall be provided.
- 6.14. The Railway siding consisting of the main line siding and the flyover has speed potential of 70 KMPH for the standard of track structure proposed as per Railway Board's Letter No.: 2007/CE-II/Cs/2 dated 19.05.2009
- 6.15. The proposed siding and Gajarabakra station are located on existing Katni- Singrauli BG Non- Electrified section of West Central Railway.
- 6.16. After conversion of Gajarabakra station to three line Station, Standard III Signalling system has been introduced. Points shall be electric motor operated and the facing points of whole yard to be Track circuited (DC) from home to advance starter. For proposed Loading lines in Inplant yard of APMDCL, the additions and alterations shall be compatible with the proposed signalling system of Gajarabakra station.
- 6.17. Motor operated Points and Crossings are proposed inside In plant yard.
- 6.18. Absolute Block System is proposed between Gajarabakra Railway station and Exchange yards of APMDCL Inplant yard.

## *CHAPTER - 7*

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## **MECHANICAL ENGINEERING**

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## **CHAPTER – 7**

### **MECHANICAL ENGINEERING**

- 7.1. The details of the loading arrangement for coal have been enumerated in the earlier chapters. The system of siding working has been envisaged on 'TIELS' and 'Engine-on-Load' schemes. As per this scheme, Indian Railways (IR) shall hand over the loaded rake at nominated Exchange/Receiving yard and take away the empty rake from Dispatch yard for onward movement to IR system.
- 7.2. No Diesel Shunting Locomotive is envisaged to be procured by APMDCL.
- 7.3. Railway TXR staff for train certification shall be required inside the Coal Block for examination and dispatch of empty rakes. The Railway Carriage & Wagon (C&W) maintenance staff shall be required to work in the Loading yard of APMDCL In plant yard. Necessary accommodation for TXR staff shall be required to be provided by APMDCL from their staff quarter pool.
- 7.4. Estimated Cost of Mechanical shall be NIL.

## *CHAPTER - 8*

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### **ELECTRICAL ENGINEERING**

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## **CHAPTER – 8**

### **ELECTRICAL ENGINEERING**

#### **8.1. Over head Electrification:-**

The proposed Rail infrastructure of the APMDCL siding shall be served from Gajarabakra Railway station. This station falls in Non-electrified Katni- Singrauli section of West Central Railways. In order to maintain continuity of traction, presently it is not necessary to provide overhead electrification (OHE) on proposed APMDCL siding.

#### **8.2. General Electric Supply:-**

The abstract estimate has been proposed keeping in view the electricity requirement for high mast yard lighting, sick-line area, office- buildings, booster pumps for water supply to Tipplers and Quarters for staff & office buildings and S&T cabins. The LT supply will be feed from the Sub – Station proposed. In order to arrange the power supply to the facilities as mentioned above, APMDCL will be required to extend HT power supply at 11KV, 3-phase at a suitable take-off point in the in-plant yard/complex to the sub – station proposed for tapping LT supply. Hence, only cost of cabling, materials like light fittings, plug sockets both domestic & industrial type pumps, and feeder pillars & High & short-masts have been taken into consideration. Electrification of In plant yards for yard lighting and road lighting will have to be provided by APMDCL.

#### **8.3. Electrical Cost Estimate :**

**8.3.1. OHE Electrification Cost – NIL.**

**8.3.2. General Electrification Cost – Rs. 1.82 Crores**

**Total Electrical Cost- Rs. 1.82 Crores**



## *CHAPTER -9*

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### **SIGNALING & TELECOMMUNICATION**

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### **SIGNALING & TELECOMMUNICATION**

#### **9.1 Signaling Requirement -**

To meet the traffic requirement, signaling arrangement shall consist of the following:

- a) Signals
- b) Point machines
- c) Means of trains detection
- d) Operating system
- e) Interlocking system
- f) Block signaling
- g) Integrated power supply system

#### **9.2 The details of the signaling arrangement on the proposed Railway siding will be as under:**

The signaling arrangement has been based on IR standard practices. It is proposed to have the following types of signaling system:

- Signals: All the signals governing the movement of traffic will commensurate with the signaling standards of Katni-Singrauli Section. For Inplant Yard, it is proposed to provide Standard III Interlocking after necessary modification to Signalling system at Gajarabakra Station for the Loading lines only. Other points in the yard shall be Motor Operated.
- Point machines: The machines controlling the points will be operated electrically, high trust point machines will be provided to suit the size to turnouts.
- Block signaling: Block signaling will be provided using token less block instruments for the Loading lines of the In Plant Yard.

Detail Scheme of signaling system will be prepared and provided in the Detailed Project Report.

### **9.3 Telecommunication -**

The following telecommunication facilities are required to be provided for efficient train operation.

- Station to station communication through Block Instruments
- VHF sets to be provided at the stations for communication with drivers working trains.
- Panel with interlocking arrangement and Block instrument shall be provided at Railway gate.
- Points in the APMDCL yard will be motor operated.
- Maintenance of Signaling and Telecommunication equipments will be done by Railway staff at Railway Gate panel and cost of maintenance will be borne by APMDCL.

### **9.4 S&T cost Estimate is amounting to Rs. 5.25 Crores.**



## **CHAPTER – 10**

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### **COST ESTIMATES SUMMARY**

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**COST ESTIMATES SUMMARY**

**10.1.** The cost estimate of the Railway siding for APMDCL from Gajrabahra station has been prepared on the present prevailing rate for manpower / materials. This may require minor modification at the time of Detailed Engineering.

**10.2.** This cost does not include:

- Payment to Government departments excluding Railways for any work which may be required to be carried out due to construction of siding.
- Cost of land to be acquired or taken on lease.
- Cost of additional work which may crop up during the construction period.
- Cost of plantation and cutting of trees

**10.3. Cost Estimate Summary for Connectivity from Gajrabahra Station:-**

**A) For Alternative-2**

<b>Tentative Abstract Cost</b>			
<b>S.No</b>	<b>Details of Head</b>	<b>Estimated Cost (In Lakhs)</b>	<b>Remarks</b>
1	Permanent Way	2264	As per Annexure-A-3 (a)
2	Earthwork in Formation	4735	As per Annexure-A-2 (a)
3	Bridges, Culverts & Level Crossing	2044	As per Annexure-A-4 (a)
4	Signaling & Telecommunication	525	LS
5	General Electrical Work	182	As per Annexure-A-7
5	Service Building and In-motion Weigh bridge	115	As per Annexure-A-5
6	Public utility shifting and miscellaneous work.	10.12	As per Annexure-A-6
	<b>Total Cost</b>	<b>9875</b>	<b>(A)</b>
a	Add for contingencies @ 1% on (A)	98.75	
b	Add for codal charges @ 4% for Rly. (Approval of Plans, Estimates, Inspection, Approval and Commissioning of the railway siding) on (A)	395.01	
c	Railway fee for S&T work @ 5% of total cost estimate of S&T work.	26.25	
d	RITES Supervision fees @ 9% of total cost	888.78	-
	<b>Gross Estimated Cost</b>	<b>11284</b>	

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## **APPENDIX - II**



**THE ANDHRA PRADESH MINERAL DEVELOPMENT CORPORATION LTD**

(A State Govt. of A.P. Undertaking)

Suliyari Coal Mine (Branch Office waidhan)

Door No.40/350, Near Ramnivas Tal, Beside Sale Tax Office,

Tali, Waidhan-486886 District-Singrauli, Madhya Pradesh.

Email: coalsuliyari@gmail.com

Web: apmhc.ap.gov.in

क्रमांक-328/ए0पी0एम0डी0सी0/सु0को0मा/भू-अर्जन/2019

वैठन दिनांक-21.11.2019

प्रति,

कलेक्टर महोदय

जिला सिंगरौली (म0प्र0)

**विषय**—सुलियरी कोल माइन परियोजना द्वारा उत्पादित के कोयला परिवहन के लिए प्रस्तावित रेल मार्ग से प्रभावित भूमि के क्रय-विक्रय एवं निर्माण कार्य को प्रतिबंधित करने बाबत। महोदय

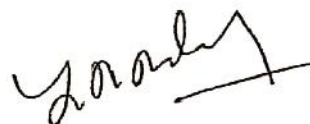
निवेदन है कि भारत सरकार कोयला मंत्रालय नई दिल्ली के आदेश क्रमांक 103/10/2016/NA आदेश दिनांक 29.09.2016 द्वारा मध्यप्रदेश राज्य के सिंगरौली जिला सिंगरौली जिला की सरई तहसील स्थिति सुलियरी कोल माइन कोयला उत्खनन के लिए आन्ध्र प्रदेश मिन्डरल डेवलपमेंट कार्पोरेशन लि० विजयवाड़ा (आन्ध्र प्रदेश) को आबंटित किया गया है। इस परियोजना से उत्पादित कोयले के परिवहन के लिए गजराबहरा रेलवे स्टेशन तक सड़क मार्ग का उपयोग किया जाना प्रस्तावित था, किन्तु बैठक दिनांक 13.11.2019 में श्रीमान् द्वारा यह सुझाव दिया गया है कि कोयले के परिवहन के लिए रेलवे लाइन का माध्यम उपयुक्त होगा। श्रीमान् के उक्त सुझाव के पालन में इस परियोजना द्वारा रेल लाइन के लिए निम्नानुसार ग्रामों की निजी एवं शासकीय भूमियों का चयन किया गया है:-

क्र०	ग्राम का नाम	निजी भूमि		शासकीय भूमि	
		किता	रकबा	किता	रकबा
1	गजरा बहरा	63	4.91	3	0.65
2	फाटपानी	08	2.88	14	3.46
3	खनुआ नया	2	0.12	5	1.78
4	झलरी	41	10.72	18	9.47
5	खनुआ खास	50	9.32	36	4.11
6	गोरवानी	—	—	9	2.56

वर्ष-2013 में RITES संस्था के द्वारा प्रस्तुत की गई Technical Feasibility Report में खसरा बहारा से सुलियरी कोल ब्लॉक तक रेलवे लाईन बिछाने के लिए उक्त ग्रामों के प्रस्तावित खसरा नम्बरों का उल्लेख किया गया है। इसी आधार पर भूमि सूची अनुसार रेलवे लाइन बिछाने के लिए उक्त ग्रामों की निजी भूमि के अर्जन एवं शासकीय भूमि के आवंटन का प्रस्ताव इस रियोजना द्वारा तैयार किया जाना प्रस्तावित है।

अतः श्रीमान से अनुरोध है कि उक्त सभी ग्रामों की संलग्न भूमि सूची में उल्लेखित खसरा नम्बर से प्रभावित खसरा नम्बरों को क्रय-विक्रय से प्रतिबंधित करते हुये इन खसरा नम्बरों में लाभ कमाने की दृष्टि से संभावित किसी प्रकार की अधोसंरचना के निर्माण को प्रतिबंधित करने का कष्ट करें।

संलग्न- उक्त सभी ग्रामों की भूमि सूची (निजी एवं शासकीय भूमि)



मुख्य महाप्रबंधक  
ए०पी०एम०डी०सी०  
सुलियरी कोल माइन  
जिला-सिंगरौली (म०प्र०)



# कार्यालय कलेक्टर, जिला सिंगरौली (म०प्र०)

सिंगरौली दिनांक 28/11/2019

## -::आदेश::-

क्रमांक/ 529 /भू-अर्जन/19 भारत सरकार कोयला मंत्रालय नई दिल्ली के आदेश क्रमांक 103/10/2016/NA आदेश दिनांक 29/09/2016 से सिंगरौली जिला की सरई तहसील स्थित सुलियरी कोल माइन कोयला उत्खनन के लिये एपीएमडीसी कार्पोरेशन लिमिटेड विजयवाड़ा (आन्ध्रप्रदेश) को आवंटित किया गया है। परियोजना से उत्पादित कोयले के परिवहन के लिये रेलवे लाइन हेतु चयनित ग्रामों की निजी भूमियों पर प्रशासकीय दृष्टिकोण से क्रय/विक्रय (रजिस्ट्री)/विभाजन/नामांतरण (वारिसाना नामांतरण को छोड़कर) आदि पर अस्थाई रूप से आगामी आदेश तक प्रतिबंध लगाया जाता है। जो निम्नानुसार है:-

क्रमांक	ग्राम का नाम	खसरा नम्बरों का ब्यौरा
1	गजरा बहरा	1976/0.15, 1977/0.16, 2088/0.05, 2092/0.40, 2096/0.20, 2097/0.31, 2126/0.02, 2127/0.09, 2129/0.015, 2134/0.10, 2137/0.05, 2139/0.05, 2146/0.09, 1978/1/0.07, 1978/2/0.08, 1979/1/0.07, 1979/2/0.07, 1979/3/0.10, 1980/1/0.06, 1980/2/0.07, 1981/1/0.07, 1981/2/0.02, 1981/3/0.02, 2086/1/0.02, 2086/2/0.04, 2091/1/0.05, 2091/10/0.02, 2091/2/0.02, 2091/3/0.02, 2096/4/0.02, 2091/5/0.02, 2091/6/0.03, 2091/8/0.02, 2091/9/0.02, 2121/1/0.06, 2124/1/0.24, 2125/1/0.11, 2125/2/0.05, 2128/1/0.04, 2128/2/0.02, 2128/3/0.05, 2136/1/0.02, 2136/2/0.02, 2139/1/0.10, 2139/2/0.10, 2139/3/0.10, 2140/1/0.04, 2140/2/0.03, 2140/3/0.03, 2141/2/0.14, 2141/3/0.23, 2142/1/0.10, 2143/1/0.06, 2145/1/0.03, 2145/2/0.02, 2198/1/0.10, 2198/2/0.10, 2198/3/0.10, 2199/1/0.05, 2199/2/0.05, 2201/1/0.06, 2201/2/0.07 कित्ता 63 कुल रकबा 4.91
2	फाटपानी	8/0.08, 23/0.26, 42/0.11, 44/0.30, 45/0.41, 47/0.30, 11/2/0.13, 12/2/0.20, 33/2/0.30, 33/3/0.30, 35/2/0.40, 41/2/0.09 कित्ता 08 कुल रकबा 2.88
3	खनुआ नया	1554/0.01, 1561/0.11 कित्ता 02 रकबा 0.12
4	खनुआ खास	31/0.86, 35/0.05, 36/0.15, 93/0.13, 950.27, 98/0.16, 99/0.22, 100/0.37, 107/0.22, 114/0.09, 115/0.20, 116/0.25, 196/0.37, 197/0.33, 198/0.08, 202/0.07, 203/0.22, 204/0.07, 222/0.07, 223/0.09, 230/0.05, 231/0.10, 232/0.16, 233/0.18, 240/0.04, 242/0.28, 244/0.01, 245/0.05, 246/0.05,



5	झलरा	5/1/क 10.32, 5/1/ख/0.15, 5/2/0.4, 7/2/1.02, 11/1/0.32, 11/2/1/0.293, 11/2/2/0.17, 11/3/क/0.16, 11/3/ख/0.15, 17/1/0.52, 17/2/1.24, 18/0.67, 24/1/0.09, 24/2/0.09, 25/0.34, 26/0.36, 27/1/0.13, 27/2/0.13, 28/1/क/0.15, 28/1/ख/0.15, 28/2/0.3, 29/1/0.16, 29/2/0.17, 29/3/0.33, 29/4/0.34, 29/5/0.33, 30/1/क/0.026, 30/1/ख/0.074, 30/2/0.08, 30/3/0.17, 30/4/0.17, 30/5/0.17, 31/1/1/0.249, 31/1/2/0.021, 32/2/0.12, 32/1/1/0.562, 32/1/2/0.039, 32/2/0.25, 33/1/क/0.11, 33/1/ख/0.11, 33/2/0.23 किता 41 रकवा 10.72
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2. विशेष परिस्थिति में कलेक्टर की पूर्व अनुज्ञा से नामांतरण की कार्यवाही की जा सकेगी।

(यह आदेश तत्काल प्रभावशील होगा)

  
कलेक्टर

जिला-सिंगरौली (म0प्र0)

सिंगरौली दिनांक... 28/11/19

पृ0 क्रमांक/ 5-30/भू-अर्जन/19  
प्रतिलिपि:-

1. उपखण्ड अधिकारी, देवसर जिला सिंगरौली की ओर सूचनार्थ एवं पालनार्थ।
2. जिला पंजीयक, सिंगरौली जिला सिंगरौली की ओर सूचनार्थ एवं पालनार्थ।
3. तहसीलदार, तहसील सरई जिला सिंगरौली की ओर सूचनार्थ एवं पालनार्थ।
4. उप पंजीयक, सिंगरौली/देवसर जिला सिंगरौली की ओर सूचनार्थ एवं पालनार्थ।
5. मुख्य महाप्रबंधक, (कोल) ए0पी0एम0डी0सी0 सुलियरी कोल माइन जिला सिंगरौली की ओर सूचनार्थ एवं पालनार्थ।

  
कलेक्टर

जिला-सिंगरौली (म0प्र0)

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## **APPENDIX - III**

GO/any other order issued by Govt. of MP/Airport authority of India, authorising District Collector to take action in this regard and deposit sanctioned amount in phased manner as and when requested by the District Collector, Singrauli."

**Item No: 11**

**To consider a note requirement of laying railway siding to Suliyari Coal Block.**

The board perused the agenda note as circulated on the subject along with the annexures and noted the contents therein.

The Board noted that the Corporation may get advantage of selling Coal for more competitive price with the ease of having railway siding near the Coal Block. The approved DPR for a capital expenditure of Rs.912.51 crores does not include the proposed cost of the railway siding.

Further, the Board noted that the techno-economic feasibility report was prepared by M/s RITES, Nagpur and hence preparation of DPR may also be given to M/s RITES on nomination basis as the proposal needs to consider future requirement of coal transportation for Suliyari as well as to other coal blocks

After detailed discussions and deliberations the Board resolved the following:

**"RESOLVED TO** accord approval to award the work of preparation of Detailed Project Report to M/s. RITES, Nagpur on nomination basis, who have prepared techno-economic feasibility report in May-2012, for the railway siding for Suliyari Coal Block by laying railway line from GajaraBahra railway station to Coal Block for a 12Km length.

**FURTHER RESOLVED THAT** the VC&MD be and is hereby authorised to get the quote from M/s RITES for the said work and issue work order to M/s RITES on Nomination basis and appraise the Board."

The Board also suggested that after submission of Detailed Project Report, the budget required for laying of the Railway line and siding will be placed before the Board for approval.



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## **APPENDIX - IV**

# Andhra Pradesh Mineral Development Corporation Limited

(A State Government of A.P Undertaking)

D.No. 294/1D, 100 Feet Tadigadapa to Enikepadu Road, Kanur, Vijayawada - 521 137

Andhra Pradesh. Tel : 0866 - 2429999 Fax : 0866 -2429977

E-mail : info@apmdc.ap.gov.in Website : www.apmdc.ap.gov.in

APMDC/COAL/Suliyari/DPR/2020/2196

Date 19.02.2020.

To  
The General Manager (P),  
Project Office, 1,  
RITES Bhavan,  
Kadbi Chowk,  
Nagpur - 440 014,  
Sir,

Sub:- Preparation of Detailed Project Report for Railway Track and  
Railway Siding for Suliyari Coal Block from Gajrabahra Railway  
station in Katni chopan station - Reg.

Ref:- Lr no. RITES/PO/NGP/G-203 No. 03547, Dated 11.02.2020.

\*\* \*\* \*

Vide reference to the letter cited above, APMDC is pleased to award the work of preparation of Detailed Project Report (DPR) of Railway track from Gajrabahra Railway station located in Katni Chopan Section (in Madhya Pradesh) at the quoted cost of Rs.103 Lakhs + applicable taxes. It is requested to advise concerned to take up the work on priority and complete work.

Please indicate the terms and conditions for preparing the DPR to Sri Y. Rajeswar Reddy, Chief General Manager (Coal) contact no. 9491144662 will be co-ordinating the work on behalf of APMDC and will arrange all facilities to carry out the works.

With regards,

**Mechanism for Environment Management/Protection**

as per Ministry's OM dated 31<sup>st</sup> October, 2019.

(Including Ministry vide letter No. Q-16017/38/2018-CPA dated 24<sup>th</sup> October, 2019)

Environment	Mitigation Measures	Proposed mitigation measures
Air	Stipulation of conditions such as:	
	i. Stack emission levels should be stringent than the existing standards in terms of the identified critical pollutants.	Not applicable as this proposal is for opencast coal mining project.
	ii. CEMS may be installed in all large/ medium red category industries (air polluting) and connected to SPCB and CPCB server.	CEMS (Continues Emission Monitoring System) will be installed for the project which will be connected to CPCB and SPCB servers.
	iii. Effective fugitive emission control measures should be imposed in the process, transportation, packing etc.	Effective fugitive emission control measures have already been incorporated in the EIA/EMP report [Chapter-4; clause 4.4.2.]
	iv. Transportation of materials by rail/ conveyor belt, wherever feasible.	The present proposal envisages evacuation of coal from Suliari coal mine through mechanized covered trucks up to Gajra-Bahra railway siding (12 km) for initial 5 years. <b><u>After 5 years, evacuation of coal shall be done by rail mode from the ML area</u></b> itself. It is expected that construction of railway line & siding upto Suliari coal mine shall be completed by 5 <sup>th</sup> year after commencement of the project.
	v. Encourage use of cleaner fuels (pet coke/ furnace Oil/LSHS may be avoided).	Not applicable as this proposal is for opencast coal mining project.
	vi. Best Available Technology may be used. For example, usage of EAF/SAF/IF in place of Cupola furnace. Usage of Supercritical technology in place of sub-critical technology.	Not applicable as this proposal is for opencast coal mining project.
	vii. Increase of green belt cover by 40% of the total land area beyond the permissible requirement of 33%, wherever feasible.	About 704.630 ha area will come under plantation in phase-wise manner. <b>Greenbelt cover will be about 54% of the ML area at post mining stage.</b> Detail Green belt Development plan is given in EIA/EMP report [Chapter-4; clause 4.6.2.].



Environment	Mitigation Measures	Proposed mitigation measures
	viii. Stipulation of greenbelt outside the project premises such as avenue plantation & plantation in vacant areas, social forestry, etc.	Green belt development inside R&R colony and Project township will be done. Additionally tree plantation will be done in nearby villages under CER activities.
	ix. Assessment of carrying capacity of transportation load on roads inside the industrial premises. If the roads required to be widened, shall be prescribed as a condition.	Haul roads will be designed as per the guidelines stipulated by DGMS.  60t dumper for coal transportation and 100t/150t dumper for OB handling is proposed for the project.  Haul road from mine to CHP having 20m width has been planned and approved by MoC in Mining Plan.
Water	Stipulation of conditions such as:	
	i. Rescue/recycle of treated wastewater wherever feasible.	The total industrial water demand (peak) in operation phase (@3135 m <sup>3</sup> /d) will be met by utilizing treated mine discharge water.  Additionally, ~60 m <sup>3</sup> /d of water discharged from vehicle washing area and pit head bath shall be re-used for dust suppression after settlement of solids and separation of oil and grease through oil and grease trap.  Also, about 120 m <sup>3</sup> /d of treated water from the township shall be re-used for irrigation of green belt development.
	ii. Continuous monitoring of effluent quality/quantity in large and medium Red Category Industries (water polluting).	Ultra-Sonic Flow Meter shall be installed for measuring of quantity of effluent in ETP and STP. Continuous monitoring of effluent quality will be done.
	iii. A detailed water harvesting plan may be submitted by the project proponent.	Detailed water harvesting measures have already been incorporated in the EIA/EMP report [Chapter-4; clause 4.3.2.4 (b)]
	iv. Zero liquid discharge wherever techno-economically feasible.	The project will utilise entire mine water for industrial purposes after necessary treatment. No mine water will be discharged. However, treated water from township through STP shall be partly used for horticulture and partly be discharged to nearby streams.
	v. In case, domestic waste	STP of suitable capacity shall be

Environment	Mitigation Measures	Proposed mitigation measures
	water generation is more than 10 KLD, the industry may install STP.	constructed for the project township. Details given in EIA/EMP report [Chapter-4; clause 4.3.2.5]
Land	Stipulation of conditions such as:	
	i. Increase of green belt cover by 40% of the total land area beyond the permissible requirement of 33%, wherever, feasible for new projects.	About 704.630 ha area will come under plantation in phase-wise manner. <b>Greenbelt cover will be about 54% of the ML area at post mining stage.</b> Detail Green belt Development plan is given in EIA/EMP report [Chapter-4; clause 4.6.2.].
	ii. Stipulation of greenbelt outside the project premises such as avenue plantation, plantation in vacant areas, social forestry, etc.	Green belt development inside R&R colony and Project township will be done. Additionally tree plantation will be done in nearby villages under CER activities.
	iii. Dumping of waste (fly ash, slag, red mud, etc.) may be permitted only at designated locations approved by SPCBs / PCCs.	Not applicable as this proposal is for opencast coal mining project.
	iv. More stringent norms for management of hazardous waste. The waste generated should be preferably utilized in co-processing.	Generation of hazardous waste from the project will be used Oil from HEMM and Waste/residues/oil emulsion from ETP. The project will obtain authorization for collection, transportation, storage and disposal of hazardous waste from SPCB.
Other condition (Additional)	i. Monitoring of compliance of EC conditions may be submitted with third party audit every year.	Third party monitoring of compliance of EC conditions shall be done once in 03 years. Proposal for monitoring of EC conditions once in a year has been sent to NCL, HQ for necessary action.
	ii. The % of the CER may be at least 1.5 times the slabs given in the OM dated 01.05.2018 for SPA and 2 times for CPA in case of Environmental Clearance.	An amount of 11.5 crores has been earmarked under CER fund for the project in line with the OM dated 01.05.2018. Time bound budget and activities as per the guidelines issued by the ministry regarding CER on 1st May, 2018 is given in EIA/EMP report [Annexure - 10.2].

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**TRAFFIC IMPACT ASSESSMENT****EXISTING TRAFFIC DENSITY**

Traffic volume count has been carried out at two (2) locations near Dhirauli and Belwar during the study period (i.e. April to June 2018). Traffic data were collected continuously for 24 hours by visual observation and counting of vehicles through tally marks under three categories, viz., heavy motor vehicles, light motor vehicles and two/three wheelers. For counting the vehicles of both directions, two skilled persons were deployed simultaneously at each station during each shift. At the end of each hour, fresh counting and recording was undertaken. Hourly data of total number of vehicles under each category were observed.

The observations of traffic density are given in below in **Table 1**.

**Table 1: Traffic Density****A) Hourly total volume count data near Dhirauli**

Time	2/3 Wheelers		LMV		HMV	
	To Jhaleri	To Bhalyatola	To Jhaleri	To Bhalyatola	To Jhaleri	To Bhalyatola
0000-0100	-	-	-	-	-	-
0100-0200	-	-	-	-	-	-
0200-0300	-	-	-	-	-	-
0300-0400	-	-	-	-	-	-
0400-0500	-	2	-	-	-	-
0500- 0600	-	1	-	-	-	-
0600-0700	2	1	-	1	1	-
0700-0800	2	3	2	1	2	2
0800-0900	11	9	5	6	1	2
0900-1000	8	16	3	11	3	3
1000-1100	7	8	9	8	2	3
1100-1200	9	11	7	3	-	3
1200-1300	12	10	4	12	4	3
1300-1400	11	13	7	8	2	2
1400-1500	5	11	8	2	-	2
1500-1600	8	11	5	8	3	2
1600-1700	5	7	5	4	3	4
1700-1800	11	7	6	4	2	3
1800-1900	6	5	3	4	1	2
1900-2000	4	4	8	3	4	2
2000-2100	8	2	6	8	2	1
2100-2200	4	3	5	4	1	1
2200-2300	2	1	5	2	1	-
2300-2400	2	2	3	2	1	1
	<b>117</b>	<b>127</b>	<b>91</b>	<b>91</b>	<b>33</b>	<b>36</b>
<b>Total</b>	<b>495</b>					



**B) Hourly total volume count data near Belwar**

Time	2/3 Wheelers		LMV		HMV	
	To Majhalipath	To Belwar	To Majhalipath	To Belwar	To Majhalipath	To Belwar
0000-0100	-	-	-	-	-	-
0100-0200	-	-	-	-	-	-
0200-0300	-	-	-	-	-	-
0300-0400	-	-	-	-	-	-
0400-0500	-	-	-	-	-	-
0500- 0600	2	-	1	-	-	-
0600-0700	2	4	1	2	1	-
0700-0800	5	3	6	4	3	1
0800-0900	3	8	3	4	2	1
0900-1000	4	3	5	4	4	3
1000-1100	7	5	7	5	5	3
1100-1200	8	6	8	8	6	4
1200-1300	5	8	7	8	7	5
1300-1400	11	8	6	5	12	2
1400-1500	10	12	7	6	6	4
1500-1600	10	4	4	12	5	4
1600-1700	7	12	5	3	5	3
1700-1800	5	12	6	4	8	4
1800-1900	6	7	3	4	3	4
1900-2000	4	6	5	4	4	2
2000-2100	4	7	3	3	5	4
2100-2200	3	4	2	3	2	1
2200-2300	3	3	1	2	-	-
2300-2400	2	1	1	-	-	-
	<b>101</b>	<b>113</b>	<b>81</b>	<b>81</b>	<b>78</b>	<b>45</b>
<b>Total</b>	<b>499</b>					

**C) Values of PCU**

2/3 wheelers	0.5
LMV (Car, Van etc.)	1.0
HMV (Truck, Bus etc.)	3.0

**D) No. of Vehicles per Day**

Sl.no.	Vehicles Distribution	Passenger Car Unit (PCU)			Total Number of Vehicle in PCU/ Day		Total Number of Vehicle (PCU)/Hour	
		To Jhaleri from Bhalyatola	To Majhalipath from Belwar	PCU	To Jhaleri from Bhalyatola	To Majhalipath from Belwar	To Jhaleri from Bhalyatola	To Majhalipath from Belwar
1.	2/3 Wheelers	244	214	0.5	122	107	6	5
2.	LMV (Car, Van etc.)	182	162	1.0	182	162	8	7
3.	HMV (Trucks, Buses etc.)	69	123	3.0	207	369	9	16
<b>Total</b>		<b>495</b>	<b>499</b>		<b>511</b>	<b>638</b>	<b>23</b>	<b>28</b>

**E) Existing Traffic Scenario and LOS**

Road	V (Volume in PCU/hr.)	C (Capacity in PCU/hr.)	Existing V/C Ratio	LOS
To Jhaleri from Bhalyatola	23	242	0.10	A
To Majhalipath from Belwar	28	242	0.12	A

*Note: The existing level of traffic near the project site area is "Excellent".*

V/C	LOS	Performance
0.0-0.2	A	Excellent
0.2-0.4	B	Very Good
0.4-0.6	C	Good
0.6-0.8	D	Fair / Average
0.8-1.0	E	Poor
> 1.0	F	Very Poor

*V = Volume in PCU's / hr.; C = Capacity in PCU's / hr.; LOS = Level of Service*

From the above tables the following are observed:

- The project area is connected through village roads where **existing traffic volume is only 10% - 12% of the designed capacity of the roads.**
- Movement of two/three wheelers and LMV constitute maximum traffic load on the stretch of roads passing nearby the ML area.
- Movements of two wheelers were found more, than LMV, because of proximity of nearby villages.
- Traffic during night time is negligible.

**TRAFFIC IMPACT ASSESSMENT**

The coal block has been allocated to M/s APMDC for sale of coal to different long term buyers. The present proposal envisages evacuation of coal from Suliaryi coal mine through mechanized covered trucks up to Gajra-Bahra railway siding (12 km) for initial 5 years. After 5 years, evacuation of coal shall be done by rail mode from the ML area itself. It is expected that construction of railway line & siding upto Suliaryi coal mine shall be completed by 5<sup>th</sup> year after commencement of the project.

The detailed technical study and its approvals are under process. Further, after approval of feasibility report from Railway Board, the Detailed Project Report (DPR) & Engineering Scale Plan (ESP) will be prepared and subsequently approval will be taken from Railway Board. After getting approval from the concerned authorities and completion of land acquisition, work will be awarded to the railway contractor for construction of Railway line & siding.

However, till the time construction of railway line upto Suliyari coal mine is not completed, trucks of long term buyers will be loaded at rapid truck loading silos at CHP and will be transported through mechanized covered trucks up to Gajra-Bahra railway siding.

### **Assessment of Additional Traffic Load**

Considering the maximum production of 5.0 MTPA and dispatch of coal for 330 working days per year by trucks (@25 tonnes); the increase in truck traffic is expected to be 1212 trucks/day (606 going and the same number returning) i.e. ~ 33 trucks per hour (considering coal transportation for 18 hours per day).

A metalled road is traversing through North-South in the proposed coal block. The existing nearest rail head is located at a distance of 25 km from the block. Gajra-Bahra railway station is located at a distance of 25 km from the proposed Suliyari Coal block on Chopan-Singrauli-Katni line of central railway. Renukoot, an important industrial township & railway station is located at a distance of 125 km from the mine on Chopan-Garhwa section of eastern railway.



A. Bhalyatola to Jhalari  
(Near Dhirauli)



B. Belwar to Majhalipath  
(Near Belwar)

**Fig. 4.12: Photograph showing approach road to the coal block  
(June 2018)**

The road carrying capacity values have been determined as per the guidelines of IRC: 64-1990. As per "IRC: 64.1990: Guidelines for Capacity of Roads in Rural Areas", the carrying capacity for different road widths are given below:



Sl. No	Type of road (Carriageway width)	Suggested Design Service Volume in PCU/Day		
		Plain	Rolling	Hilly
1	Single lane road (3.75m)	1900	1700	1400
2	Intermediate lane (5.5m)	<b>5800</b>	5600	4500

The above values are subject to reduction/increment based on the type of pavement, shoulder condition & width. In case of 2-lane roads, when the shoulder width is less than 1.8m, various reduction factors as per Table 5 of IRC: 64 are to be considered to arrive at design service volumes.

#### **Desired carrying capacity of road for coal transportation:**

The maximum present traffic volume on existing road is 495 PCU (refer Table 3.24 of chapter 3). Additional traffic load due to Suliyari coal mining project for evacuation of 5.0 million tonnes per annum of coal as estimated above is about 1212 trucks (i.e. 3636 PCU). The total increase in road traffic load is well within the carrying capacity of existing intermediate lane road.

**Table 2: Increase in traffic load due to the project**

Existing Carriageway Width	Design service volume in PCU/day (as per IRC 64)	Existing PCU /day (based on Traffic survey data )	Increase in traffic (in PCU/day) due to the proposed project	Resultant increase in road traffic	Capacity available (PCU)
5.5 m	5800	495	3636	4131	1669

**Table 3: Proposed Traffic Scenario and LOS**

Road	V (Volume in PCU/hr.)	C (Capacity in PCU/hr.)	Existing V/C Ratio	LOS
<b>From ML to Siding</b>	172	242	0.71	<b>D</b>

**Note:** The proposed level of traffic in the evacuation corridor near the project site area will be "Fair/ Average" as per existing capacity of the road.

V/C	LOS	Performance
0.0-0.2	A	Excellent
0.2-0.4	B	Very Good
0.4-0.6	C	Good
0.6-0.8	D	Fair / Average
0.8-1.0	E	Poor
> 1.0	F	Very Poor

$V$  = Volume in PCU's / hr.;  $C$  = Capacity in PCU's / hr.; LOS = Level of Service

Considering the additional traffic load, the 'Level of Service' of the transport road will come under 'Fair/Average' category which is "Excellent" in 'No project Scenario'.

Accordingly, to facilitate seamless movement of the traffic road and enhance the Level of Service, the structures will be further modified in terms of strengthening and widening as per IRC standards, wherever required. In this regard, APMDC has requested MPRRDA (Madhya Pradesh Rural Road Development Authority) vide letter no. APMDC/COAL/SUL/L.A./2019-20/317 & 319 dated 14.11.2019 for providing estimation of widening (10m - 12m) and strengthening of the road network proposed to be used for coal evacuation upto the nearest railway siding at Gajra-Bahra.

In response of the above, MPRRDA has approved the proposal and subsequently issued a demand note of Rs. 4402.083 lakh vide letter no. 2595 dated 31.12.2019. Copies of the letters along with supporting documents are appended below as **Appendix-A**.

### **AMBIENT AIR QUALITY**

To quantify the impact of coal mining and allied activities on the ambient air quality, baseline ambient air quality (AAQ) representing pre-project scenario of the core and the buffer zones as per National Ambient Air Quality Standards, 2009 was carried out for one full season covering three months of Summer 2018 (**April'18 to June'18**) as part of EIA/EMP study.

The baseline ambient air quality was studied as per the approved ToR in terms of Respirable Particulate Matter (PM<sub>10</sub>), Respirable Particulate Matter (PM<sub>2.5</sub>), Sulphur-dioxide (SO<sub>2</sub>), Oxides of Nitrogen (NO<sub>x</sub>), Carbon Monoxide (CO) and heavy metals such as Mercury (Hg), Lead (Pb), Chromite (Cr), Arsenic (As) and Free Silica (%) has been measured through a planned field monitoring.

Eight locations were identified for establishing AAQ monitoring Network. Out of which; one AAQ location at Dhirauli [23°53.591'N; 82°20.071'E; 0.5 km north of ML] was selected to represent the baseline air quality of the coal transport road just outside the ML. Detail monitoring data is furnished in **Table-4** and **Table-5**.

### **Results and Discussions**

The results when compared with National Ambient Air Quality Standards (NAAQS) of Central Pollution Control Board (CPCB) indicate that air quality is within norms for monitoring location near Dhirauli.

The minimum & maximum concentrations of PM<sub>10</sub> were found to be 62 µg/m<sup>3</sup> and 81 µg/m<sup>3</sup>. Minimum and maximum concentrations of PM<sub>2.5</sub> were found to be 21 µg/m<sup>3</sup> at and 38 µg/m<sup>3</sup>. The range of SO<sub>2</sub> concentrations were found between 13 µg/m<sup>3</sup> to 19 µg/m<sup>3</sup>. The range of NO<sub>2</sub> concentrations was found to be 15 µg/m<sup>3</sup> to 31 µg/m<sup>3</sup>. The prescribed CPCB limit of SO<sub>2</sub> and NO<sub>2</sub> is 80 µg/m<sup>3</sup> for residential and rural areas has never surpassed at the monitoring station. The Range of Carbon Monoxide was found to be 0.06 mg/m<sup>3</sup> to 0.66 mg/m<sup>3</sup>. The range of Silica, Lead, Chromium and Arsenic was found to be <0.1 at all the monitoring locations. From the above study and discussions, it can be concluded that air quality of the represented station is good as the levels are well within the prescribed limits as prescribed by CPCB.

The summarized results of free silica ( $<0.1 \mu\text{g}/\text{m}^3$ ), lead, Arsenic and Chromium are given in **Table-I** which shows that the observed values are well within the National Ambient Air Quality Standards, 2009.

**Table 4: Ambient Air Quality results near Dhirauli**

Sample No.	Date	Results in $\mu\text{g}/\text{m}^3$				
		PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>2</sub>	NO <sub>2</sub>	CO
1	05.04.2018	81	37	17	30.5	0.5
2	09.04.2018	69	36	15	25	0.45
3	12.04.2018	80	35	15	26	0.52
4	16.04.2018	74	35	16	25	0.5
5	19.04.2018	80	37	17	29	0.4
6	23.04.2018	68	33	15	29	0.4
7	26.04.2018	70	35	16	24	0.44
8	30.04.2018	73	31	15	17	0.14
9	03.05.2018	67	28	13	15	0.08
10	07.05.2018	68	28	14	17	0.09
11	10.05.2018	71	38	18	26	0.53
12	14.05.2018	67	34	16	27	0.66
13	17.05.2018	67	34	19	29	0.59
14	21.05.2018	66	32	16	25	0.6
15	24.05.2018	67	26	13	15	0.07
16	28.05.2018	62	24	14	17	0.06
17	04.06.2018	66	21	14	16	0.06
18	07.06.2018	68	29	15	17	0.08
19	11.06.2018	70	32	15	17	0.1
20	14.06.2018	66	32	14	16	0.1
21	18.06.2018	68	32	16	18	0.13
22	21.06.2018	73	32	15	17	0.11
23	25.06.2018	68	24	13	15	0.61
24	28.06.2018	65	32	14	28	0.16

Source: EIA/EMP report

**Table 5: Mineralogical Composition of PM<sub>10</sub>** in terms of Silica, Arsenic, Chromium and Lead in Respirable Dust ( $\mu\text{g}/\text{m}^3$ )

Station	Silica % in PM <sub>10</sub> (mg/m <sup>3</sup> )	As (ng/m <sup>3</sup> )	Cr (mg/m <sup>3</sup> )	Pb ( $\mu\text{g}/\text{m}^3$ )	Ni ( $\mu\text{g}/\text{m}^3$ )	Hg ( $\mu\text{g}/\text{m}^3$ )
Dhirauli	<0.1	<0.1	<0.1	<0.1	0.12	<0.01



**Noise Levels:**

In order to have an idea about the existing ambient noise levels in the study area, noise monitoring has been carried out at eight locations during the study period (April'18 to June'18) as part of EIA/EMP study.

Eight locations were identified for establishing noise level monitoring Network. Out of these stations; one monitoring location at Dhirauli [23°53.591'N; 82°20.071'E; 0.5 km north of ML] was selected to represent the noise level of the coal transport road just outside the ML. Leq. noise level has been recorded at hourly intervals for 24 hours continuously by operating the noise-recording instrument for fifteen (15) minutes during each hour. The summarized result of ambient noise monitoring is furnished in **Table-6**.

**Table 6: Summarized Results of Noise Monitoring**

S. No.	Day Time (6:00 a.m. to 10:00 p.m.)			Night Time (10:00 p.m. to 6:00 a.m.)		
	Average Noise Level Leq. dB (A)	Max	Min	Average Noise Level Leq. dB (A)	Max.	Min.
<b>Dhirauli</b>	54.2	60.1	39.8	41.7	44.8	35.9

**Results and Discussions**

The above result has been compared with the standard specified in Schedule III, Rule 3 of Environmental Protection Rules given in **Table-7**.

**Table 7: Ambient Air Quality norms in respect of Noise**

*(As Per Schedule III, Rule 3 of Environment Protection Rules)*

Type of Area	Day (0600 - 2200 hrs.)	Night (2200 – 0600 hrs.)
Industrial Area	75	70
Commercial Area	65	55
Residential Area	55	45
Silence Zone	50	40

*All Values in dB (A)*

The noise levels at the location were observed to be within the prescribed limits as prescribed by the CPCB and State Pollution Control Board.

**Impact of pollutants on habitation along evacuation corridor:**

During transportation of coal outside the lease area, the emission shall be limited to close to road sides. Dusts and limited gaseous pollutants like SO<sub>2</sub> and NO<sub>x</sub> will also be added to the ambient air due to vehicular traffic movement. Gaseous emissions from material handling machineries and vehicles will be controlled by technological means as well as emission reduction practices.

5.0 MTPA of coal shall be transported from CHP to Gajra-Bahra railway sidings by road. Considering 330 days of operation per year and despatch over a period of 24 hours per day, approximately 32 truck-loads will be despatched every hour.

The PM<sub>10</sub>, PM<sub>2.5</sub> emissions due to road emissions and other activities are calculated based on AP-42 and field observations. For gaseous emissions based on the percentage of sulphur present in diesel and the emission factors developed by ARAI and USEPA. The estimated emission values for various activities are given in **Table 8 and 9** as follows.

**Table 8 - Estimated emission values for loading and unloading activities**

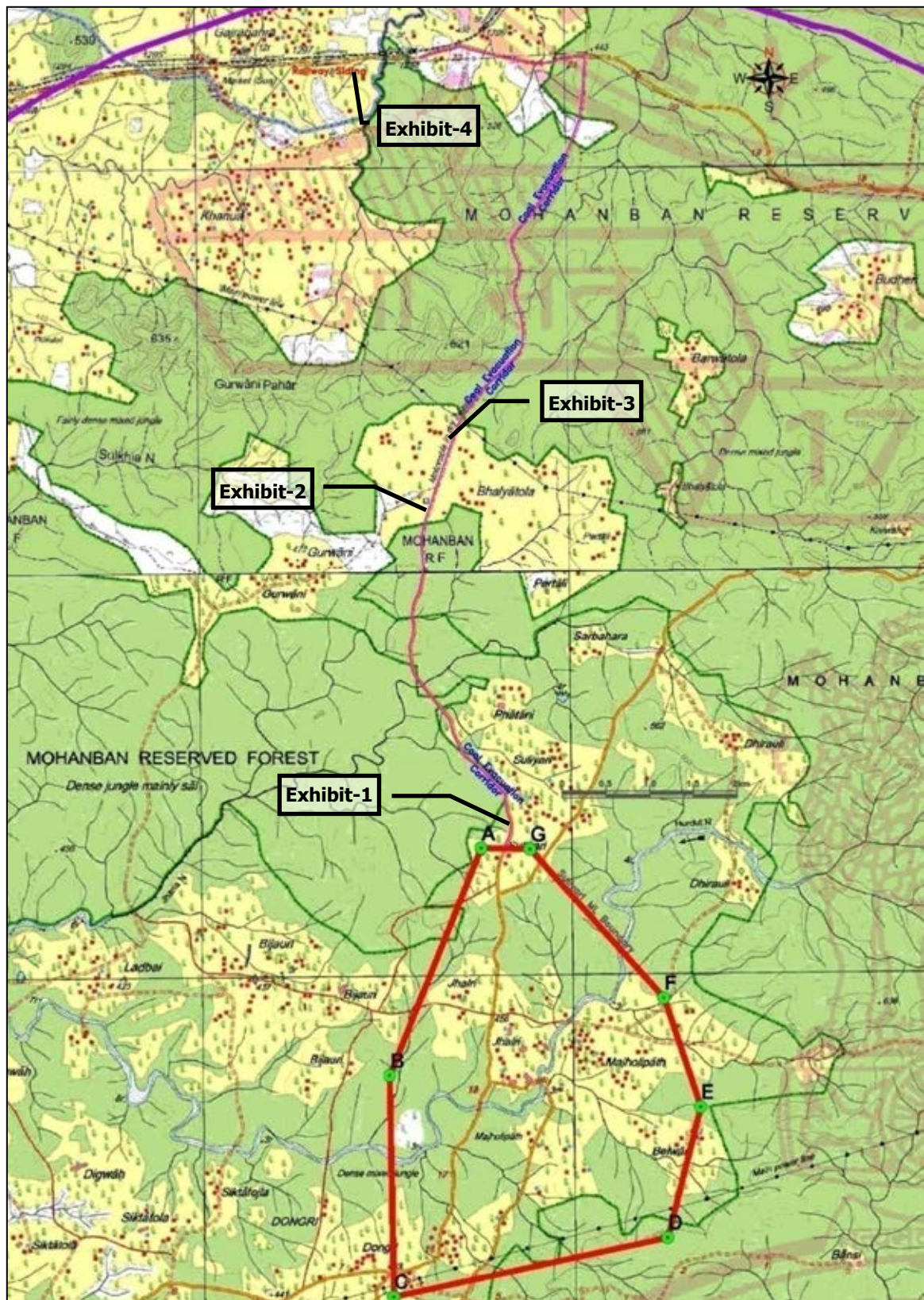
Sl. No.	Activity	Emission Rate (g/s)	
		PM <sub>10</sub>	PM <sub>2.5</sub>
1.	Coal Loading at CHP	0.009115	0.00138
2.	Coal unloading at railway siding	0.009115	0.00138

**Table 9 - Estimated emission values for coal transportation**

Sl. No.	Activity	Emission Rate (g/s)			
		PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>2</sub>	NO <sub>x</sub>
1.	Emissions due to transport of coal via paved road from CHP to Gajra-Bahra Railway Siding including return journey	2.7779	0.6721	0.5752	1.0448

The above table shows that contribution of air pollutants due to road transportation is only insignificant. Moreover, no densely populated area falls along the evacuation corridor (refer **Fig.1**). About 70% of the road stretch passes through forest area with no habitations and 30% passes through rural areas with scanty habitations. Scanty population density along the road passing through rural areas is clear from the high resolution satellite imageries of different stretches of the evacuation corridor shown in **Exhibit-1,2,3 and 4**.

The extent of these impacts, at any given time will depend upon the rate of vehicular emission within a given stretch of the road, and the prevailing meteorological conditions. The impacts will have strong temporal dependence as both of these factors vary with time. The temporal dependence would have diurnal, seasonal as well as long-term components and also increased traffic due to coal transportation the noise values shall slightly increase.



**Fig. 1: Coal evacuation route upto railway siding superimposed on SOI Toposheet (1: 50000 scale)**





**Exhibit-1 - Coal Transportation road near Suliari ML**



**Exhibit-2 - Coal Transportation road near Bhaliyatola**





**Exhibit-3 - Coal Transportation road near Bhaliyatola**





**Exhibit-4 – Coal Transportation road near Gajra-Bahra Railway Siding**

The impact of coal transportation on the receptor habitations along the evacuation corridor will be mitigated by adopting best practices for traffic management, implementation of fugitive emission control measures and consideration of accident prevention and road safety measures. Details of the proposed management measures are given below:

### **Proposed Management Measures**

#### **Traffic Management**

- All transportation shall be undertaken along **pre-designated routes**.
- **Transport road will be properly maintained** and potholes will be filled-in regularly to reduce generation of fugitive dusts and emissions from vehicles.
- **Speed restrictions** shall be imposed on loaded trucks in order to ensure safety and avoid spillage of ore on the transportation route. Limiting the travel speeds (40-60 kmph) based on road conditions and surrounding sensitivities like community area, forest area, hospital, school etc.
- **Adequate turning radius** for the loaded vehicles shall be ensured (1.5 of times the maximum length of the vehicle).
- Trucks to be fitted with **satellite tracking devices** (wherever possible) for compliance of speed and pre-designated route by drivers.
- Truck **parking areas** shall be made of concrete/bitumen/brick work.
- **Approach roads** shall be made of bitumen/concrete.

#### **Fugitive emission control measures**

- Vehicular **emissions shall be kept under control** and regularly monitored.
- **Water spraying** shall be done at transfer points and **Wheel washing system** shall be installed near exit gate.
- Transportation of coal will be made through **mechanically covered trucks** and overloading is prevented in order to stop spillage.
- Sufficient **time lag** between movements of two consecutive trucks is ensured to allow settling of dust.
- Open areas within the ML, near parking areas and along the ML boundary shall be **covered under greenbelt/plantation**.
- **Rigorous maintenance of vehicles** for transportation of mineral shall be done. Vehicles will be replaced when condition and/or performance deteriorate to an unacceptable level and where appropriate, idling of engines shall be avoided.

Accident prevention and Road Safety considerations

- **All vehicles will be inspected on regular basis** for ensuring proper functioning of brakes, head lights, tail lamps, reflectors etc.
- **Road signs** (STOP lines, parking lanes, slot numbers etc.) will be clearly painted.
- All **drivers will be assessed on a regular basis**:
  - //ke checking their driving license
  - Looking at health issues such as eyesight, hearing impairment, epilepsy, syncope, sleep apnoea etc. that may affect them on the road.
  - Assess practical skills through on-road checks of driving behavior by a qualified individual.
  - Zero tolerance on driving under the influence of drink and drugs.

**Conclusion:**

From the traffic impact assessment study, it is observed that the level of service **of the evacuation corridor will become "D" after increase in traffic load due to the project. However, LOS will be enhanced to "A" with the widening and strengthening of the road network proposed to be used for coal evacuation upto the nearest railway siding at Gajra-Bahra.** The evacuation corridor is passing through forest area/ rural areas, away from populated habitations.

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## **APPENDIX - A**



**THE ANDHRA PRADESH MINERAL DEVELOPMENT CORPORATION LTD**

(A State Govt. of A.P. Undertaking)

Suliyari Coal Mine (Branch Office waidhan)

Door No.40/350, Near Ramnivas Tal, Beside Sale Tax Office,  
Tali, Waidhan-486886 District-Singrauli, Madhya Pradesh.

Email: coalsuliyari@gmail.com

Web: apmde.ap.gov.in

Ref no. APMDC/COAL/SUL/L.A./2019-20/ 319

Dated—14/11/2019

प्रति,

महाप्रबंधक

म0प्र0 ग्रामीण सडक विकास प्राधिकरण

क्रियान्वयन इकाई नं0-02 वैढन

जिला-सिंगरौली (म0प्र0)

विषय-प्रधानमंत्री ग्राम सडक योजना के अन्तर्गत निर्मित सडक रजमिलान से डोंगरी के अंश भाग खनुआ नया टोला से सुलियरी कोल माइन तक के चौडीकरण एवं सुदृढीकरण तथा परिवर्तित सडक के निर्माण मे लागत के आकलन वावत्।

मान्यवर,

निवेदन है कि भारत सरकार कोयला मंत्रालय नई दिल्ली के आदेश क्रमांक- Fno.103/10/2016/NA दिनांक-29.09.2016 द्वारा सिंगरौली जिला की सरई तहसील स्थित सुलियरी कोल माइन कोयला उत्खनन के लिए आन्ध्र प्रदेश मिनरल डेवलपमेन्ट कार्पोरेशन विजयावाडा (आ0प्र0) को आवंटित किया गया है। इस परियोजना से तहसील-सरई के ग्राम-झलरी, आमडाड, मझौलीपाठ, बेलवार, सिरसवाह, धिरौली, बजौडी, अमरईखोह, एवं डोंगरी प्रभावित है। कोयला उत्खनन के पूर्व की समस्त कार्यवाहियाँ प्रगति पर है तथा कोयला उत्खनन की प्रक्रिया 12 माह की अवधि के भीतर प्रारम्भ कर दी जावेगी। उत्पादित कोयला 8000 से 10000 टन तक प्रतिदिन का परिवहन प्रारम्भ के 3 वर्षों तक सडक मार्ग से रेलवे साईडिंग गजरा बहरा तक किया जाना प्रस्तावित है, जो बाद मे 15000 टन प्रतिदिन होगा। उक्त परिवहन के लिए 10 से 12 मीटर तक चौडी एवं मजबूत सडक की आवश्यकता होगी। प्राप्त जानकारी के अनुसार म0प्र0 सडक विकास प्राधिकरण द्वारा खनुआ नया टोला से लंघाडोल तक सडक निर्माण का कार्य किया जाना प्रस्तावित है। जो सुलियरी कोल माइन से प्रभावित ग्रामो से ही गुजरेगी, इस मार्ग से प्रभावित सभी ग्राम कोयला धारक क्षेत्र है यदि इस भू-भाग से सडक का स्थाई निर्माण किया जाता है तो भारत सरकार को खनिज संपदा के अवरोध के कारण क्षति होने की प्रबल संभावना है। कलेक्टर महोदय जिला-सिंगरौली द्वारा एम0पी0आर0डी0सी एवं पी0एम0जी0एस0वाई0 की सयुक्त बैठक दिनांक-13.11.2019 मे माननीय कलेक्टर महोदय द्वारा यह सुझाव दिया गया था कि राजमार्ग का निर्माण खनुआ नया टोला से छत्तीसगढ सीमा तक गजराबहरा, सरई, ताल, लंघाडोल होते हुये किया जाय। इससे वर्तमान मे कार्यरत परियोजना सुलियरी कोल माइन के साथ ही डोंगरी ताल-1 एवं डोंगरी ताल-2 कोल ब्लॉक जो क्रमस:-NCL एवं GIDCL को आवंटित किया गया है, तथा भविष्य मे आवंटित होने वाले कोल ब्लॉक धिरौली एवं सिंगरावल के लिए भी उपयोगी होगा। कलेक्टर महोदय द्वारा दिए गए इस सुझाव के कारण यह आवश्यक हो गया है कि ग्राम-खनुआ नया टोला से सुलियरी कोल माइन की

15/11/19

आचार्य शर्मा  
कलेक्टर जिला-सिंगरौली (म0प्र0)

ग्राम-झलरी स्थित सीमा तक सडक का चौडीकरण एवं सुदृढीकरण किया जाय साथ ही कोल ब्लाक क्षेत्र की पूर्वी ओर पश्चिमी सीमा से प्रस्तावित परिवर्तित मार्ग जो इस परियोजना के अर्जन क्षेत्र के भीतर है का भी निर्माण किया जाय।

अतः श्रीमान से अनुरोध है कि कोयले के स्वरित परिवहन को दृष्टिगत रखते हुये ग्राम-गजराबहरा से ग्राम-झलरी की सुलियरी कोल माइन सीमा तक प्रचलित सडक के चौडीकरण एवं सुदृढीकरण के लिए होने वाले व्यय एवं परियोजना क्षेत्र के पूर्वी तथा पश्चिमी सीमा से प्रस्तावित परिवर्तित मार्ग मे होने वाले व्यय का आकलन कर इस परियोजना को उपलब्ध कराने का कष्ट करें, ताकि ए०पी०एम०डी०सी० द्वारा आपकी परिगणित राशि का त्वरित भुगतान करने की कार्यवाही सुनिश्चित कर सकें।



मुख्य महाप्रबंधक  
ए०पी०एम०डी०सी०  
सुलियरी कोल माइन  
जिला-सिंगरौली (म०प्र०)

Dated—14/11/2019

APMDC/COAL/SUL/L.A./2019-20/ 320  
प्रतिलिपि—

1. कलेक्टर महोदय जिला-सिंगरौली की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु सम्प्रेषित।
2. उपखण्ड अधिकारी/भू-अर्जन अधिकारी देवसर जिला-सिंगरौली की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु सम्प्रेषित।

01/11



मुख्य महाप्रबंधक  
ए०पी०एम०डी०सी०  
सुलियरी कोल माइन  
जिला-सिंगरौली (म०प्र०)





**THE ANDHRA PRADESH MINERAL DEVELOPMENT CORPORATION LTD**

(A State Govt. of A.P. Undertaking)

Suliyari Coal Mine (Branch Office waidhan)

Door No.40/350, Near Ramnivas Tal, Beside Sale Tax Office,

Tali, Waidhan-486886 District-Singrauli, Madhya Pradesh.

Email: coalsuliyari@gmail.com

Web: apmdc.ap.gov.in

Ref no. APMDC/COAL/SUL/L.A./2019-20/ 3/7

Dated 14/11/2019

प्रति,

महाप्रबंधक

म0प्र0 राज्य सडक विकास प्राधिकरण

जिला-सिंगरौली (म0प्र0)

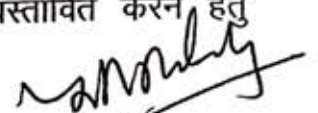
विषय-खनुआ नया टोला से लंघाडोल द्वारा झलरी-डोंगरी राजमार्ग(State Highway) के प्रस्ताव मे पुनर्विचार करने वावत्।.

मान्यवर,

निवेदन है कि भारत सरकार कोयला मंत्रालय नई दिल्ली के आदेश क्रमांक-Fno.103/10/2016/NA दिनांक-29.09.2016 द्वारा सिंगरौली जिला की सरई तहसील स्थित सुलियरी कोल माइन कोयला उत्खनन के लिए आन्ध्र प्रदेश मिनरल डेवलपमेन्ट कार्पोरेशन विजयावाडा (आ0प्र0) को आवंटित किया गया है। इस परियोजना से तहसील-सरई के ग्राम-झलरी, आमडाड, मझौलीपाठ, बेलवार, सिरसवाह, धिरौली, बजौडी, अमरईखोह, एवं डोंगरी प्रभावित है। इस परियोजना से कोयला उत्खनन की कार्यवाही से पूर्व किये जाने वाले कार्य प्रगति पर हैं। इस परियोजना से कोयले की निकासी का कार्य 9 से 12 माह के पूर्व प्रारम्भ किया जाना प्रस्तावित है। प्राप्त जानकारी के अनुसार म0प्र0 सडक विकास प्राधिकरण द्वारा खनुआ नया टोला से विन्दूल तक के प्रधान मंत्री ग्राम सडक योजना द्वारा निर्मित सडकों का चौड़ीकरण एवं सुदृढीकरण किया जाना प्रस्तावित है। जिसकी निविदा की आमंत्रित की जा चुकी है। यदि इस मार्ग का स्थाई सडक के रूप में म0प्र0 सडक विकास प्राधिकरण द्वारा निर्माण किया जाता है तो सडक के नीचे आने वाले कोयले के भण्डार का उत्खनन भविष्य में किया जाना संभव न होगा इस कारण भारत सरकार के राजस्व की अपूर्णनीय क्षति होगी। इस क्षेत्र में ए0पी0एम0डी0सी0 के सुलियरी कोल माइन के अतिरिक्त डोंगरी ताल-I, NCL को, डोंगरी ताल-II गोवा औद्योगिक विकास निगम को आवंटित हो चुका है। धिरौली कोल ब्लॉक एवं सिंगरावल कोल ब्लॉक के भी शीघ्र आवंटित होने की संभावना है। ऐसी स्थिति में निर्माण के लिए प्रस्तावित उक्त सडक का सही उपयोग नहीं हो सकेगा। कलेक्टर महोदय जिला-सिंगरौली द्वारा एम0पी0आर0डी0सी एवं

पी0एम0जी0एस0वाई0 की संयुक्त बैठक दिनांक-13.11.2019 में माननीय कलेक्टर महोदय द्वारा यह सुझाव दिया गया था कि राजमार्ग का निर्माण खनुआ नया टोला से छत्तीसगढ़ सीमा तक गजराबहरा, सरई, ताल, लंघाडोल होते हुये किया जाय। इससे वर्तमान में कार्यरत परियोजना सुलियरी कोल माइन के साथ ही डोंगरी ताल-1 एवं डोंगरी ताल-2 कोल ब्लॉक जो क्रमशः-NCL एवं GIDCL को आवंटित किया गया है, तथा भविष्य में आवंटित होने वाले कोल ब्लॉक धिरौली एवं सिंगरौली के लिए भी उपयोगी होगा।

अतः निवेदन है कि उक्त समस्त परियोजनाओं को दृष्टिगत रखते हुये गजराबहरा से छत्तीसगढ़ राज्य की सीमा तक क्हाया सरई, लंघाडोल मार्ग प्रस्तावित करने हेतु कार्यवाही करने का कष्ट करें।

  
मुख्य महाप्रबंधक  
ए0पी0एम0डी0सी0  
सुलियरी कोल माइन  
जिला-सिंगरौली (म0प्र0)  
Dated 14/11/2019


APMDC/COAL/SUL/L.A./2019-20/318


प्रतिलिपि-

1. कलेक्टर महोदय जिला-सिंगरौली की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु सम्प्रेषित।
2. उपखण्ड अधिकारी/भू-अर्जन अधिकारी देवसर जिला-सिंगरौली की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु सम्प्रेषित।

  
15/11/19  
आवक शाखा  
कलेक्टर जिला-सिंगरौली (म0प्र0)

OIC

  
मुख्य महाप्रबंधक  
ए0पी0एम0डी0सी0  
सुलियरी कोल माइन  
जिला-सिंगरौली (म0प्र0)

  
म0प्र0  
क्र. नं. 8878/17/17



# कार्यालय महाप्रबंधक

म.प्र. ग्रामीण सड़क विकास प्राधिकरण, परियोजना क्रियान्वयन इकाई क्र.2, बैदन  
जिला - सिंगरौली (म.प्र.)

(प्लॉट नं. 13, सेक्टर नं.-3 नवजीवनविहार, विन्ध्य नगर)

पत्र क्रमांक/25957 तक./ 2019

बैदन, दिनांक : 31/12/2019

प्रति,

मुख्य महाप्रबंधक  
ए.पी.एम.डी.सी.  
सुलियरी कोल माइन  
जिला सिंगरौली (म.प्र.)

विषय:- प्रधानमंत्री ग्राम सड़क योजना के अन्तर्गत निर्मित सड़क रजमिलान से डोंगरी के अंश भाग खनुआ नया टोला से सुलियरी कोल माइन तक के चौड़ीकरण एवं सुदृढीकरण तथा परिवर्तित सड़क के निर्माण में लागत के आकलन बावत्।

संदर्भ:- आपका पत्र क्र./APMDC/Coal/Sul./LA/2019-20/319 दिनांक 14.11.2019

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विषयान्तर्गत कृपया सन्दर्भित पत्र का अवलोकन करने का कष्ट करें। प्रस्तावित सड़को का तैयार किये गये प्राक्कलन अनुसार लागत निम्नानुसार है-

स.क्र.	मार्ग का नाम	लम्बाई (कि.मी. में)	निर्माण लागत जी.एस.टी सहित (रु. लाख में)	संघारण + निर्माण लागत जी.एस.टी. सहित (रु. लाख में)	रिमार्क
1	गजराबहरा कोल यार्ड से सुलियरी (रजमिलान सरई (खनुआखास) मार्ग से डोंगरी) (आर.डी. 0 से 9700 मी)	9.70	1795.68	2055.80	
2	सुलियरी से डोंगरी (रजमिलान सरई (खनुआखास) से डोंगरी) (आर.डी. 9700 से 15700 मी)	6.00	792.21	881.34	
3	बासीवेरदह पहुँच मार्ग	2.85	384.10	426.73	
4	बेलवार पहुँच मार्ग	2.40	299.70	335.36	
	योग	20.95	3271.69	3699.23	
	अनुमानित निविदा प्रतिशत - 10 प्रतिशत			369.923	
	सुपरविजन लागत 9 प्रतिशत			332.93	
	कुल संभावित लागत			Rs. 4402.083 Lac	

कृपया उपरोक्त राशि रु. 4402.083 लाख का डिमाण्ड ड्राफ्ट महाप्रबंधक, म.प्र. ग्रामीण सड़क विकास प्राधिकरण पी.आई.यू.-2 बैदन जिला सिंगरौली के पक्ष में भिजवाने का कष्ट करें।

(पी.एस. चौहान)

महाप्रबंधक

म.प्र. ग्रामीण सड़क विकास प्राधिकरण  
परियोजना क्रियान्वयन इकाई क्र.2 बैदन  
जिला - सिंगरौली (म.प्र.)

बैदन, दिनांक : 31/12/19

पृ. क्रमांक/2596 /तक./ 2019  
प्रतिलिपि :-

कलेक्टर महोदय, जिला सिंगरौली की ओर सूचनार्थ सम्प्रेषित।

महाप्रबंधक

म.प्र. ग्रामीण सड़क विकास प्राधिकरण  
परियोजना क्रियान्वयन इकाई क्र.2 बैदन  
जिला - सिंगरौली (म.प्र.)



# MADHYAPRADESH RURAL ROAD DEVELOPMENT AUTHORITY

## DETAIL PROJECT REPORT

### FOR UPGRADATION OF EXISTING RURAL TRL/MRL ROADS

#### UNDER

#### PRADHAN MANTRI GRAM SADAK YOJNA

2019-20



#### VOLUME -I

DISTRICT :	Singrauli	BLOCK :	Deosar
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NAME OF ROAD : Gajarabahara coal yard - Suliyari ROAD

PACKAGE NO. :-

UP-GRADATION			DRRP ROUTE CODE No.			
				GST @ 12%		Avg. Cost/KM i/c GST(Rs.Lacs)
TOTAL LENGTH	:	9.700	0.000	KM		
LENGTH OF RIGID PAVEMENT	:	0.000	0.000	KM		
LENGTH OF FLIXIBLE PAVEMENT	:	9.700	0.000	KM		
COST OF RIGID PAVEMENT	:	0.00	0.00	LAKH		
COST OF FLIXIBLE PAVEMENT	:	1413.08	1582.65	LAKH		163.16
TOTAL COST OF PAVEMENT	:	1413.08	1582.65	LAKH		163.16
NO. OF C.D.WORKS	:	10	0	Nos		
COST OF C.D. WORKS	:	107.62	120.54	LAKH		12.43
PROTECTION WORKS	:	47.49	53.18	LAKH		5.48
ROAD FURNITURE & MISCELLANEOUS	:	35.10	39.31	LAKH		4.05
SOCIAL/UTILITY COST	:	0.00	0.00	LAKH		0.00
Total Construction Cost	:	1603.29	1795.68	LAKH		185.12
NO. OF Bridge (small )	:	0.00	0.00			
COST OF bridge WORKS	:	0.00	0.00	LAKH		
MAINTENANCE COST&Renewal Cost	:	232.24	260.11	LAKH		26.82
TOTAL COST i/c MAINTENANCE	:	1835.53	2055.80	LAKH		211.94

#### SUBMITTED BY

M/S Khaira & Son's Satna

Bharhut Nagar Rewa Road Satna

E-Mail : KhairaConsultancy@gmail.com Mo. No. 9893862501

*[Signature]*  
Am

# MADHYAPRADESH RURAL ROAD DEVELOPMENT AUTHORITY

## DETAIL PROJECT REPORT

### FOR UPGRADATION OF EXISTING RURAL TRL/MRL ROADS

#### UNDER

### PRADHAN MANTRI GRAM SADAK YOJNA

2019-20



#### VOLUME -I

DISTRICT :	Singrauli	BLOCK :	Deosar
NAME OF ROAD :	Suliyari To - Dongari ROAD		
PACKAGE NO. :-			

UP-GRADATION		DRRP ROUTE CODE No.				
				GST @ 12%		Avg.Cost/KM i/c GST(Rs.Lacs)
TOTAL LENGTH	:	6.000	0.000	KM		
LENGTH OF RIGID PAVEMENT	:	0.000	0.000	KM		
LENGTH OF FLIXIBLE PAVEMENT	:	6.000	0.000	KM		
COST OF RIGID PAVEMENT	:	0.00	0.00	LAKH		
COST OF FLIXIBLE PAVEMENT	:	535.30	599.53	LAKH		99.92
TOTAL COST OF PAVEMENT	:	535.30	599.53	LAKH		99.92
NO. OF C.D.WORKS	:	18	0	Nos		
COST OF C.D. WORKS	:	140.77	157.67	LAKH		26.28
PROTECTION WORKS	:	17.54	19.65	LAKH		3.27
ROAD FURNITURE & MISCELLANEOUS	:	13.72	15.37	LAKH		2.56
SOCIAL/UTILITY COST	:	0.00	0.00	LAKH		0.00
Total Construction Cost	:	707.33	792.21	LAKH		132.04
NO. OF Bridge (small )	:	0.00	0.00			
COST OF bridge WORKS	:	0.00	0.00	LAKH		
MAINTENANCE COST&Renewal Cost	:	79.58	89.13	LAKH		14.85
TOTAL COST i/c MAINTENANCE	:	786.91	881.34	LAKH		146.89

#### SUBMITTED BY

M/S Khaira & Son's Satna

Bharhut Nagar Rewa Road Satna

E-Mail : KhairaConsultancy@gmail.com

PM

**MADHYAPRADESH RURAL ROAD DEVELOPMENT AUTHORITY**

**DETAIL PROJECT REPORT**

**FOR UPGRADATION OF EXISTING RURAL TRL/MRL ROADS**

**UNDER**

**PRADHAN MANTRI GRAM SADAK YOJNA**

**2019-20**



**VOLUME -I**

<b>DISTRICT :</b>	Singrauli	<b>BLOCK :</b>	Deosar
<b>NAME OF ROAD :</b>	Basibida approach Road - ROAD		
<b>PACKAGE NO. : -</b>			

UP-GRADATION				DRRP ROUTE CODE No.		
				GST @ 12%		Avg. Cost/KM i/c GST(Rs.Lacs)
TOTAL LENGTH	:	2.850	0.000	KM		
LENGTH OF RIGID PAVEMENT	:	0.000	0.000	KM		
LENGTH OF FLIXIBLE PAVEMENT	:	2.850	0.000	KM		
COST OF RIGID PAVEMENT	:	0.00	0.00	LAKH	#DIV/0!	
COST OF FLIXIBLE PAVEMENT	:	236.16	264.50	LAKH		92.81
TOTAL COST OF PAVEMENT	:	236.16	264.50	LAKH		92.81
NO. OF C.D. WORKS	:	6	0	Nos		
COST OF C.D. WORKS	:	97.47	109.16	LAKH		38.30
PROTECTION WORKS	:	4.99	5.59	LAKH		1.96
ROAD FURNITURE & MISCELLANEOUS	:	4.60	5.15	LAKH		1.81
SOCIAL/UTILITY COST	:	0.00	0.00	LAKH		0.00
Total Construction Cost	:	343.21	384.40	LAKH		134.88
NO. OF Bridge (small )	:	0.00	0.00			
COST OF bridge WORKS	:	0.00	0.00	LAKH		
MAINTENANCE COST&Renewal Cost	:	37.80	42.34	LAKH		14.85
TOTAL COST i/c MAINTENANCE	:	381.01	426.73	LAKH		149.73

**SUBMITTED BY**

**M/S Khaira & Son's Satna**

Bharhut Nagar Rewa Road Satna  
E-Mail : khairaconsultancy@gmail.com



# MADHYAPRADESH RURAL ROAD DEVELOPMENT AUTHORITY

## DETAIL PROJECT REPORT

### FOR UPGRADATION OF EXISTING RURAL TRL/MRL ROADS

#### UNDER

#### PRADHAN MANTRI GRAM SADAK YOJNA

2019-20



#### VOLUME -I

DISTRICT :	Singrauli	BLOCK :	Deosar
NAME OF ROAD :	Belwar approach - ROAD		

PACKAGE NO. : -

DRRP ROUTE CODE No.

UP-GRADATION			DRRP ROUTE CODE No.			Avg.Cost/KM i/c GST(Rs.Lacs)
				GST @ 12%		
TOTAL LENGTH	:	2.400	0.000	KM		
LENGTH OF RIGID PAVEMENT	:	0.000	0.000	KM		
LENGTH OF FLEXIBLE PAVEMENT	:	2.400	0.000	KM		
COST OF RIGID PAVEMENT	:	0.00	0.00	LAKH	#DIV/0!	
COST OF FLEXIBLE PAVEMENT	:	198.79	222.64	LAKH	92.77	
TOTAL COST OF PAVEMENT	:	198.79	222.64	LAKH	92.77	
NO. OF C.D.WORKS	:	6	0	Nos		
COST OF C.D. WORKS	:	63.38	70.99	LAKH	29.58	
PROTECTION WORKS	:	1.21	1.36	LAKH	0.57	
ROAD FURNITURE & MISCELLANEOUS	:	4.22	4.72	LAKH	1.97	
SOCIAL/UTILITY COST	:	0.00	0.00	LAKH	0.00	
Total Construction Cost	:	267.59	299.70	LAKH	124.88	
NO. OF Bridge (small )	:	0.00	0.00			
COST OF bridge WORKS	:	0.00	0.00	LAKH		
MAINTENANCE COST&Renewal Cost	:	31.83	35.65	LAKH	14.85	
TOTAL COST i/c MAINTENANCE	:	299.43	335.36	LAKH	139.73	

#### SUBMITTED BY

M/S Khaira & Son's Satna

Bharhut Nagar Rewa Road Satna

E-Mail : KhairaConsultancy@gmail.com

## कार्यालय महाप्रबंधक

म.प्र. ग्रामीण सड़क विकास प्राधिकरण, परियोजना क्रियान्वयन इकाई क्र.2, बैढ़न  
जिला - सिंगरौली (म.प्र.)

(प्लॉट न. 13 सेक्टर-3 नवजीवन विहार, विन्ध्यनगर)

पत्र क्र./ 88 / लेखा./ पी.आई.यू.-2 / 2020  
प्रति,

बैढ़न, दिनांक : 10/01/2020

मुख्य महाप्रबंधक  
ए.पी.एम.डी.सी.  
सुलियरी कोल माइन,  
जिला-सिंगरौली (म.प्र.)

विषय:-मेसर्स खैरा एण्ड संस, कन्सल्टिंग इंजीनियर्स एवं कान्ट्रैक्टर द्वारा प्रस्तुत डी.पी.आर. देयक के भुगतान बावत्।

—0—

विषयांतर्गत मेसर्स खैरा एण्ड संस कन्सल्टिंग इंजीनियर्स एण्ड कान्ट्रैक्टर द्वारा प्रस्तुत देयक संलग्न कर लेख है कि देयक में अंकित सड़को के डी.पी.आर. तैयार कर कन्सल्टेन्ट द्वारा डी.पी.आर. सहित देयक भुगतान हेतु इस कार्यालय में प्रस्तुत किया गया है।

अतः कन्सल्टेन्ट द्वारा प्रस्तुत देयक आपकी ओर प्रेषित कर अनुरोध है कि देयक की 20 प्रतिशत राशि रोककर शेष 80 प्रतिशत राशि का भुगतान करने की व्यवस्था करें। 20 प्रतिशत राशि के भुगतान हेतु इस कार्यालय द्वारा पृथक से सूचित किया जावेगा।

संलग्न- देयक की मूल प्रति रु. 532593/-

10/01/2020  
(पी.एस. चौहान)  
महाप्रबंधक  
म.प्र.ग्रामीण सड़क विकास प्राधिकरण  
परियोजना क्रियान्वयन इकाई, क्र.2 बैढ़न  
जिला - सिंगरौली (म.प्र.)  
10/01/2020





# The Andhra Pradesh Mineral Development Corporation Limited

(A State Government of A.P Undertaking)

D.No. 294/1D, 100 Feet Tadigadapa to Enikepadu Road, Kanur, Vijayawada - 521 137

Andhra Pradesh. Tel : 0866 - 2429999 Fax : 0866 -2429977

E-mail : info@apmdc.ap.gov.in Website : www.apmdc.ap.gov.in

Ref:APMDC/HO/Coal/Suliyari/Roads/2019-20/ 2040 Date:31.01.2020

To

The General Manager,

Madhya Pradesh Rural Road Development Authority(MPRRDA),  
Singrauli(D)., MP.

Sir,

Sub:- Request to take up widening & strengthening of existing road from Gajrabahra Railway station to Suliyari Village of Suliyari Coal Block allotted to APMDC and accord permission to take up diversion road work by APMDC, from Suliyari to Dongri and lay approach roads to Basibirdha & Belwar villages along the Mining Lease hold boundary of the Coal Block – Reg.

- Ref:- 1. APMDC/Coal/Sul./LA/2019-20/319 dt.14.11.2019  
2. Lr.Sl.no./2595/Thak/2019, Baidan,Dt.31.12.2019  
3. Lr.Sl.no./2577/Thak/P.R.U-2/2019, Baidan,Dt.31.12.2019  
4. Lr.Sl.no./88/Lekha/P.R.U-2/2020, Baidan,Dt.10.01.2019

This is to submit that Suliyari Coal Block located in Sarai tehsil of Singaruli District was allotted to APMDC. The Coal Block is covering villages of Dongri, Jhaleri, Belwar, Majoulipath, Sirswa, Amdand & Amaraikoh villages.

Ref no.1<sup>st</sup> cited, APMDC has requested MPRRDA to take up the following works and submit DPR for the below mentioned works.

1. Strengthening and widening of roads from Gajra Bahrah station to Suliyari.
2. Diversion of existing road from Suliyari to Dongri
3. Preparation of DPR by external agency for Strengthening and widening of roads.

Reference to the letter no.4 cited above, MPRRDA prepared the DPR for the above works and estimated cost of each activity and requested to pay Rs.5,32,593/-towards preparation cost of DPR.






In this regard, APMDC proposed to take up the following works through MPRRDA, Singrauli.

With regard to strengthening and widening of roads from Gajra Bahrah railway station to Suliyari Coal Block, APMDC will bear the complete expenditure of Rs.20.4 crores as indicated in the DPR and request MPRRDA to take up the work at an early date. APMDC will pay for the preparation cost of DPR, as cited in the letter no.4 cited above Rs. 5,32,593/- and will enter into MOU with MPRRDA to take up the above work.

The existing road from Suliyari to Dongri and approach roads existing within the Coal Blocks serving to the project affected villages will be disturbed due to mining operations only after 3 years of start of mining operations, APMDC proposes to take up diversion of road from Suliyari to Dongri (6Km) long and new approach roads to Basibirda & Belwar villages (2.85 Km and 2.40 Km respectively) along the boundary of the coal block, under the supervision of MPRRDA as per the norms indicated in DPR, when the need arises to divert this roads. It is requested to accord permission to take up this road construction work by APMDC under your supervision, APMDC will complete the construction of proposed new approach roads to Dongri, Basibirdha and Belwar villages before disturbing the existing approach roads and will deposit the written down value of these roads at that time.

It is requested to consider the above proposal of APMDC regarding Strengthening and widening of roads from Gajra Bahrah station to Suliyari required for Coal transportation and take necessary action accordingly. APMDC will enter into an MOU soon after receiving a letter accepting the proposal by MPRRDA. APMDC will release an amount of Rs.5,32,593/- lakhs towards cost of preparation of DPR.

With regards,

  
M. Madhusudhan Reddy, IRAS.,  
Vice Chairman & Managing Director