



ANKUR UDYOG LIMITED

Steel Division

(A Unit of Ankur Udyog Limited)

15th April 2019

To,
Director (Industry-1)
Ministry of Environment, Forest & Climate Change,
Indira Paryavaran Bhavan,
Jorbagh Road, Jorbagh,
New Delhi

Sub: Environmental Clearance for our proposed Integrated Steel Plant at Plot No. AL-2, Sector 23, GIDA Industrial Area, Village Sahbazganj & Domharmafi, Tehsil Sahjanwa, District Gorakhpur, Uttar Pradesh - Reply to ADS – Reg.

Ref: 1. Proposal No. IA/UP/IND/75680/2018
2. ADS issued by honourable MOEF&CC on 12/04/2019

Respected Sir,

With reference to the above, we are herewith submitting the reply to the Additional Details Sought (ADS) by the Hon'ble Ministry for your kind consideration.

Point no. (i)	Committee advised the PP to submit DPR to the railways as desired in the IN-PRINCIPLE approval and submit the information to the ministry for further consideration.
Reply	The DPR has been submitted to the North Eastern Railways on 15.04.2019. A copy of the DPR submitted to the Railways is enclosed as ANNEXURE – 1 for your kind perusal.
Point no. (ii)	Detailed action plan for ground water recharge and rainwater storage shall be furnished in the current financial year along with time schedule for implementation of action plan within 03 years.
Reply	The detailed Scheme for ground water recharge is enclosed ANNEXURE – 2 for your kind perusal.

We request your good selves to kindly place our matter in the agenda of the next EAC meeting and issue Environmental Clearance for our proposed Integrated Steel plant at the earliest.

Thanking you sir,

Yours Sincerely

for ANKUR UDYOG LTD. (STEEL DIVISION)

NIKHIL JALAN

Authorised Signatory

Email - ankurtmt@gmail.com • Tel - +91 9793800000, 9415243900

Correspondence Address

Nakaha No. 2, Near Fertilizer Factory
Gorakhpur - 273007, U.P.

Factory Address

Plot No. AL-2, Sector 23, GIDA, NH-28
Sahjanwa, Gorakhpur - 273209, U.P.



ANKUR UDYOG LIMITED

Steel Division

(A Unit of Ankur Udyog Limited)

Dated: 15.04.2019

Ref No.: AUL/SD/RAIL/003

To,

The CFTM & CTPM,
General Manager Office
North Eastern Railway
Gorakhpur - 273012

Sub : Submission of 13 copies of the Detailed Project Report and Engineering Scale plan for Development of Private Railway Siding, for M/S ANKUR UDYOG LIMITED (STEEL DIVISION), Plot No AL-2, Sector 23, GIDA Industrial Area, Sahjanwa, Gorakhpur near Sahjanwa Railway Station.

Ref : In-Principle Approval accorded by NER vide CFTM & CTPM letter No. T/555/216/AULSD/SWA dated 11.3.2019

Dear Sir,

With reference to the above IPA (annexed with this letter), we hereby submit of 13 copies of the Detailed Project Report and Engineering Scale plan for Development of Private Railway Siding, for M/S ANKUR UDYOG LIMITED (STEEL DIVISION), Plot No AL-2, Sector 23, GIDA Industrial Area, Sahjanwa, Gorakhpur near Sahjanwa Railway Station for the DPR and ESP Approval.

The 1% of the remaining codal charges out of the 2% payable to be submitted during DPR stage amount **Rs. 18,10,375/-** is also being submitted vide DD No. 039311 Dated 15.04.2019, issued by HDFC Bank in favor of PFA, North Eastern Railway, Gorakhpur payable at Gorakhpur. Further the 18% GST Challan of **Rs 3,25,868/-** payable via reverse mechanism has also been paid vide gst challan cpin no. 19040900224968 dated 15.04.2019.

M/s Devi Maa Shakti Constructions and Consultancy Services Pvt Ltd (DCCL), Shri Raj Bhawan, J-38 Ashiana Kanpur Road, Lucknow, Approved Railway Consultants of NER have been engaged as our Approved Railway Consultants for all the Railway Consultancy Services after the In Principle Approval for the proposed siding and its approval from North Eastern railway.

The above is for your kind perusal and necessary action please.

Thanking You,

Yours truly,

For Ankur Udyog Ltd (Steel Division)


Nikhil Jalan
Authorized Signatory / Director

Email - ankurtmt@gmail.com • Tel - +91 9793800000, 9415243900

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Gorakhpur - 273007, U.P.

Factory Address

Plot No. AL-2, Sector 23, GIDA, NH-28
Sahjanwa, Gorakhpur - 273209, U.P.



A/C PAYEE ONLY
NOT NEGOTIABLE

MANAGER'S CHECK
VALID FOR 3 MONTHS ONLY

0 1 5 0 4 2 0 1 9
D P M Y Y Y Y Y
Or Order

दा अके ओदेश य

Pay
भुत नरु
Rupees
PFA, NORTH EASTERN RAILWAY
EIGHTEEN LAKH TEN THOUSAND THREE HUNDRED SEVENTY
FIVE ONLY.

₹

FOR VALUE RECEIVED

ANKUR UDYOG LIMITED (STEEL DIVISION)

GORAKHPUR - UTTAR PRADESH

GORAKHPUR - 273001

REF. No. 02441763853

039311 2732400020 999989 12

Pallavi Pandey
AUTHORIZED SIGNATORIES
Please sign above
Manoj Kumar
B-21369

BLUE

**GOODS AND SERVICES TAX
PAYMENT RECEIPT**

CPIN: 19040900224968 Deposit Date : 15/04/2019 Deposit Time : 09:57:41 e-Scroll : NA

Payment Particulars

CIN: HDFC19040900224968 Name of Bank: HDFC BANK BRN: 774544363

Details of Taxpayer

GSTIN: 09AACCA6741RZZ2 E-mail Id: aXXXXXXXX@XXXXXXXX.com Mobile No.: 9XXXXXXXX002
Name: ANKUR UDYOG LTD Address : XXXXXXXXXXXX Uttar
Pradesh,273209

Details of Deposit (All Amount in Rs.)

Government	Major Head	Minor Head					
		Tax	Interest	Penalty	Fee	Others	Total
Government of India	CGST(0005)	162934	0	0	0	0	162934
	IGST(0008)	0	0	0	0	0	0
	CESS(0009)	0	0	0	0	0	0
	Sub-Total	162934	0	0	0	0	162934
Uttar Pradesh	SGST(0006)	162934	0	0	0	0	162934
Total Amount		325868					
Total Amount (in words)		Rupees Three Lakhs Twenty-Five Thousand Eight hundred Sixty-Eight Only					

Mode of Payment: Internet Banking - HDFC BANK

Notes:

1. Status of the transaction can be tracked under 'Track Payment Status' at GST website
2. Payment status will be set as 'Paid' for this transaction.
3. This is a system generated receipt.



DETAILED PROJECT REPORT

for

**Development of Private Railway Siding,
For M/S ANKUR UDYOG LIMITED (AUL), (STEEL DIVISION)**

to be served from

**Sahjanwa Railway Station on
Domingarh - Mankapur section of Lucknow Division
of North Eastern Railway**



Approved Railway Consultants:



**DEVIMAASHAKTI CONSTRUCTIONS & CONSULTANCY
SERVICES PVT. LTD. (DCCL)**

A Railway Multi National Company

**Shri Raj Bhawan, J-38, Ashiana, Kanpur Road,
LUCKNOW – 226012**

TEL. No. 7007795287, 8707576170

TELE FAX No. 0522-2421815

Website : www.msc.ind.in

E-mail: - dccl.railway@gmail.com

APR 2019

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9.	Annexures	<ol style="list-style-type: none">1. In Principle Approval accorded by NER vide CFTM & CTPM letter no. T/555/216/AULSD/SWA dated 11.03.20192. DCCL Appointment Letter No. AUL/SD/Rail/001 dated 01.04.2019 as consultant by M/s ANKUR UDYOG LIMITED (STEEL DIISION)3. North Eastern Railway Empanelment Certificate of M/s Devi Maa Shakti Constructions and Consultancy Services Pvt. Ltd (DCCL)4. Conceptual plan on which IPA has been Granted5. Engineering Scale Plan	32

CHAPTER-I

INTRODUCTION

- 1.1 ANKUR UDYOG LIMITED (STEEL DIVISION), hereinafter referred to as “AUL”, Plot No AL-2 Industrial Area, Sector 23, GIDA, Sahjanwa, Gorakhpur** is a professionally managed and fast growing organization which aims at strengthening and establishing itself as the foremost manufacturer of steel products in India.

AUL, is having an Industrial plot No AL-2, Sector 23, measuring 82 acres in GIDA Industrial area, Sahjanwa, Gorakhpur. The plot is well connected with national highway on south side of plot and on north side railway track connecting Lucknow to Gorakhpur exists close to plot.

AUL, is planning to set up steel plant at this plot for production of steel and steel products. The input for steel production e.g iron ore, non coking coal and other minerals etc are required to be brought to steel plant in railway wagons. Movement of input raw materials is in bulk quantities so shall need to be moved by rail in block rakes.

The anticipated inward traffic shall be around 24 rakes in aggregate per month. To handle full rake the railway siding need to be extended to premises of steel plant. Hence a private railway siding is essentially required for working of steel plant.

- 1.2 SITE OF M/S ANKUR UDYOG LIMITED (STEEL DIVISION)**

The plot of AUL, i.e. plot No AL-2 Industrial GIDA area, Sector 23, Sahjanwa, Gorakhpur is situated on south side of railway track connecting Lucknow with Gorakhpur and is situated about 1 km from centre line of Sahjanwa railway station.

A private railway siding of M/S Gallant Ispat Ltd is served from Sahjanwa railway station. The plot of M/S Gallant Ispat Ltd is on west side adjoining plot of AUL.

- 1.3 ENGAGEMENT AS CONSULTANTS**

Pre feasibility report for the proposed siding was submitted to North Eastern Railway along with Conceptual plan for grant of In Principle Approval.

*In Principle Approval for the proposed railway siding has been accorded by North Eastern Railway vide CFTM & CTPM letter No. T/555/216/AULSD/SWA dated 11.3.2019 annexed as **Annexure 1** to this Report.*



Approved Railway
Consultants



M/s Devi Maa Shakti Constructions and Consultancy Services Pvt Ltd (DCCL), Shri Raj Bhawan, J-38 Ashiana Kanpur Road, Lucknow have been engaged as Approved Railway Consultants for all the Railway Consultancy Services after the In Principle Approval for the proposed siding and its approval from North Eastern railway, vide their letter No : AUL/SD/Rail/001 dtd. 01.04.2019, annexed as **Annexure 2.**

The North Eastern Railway Empanelment Certificate of M/s Devi Maa Shakti Constructions and Consultancy Services Pvt Ltd (DCCL), Shri Raj Bhawan, J-38 Ashiana Kanpur Road, Lucknow is annexed as Annexure - 3.

1.4 CONCEPTUAL PLAN

Conceptual plan for the proposed siding already submitted to CFTM/NER/GKP for In Principle Approval is being placed for reference at **Annexure 4.**

1.5 ENGINEERING SCALE PLAN

Engineering Scale plan for the proposed siding is being submitted to CFTM/NER/GKP for Approval and is being placed for reference at **Annexure 5.**

1.6 ITEMWISE COMMENTS /ACTION TAKEN ON RAILWAY OBSERVATIONS WHILE GRANTING IPA ARE TABULATED BELOW

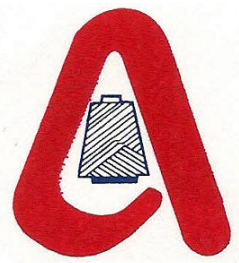
S. No.	Railway observation	AUL Comments at time of IPA	AUL Final Comments At time of DPR
S&T DEPARTMENT			
1	Provision of private siding (Ankur Udyog Limited) at SWA station will involve shifting of cables/locations etc. at MHH end. Hence anticipated abstract estimate for the above is being attached herewith. Abstract estimate may vary after joint survey with firm representative as details (kilometers etc.) are not mentioned in Annexure 2 (the proposed site plan). Fresh feasibility and estimation will be required if any alteration is proposed in Interlocked portion of yard.	The matter will be discussed with the S&T department, thereafter detailed estimate will be provided at the DPR Stage and proceed accordingly as per the extant rules.	Same as col.3. Detailed Estimates will be given after the approval of ESP and along with the submission of SIP
OPERATING DEPARTMENT			
1	Item No 3.2(xi)g - Level crossing No 169/spl is closed. Hence item should be removed.	Agreed , will be incorporated in the DPR and ESP	Engineering scale plan has been modified
2	Item No,3.3_ Additional facilities/works proposed at Sahjanwa railway station - Sahjanwa is very busy station and the gallant Ispat ltd . After this AUL siding comes up, SWA station will be required to serve 4 rakes simultaneously. Therefore two additional running lines will be required at SWA towards GKP end	Any additional running lines at SWA should be done by the NE Railways as the new infrastructure it will be under the ownership of NE Railways only. As we will be already paying freight and other applicable charges to the Railways, the additional lines will be a huge financial	Same as col.3



	so that rakes can be received from MUR and pushed into siding.	burden on us. We kindly request NER to consider the same and remodel the station at its own expenses	
3	Item No. 3.6.3 & 3.8.12 - Maximum speed potential of the siding should be 15 Kmph and not 10 Kmph as given`	Agreed, will be incorporated in the DPR	Report Corrected
4	Item No. 3.9 - AUL should provide trained staff for shunting in the premises.	Agreed, shall be provided as per the extant and applicable rules	Same as col.3
5	Item No. 3.10 – Required hardware for installing FOIS/TMS and infrastructure (room etc.) will have to be provided by the party. Apart from this a P&T landline communication will have to be provided by the party and recurring cost on this account will have to be borne by the party.	Agreed, shall be provided as per the extant and applicable rules	At Sahjanwa, a private siding to M/S Gallant is already operational. Therefore FOIS system at Sahjanwa may be operational. We shall bear cost of upgradation of FOIS at Sahjanwa.
6	Item No. 3.6.2 – Provision of 75m brake van siding inside the premises should be made.	Agreed, shall be provided as per the extant and applicable rules	Brake van siding of 75 m CSR has been provided in engineering plan
7	Item No. 7.1 – There will be 2 sidings connected to Sahjanwa station i.e. M/s AUL and M/s GIL. So interlocking of lead lines to AUL and GIL should be introduced and provision of separate shunt signals should be made for safe working. Cost of this work should be borne by the party.	NER should consider sharing of cost of the shunt signals between all the sidings being served from SWA. A meeting may be called by NER with all the related parties. The cost decided as per usage, after mutual discussion and agreement will be borne by us as per the extant and applicable rules	Same as col.3
Other observations:			
8	Name of authorized signatory of AUL for communication with NE Railway should be given on the letter head of AUL	Agreed, Letter Enclosed for the authorized signatory	No further action
9	Lead line of M/s GIL is on Railway Land and the same led line will be shared by M/s AUL. This issue	The cost decided as per usage, after mutual discussion and agreement	Same as col.3



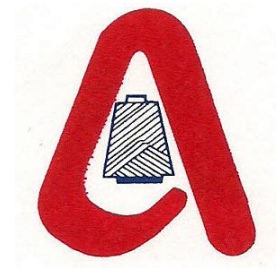
	(Lease agreement, Cost Sharing etc.) should be dealt by Engg deptt.	will be borne by us as per the extant and applicable rules	
OHE department			
1	OHE supply shall be extended through CB with auto recloser to isolate the siding during fault condition. This CB will be installed in SSP, hence an SSP need to be constructed.	Agreed, shall be provided as per the extant and applicable rules	Same as col.3
Commercial Department			
1	Commercial Staff- The party shall bear the cost of one commercial staff per shift or as decided by the Railways, depending upon workload. As soon as the siding is notified by the Railway administration, the party shall be advised by the division to deposit cost of posts of commercial staff, estimated for 10 years period to facilitate commercial functioning of the private siding.	Shall be provided as per the extant and applicable rules	Same as col.3
2	In- motion Electronic Weighbridge- Siding owner shall be required to provide at its own cost an in motion weighbridge at private siding having outward traffic, on private/railway land as per the extant rules, mentioned in Rates Master circular Provision of weighbridge/2014/0 issued vide Railway board's letter No. TC-1/2014/108/2 dated 12.06.2014 and even number dated 03.03.2016 with the corrigendum, issued from time to time.	There is no outward traffic and only inward traffic in the proposed siding	Due to space problem it is not feasible to provide in motion weigh bridge. Moreover there is no outward traffic. Hence not provided.
3	Terminal Management System (TMS)- Terminal of Freight Operating Information system (FOIS) with connectivity/access, as prescribed by Indian Railways, shall	Agreed, shall be provided as per the extant and applicable rules	-do-



	be installed at the siding and all costs related to such installation shall be borne by siding owners. Siding owner shall provide all facilities (Such as Room, Furniture, Electricity, Hardware, Network Connectivity, Telephone etc.) for provision of FIOS terminal in the siding for issuing of RR or taking delivery of consignment.		
4	यदि पार्टी Siding में Wagon Trippler का प्रावधान करना चाहती है तो and revision in track layout inside the company premises. विषय पररेलवेबोर्ड के पत्र सं० 99/ टीसी/एफएम/28/1 पार्ट-1 दिनांक 22.08.2016 के पैरा 9.5.2 में दिये गये निर्देशोंको Pre-Feasibility Report में शामिल किया जाय। जो निम्न है	AUL-SD will NOT opt for Wagon Tippler	-do-
i)	Handling of Wagons in Sidings- (a) The siding owner shall ensure that no railway wagons get damaged during loading/unloading in his siding. For damage & deficiencies caused due to the fault of the siding owner, damage & deficiency charge shall be raised as per the extant rules.	Agreed as per the extant and applicable rules	-do-
	(b) There would be periodical/surprise checks by the representative of the Railway as per Railway Board's letter No 2010/TT-14/9/1, Dated 18.09.2015 (as amended from time to time) to ensure that wagons are not damaged in the siding.	Agreed as per the extant and applicable rules	-do-
	(c) All tippers and bulk handling systems used for loading/unloading of wagons shall be provided and commissioned as per RDSO approved specifications.	Agreed as per the extant and applicable rules	-do-
	(d) For the mechanized handling equipments, where RDSO's specifications are not available, prior approval for their use shall be taken from the committee of officers of Operating/Commercial and Mechanical departments of	Agreed as per the extant and applicable rules	-do-



	the division.		
	f) The tippers and bulk handling system shall have to be replaced by the siding owner after their codal life is completed.	Agreed as per the extant and applicable rules	-do-
	(g) The applicant shall ensure that tippers, bulk handling systems and mechanized equipments are operated only by a qualified and experienced staff under adequate supervision.	Rake handling platform will be provided	-do-
	(h) If the rolling stocks inside the siding continue to get damaged, the siding shall be closed till the equipment or procedure that is causing the damage, is repaired/put right.	Rake handling platform will be provided	-do-
ii)	Width of New rake handling platform between line no 1 & 2 should be mentioned & it should be more than 20m. Similarly length of platform should not be less than 700m.	Rake handling platform will be provided	-do-
iii)	Tippler being away from the station a room of 4m x 4m with toilet should be provided for commercial staff to supervise unloading.	Agreed as per the extant and applicable rules	-do-
iv)	Electrification charge should be included in the total and 03% for total estimate cost should be deposited towards departmental codal charges.	Agreed as per the extant and applicable rules	-do-



CHAPTER - 2

TRAFFIC PROJECTIONS AND RAIL ROUTE

2.1 TRAFFIC PROJECTIONS

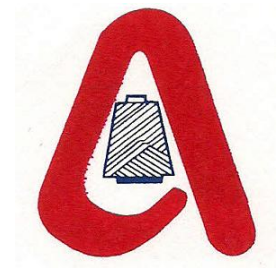
For production of steel main inputs are iron ore in lumps, fines or Iron Ore Pellets and non coking coal. In addition other minerals are also required. These minerals, iron ore or non coking coals are required to be moved in bulk in railway wagons (in block rakes).

These materials will be procured from Orissa, Chattisghar, West Bengal, Jharkhand etc.

1. Iron ore & Iron Ore Pellets – 10 rakes/month from Barbil, Joda, Anra, Chaibasa, Nayaballi & Belari etc.
2. Non Coaking Coal – 10 rakes/month From NCL, MCL, CCL and SCCL
3. Sponge Iron - 4 rakes/month from Orissa, Chattisghar etc

The first two commodities i.e. Iron ore, Iron Ore Pellets and Non Coaking Coal are moved on open BOXN wagons in full block rakes. But Sponge Iron will be received in Covered BCN Wagons.

24 rakes per month are being anticipated to be received and handled at this siding. The placement of rake and withdrawal of empty rake from siding is by railway locomotives and no separate engine is proposed to be maintained by siding owner.



CHAPTER - 3

SYSTEM DESIGN

3.1 SERVING STATION

SAHJANWA Railway station on Domingarh- Mankapur section of Lucknow Division of North Eastern Railway is proposed to serve as serving station. Sahjanwa is a B class double line station on 25 KV AC electrified route.

3.2 THE SALIENT FEATURES OF SAHJANWA RAILWAY STATION ARE AS UNDER:

S. No.	Description	Details
(i)	Location of Station building	KM 521/15
(ii)	Section	Domingarh- Mankapur
(iii)	System of working	Absolute Block System
(iv)	Gauge	BG
(v)	Track/Traction	Double line
(vi)	Block Station on either sides/distance	Jagat Bela 11.27 KM Maghar 8.3 KM
(vii)	Gradient	1:400
(viii)	Standard of interlocking	III
(ix)	Signaling	MACL
(x)	Operation	Central panel



(xi)	Yard layout	Running lines-5 Non running line-1
a	UP Loop Line No .1	700 Meter
b	UP Main Line No. 2	692 Meter
c	DN Main Line No. 3	715 Meter
d	DN Loop Line No. 4	686 Meter
e	Goods Loop Line No. 5	686 Meter
f	Siding Line No. 6	137 Meter
g	Level crossings - 168 B	Location KM 521/9-10 Manned

3.3 ADDITIONAL FACILITIES / WORKS PROPOSED AT SAHJANWA RAILWAY STATION

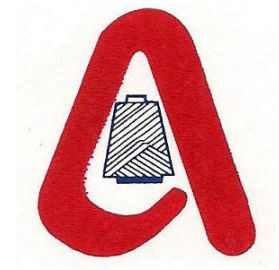
Additional line if any required by Railway may be provided by Railways at Railway cost.

3.4 DISMANTLING OF EXISTING FACILITIES OF SAHJANWA RAILWAY STATION

NIL

3.5 MODE OF TRACTION

Traction on Domingarh-Mankapur section is 25 KV AC traction. Same is proposed to be extended to AUL siding.



3.6 SIDING & INSIDE YARD LAYOUT

3.6.1 The design of siding and In-depot yard is based on following main considerations :

- a) The movement of loaded rake to AUL premises from Sahjanwa shall be in pulling mode. Also movement of empty rake from AUL siding to Sahjanwa shall be in pulling mode.
- b) Inside premises the rake shall be placed in either of line 1 or 3 accommodating full rake.
- c) Engine shall be released through line 2.
- d) On completion of loading / unloading the empty rake, brake van shall be reversed through available empty line.
- e) Engine attached on loaded/empty rake and rake pulled to Sahjanwa station, where it shall be received or piloted in vacant yard line for further dispatch.

3.6.2 LAYOUT OF SIDING PROPOSAL

The site is situated on south side of railway track between Sahjanwa-Maghar stations and is about 1.0 km from Sahjanwa station towards Maghar.

The private siding is proposed to be connected to connecting line Sahjanwa yard to private railway siding of M/S Gallant Ispat Ltd.

Inside premises of AUL, 2 Nos. unloading lines and one engine release line are proposed to be provided.

All points in the AUL premises shall be padlocked and hand lever operated.

3.6.3 The designed maximum speed potential of loaded & empty lines of the siding is 15 kmph.



3.7 SYSTEM OF OPERATIONS

(RAKE RECEIVED AT SAHJANWA FROM BASTI & EMPTY BACK TO BASTI)

- 3.7.1 Normally the loaded rake reaching Sahjanwa Railway station from Basti shall be received in any vacant line nos. 3 , 4 or 5 (DOWN MAIN, DOWN LOOP OR GOODS LINE)
- 3.7.2 The train engine shall be reversed and attached at Basti end of the rake.
- 3.7.3 The shunting order shall be issued to driver and guard for placement of rake in AUL siding. The route shall be set for AUL siding.
- 3.7.4 The train shall be stopped short of facing point of AUL siding.
- 3.7.5 The route shall be set for line 1 or 3 in which rake is to be placed and pad locked.
- 3.7.6 The rake shall be placed in line 1 or 3.
- 3.7.7 The train engine shall be detached.
- 3.7.8 Train engine shall be released through engine release line 2.
- 3.7.9 Brake van reversed if required..
- 3.7.10 Train engine attached on rake on station side end of rake.
- 3.7.11 On completion of unloading/loading the rake shall be pulled to Sahjanwa station and received in station yard on proper authority.
- 3.7.12 Train engine reversed and rake dispatched towards Basti on proper line clear.

3.8 (RAKE RECEIVED FROM GORAKHPUR AND RETURN BACK TO GORAKHPUR)

- 3.8.1 Normally the loaded rake reaching Sahjanwa Railway station from Gorakhpur shall be received in any vacant line no. 1,2 or 5 (UP loop, UP main or goods loop)
- 3.8.2 The shunting order shall be issued to driver and guard for placement of rake in AUL siding. The route shall be set for AUL siding.
- 3.8.3 The train shall be stopped short of facing point of AUL siding.
- 3.8.4 The route shall be set for line 1 or 3 in which rake is to be placed and pad locked.
- 3.8.5 The rake shall be placed in desired loop line.
- 3.8.6 The train engine shall be detached.
- 3.8.7 Train engine shall be released through engine release line 2.
- 3.8.8 Brake van reversed if required.
- 3.8.9 Train engine attached on rake on station side end of rake.
- 3.8.10 On completion of unloading/loading the rake shall be pulled to Sahjanwa station and received in station yard on proper authority.
- 3.8.11 Train dispatched towards Gorakhpur on proper line clear.
- 3.8.12 The designed speed potential of loaded & empty lines of the siding is 15 kmph. Conceptual plan and ESP is being placed as **Annexures 4 and 5**.



3.9 MAN POWER REQUIREMENT & STAFF QUARTERS

The traffic to be handled at proposed AUL siding is approximately 24 rakes per month so station staff of Sahjanwa railway station can perform commercial and traffic work. However we shall assist railway by deploying our trained staff.

3.10 FREIGHT OPERATION INFORMATION SYSTEM (FOIS)

Indian Railways as a policy installs a “Freight Operations Information System” in the private sidings of large industrial units. FOIS enables freight customers to have instant access to information regarding the current status of their consignment in transit, for just in time inventory. It is a system for management and control of freight movement that also assists managers to optimize asset utilization.

FOIS comprises of the Rake Management System (RMS) for handling the operating portion and Terminal management system (TMS) performing the commercial transactions. Railway owned digital microwave communication facilities complemented by channels hired from BSNL have been used to establish the network by Railway.

The FOIS system of Railways shall be used by Railway for monitoring and subsequent transfer of information to AUL management at Sahjanwa.

3.11 FREIGHT

The freight and other charges for incoming /outgoing loads shall be chargeable as per railway rules.

3.12 In motion weigh bridge

The in motion weigh bridge cannot be provided due to space problem. It is further submitted that there is no outward traffic anticipated.

3.13 Wagon Tippler

Due to limited land available wagon tippler cannot be provided. Hence unloading manually or by use of suitable machinery.

CHAPTER – 4

PERMANENT WAY AND CIVIL WORKS

4.1 SERVING STATION

Sahjanwa Railway station on Domingarh-Mankapur section on Lucknow Division of North Eastern Railway is proposed to serve as serving station. Sahjanwa is a B class double line station on 25 KV AC electrified route.

4.2 SAHJANWA STATION YARD DETAILS:

The salient features of Sahjanwa Railway Station are as under:

S. No.	Description	Details
(i)	Location of Station building	KM 521/15
(ii)	Section	Domingarh-Mankapur
(iii)	System of working	Absolute Block System
(iv)	Gauge	BG
(v)	Track/Traction	Double line
(vi)	Block Station on either sides/distance	Jagat Bela 11.27 KM Maghar 8.3 KM
(vii)	Gradient	1:400
(viii)	Standard of interlocking	III
(ix)	Signalling	MACL
(x)	Operation	Central panel



(xi)	Yard layout	Running lines-5 Non running line-1
a	UP Loop Line No. 1	700 Meter
b	UP Main Line No. 2	692 Meter
c	DN Main Line No. 3	715 Meter
d	DN Loop Line No. 4	686 Meter
e	Goods Loop Line No. 5	686 Meter
f	Siding Line No. 6	137 Meter
g	Level Crossings - 168 B	Location KM 521/9-10 Manned

4.3 NEW WORKS TO BE EXECUTED AT SAHJANWA STATION:

NIL

4.4 DISMANTLING REQUIRED AT SAHJANWA RAILWAY STATION:

NIL

4.5 LAND REQUIREMENT

No land at Sahjanwa station area or at AUL premises is required to be acquired.

4.5.1 LICENSING OF RAILWAY LAND:

For making connections of AUL siding some railway land may be involved. Land licensing agreement shall be executed.



4.6 TRACK STRUCTURE

4.6.1 Rails New additions to the AUL siding track shall be laid with 60 kg 90UTS, standard T-12/2009 IU rails. Points and Crossings to be laid in siding as well as for take off shall be with 60kg T-12 prime quality 90 UTS rails.

4.6.2 Sleepers Mono Block pre-stressed concrete sleepers shall be used with 1540 nos. /KM in normal track with Elastic Fastenings i.e. ERC, GRSP and metal/GFN Liners. All the PSC sleepers for normal track shall be as per RDSO Drg No.T-2496 confirming to RDSO specification T-39/1993.

4.6.3 Ballast The ballast for track shall be of 65mm gauge machine crushed hard stone confirming to RDSO specification for track ballast IRS-GE-10f June 2004(latest amendments). Entire length of track shall be laid with minimum 300 mm ballast cushion.

4.6.4 Points & Crossings Turn Outs and derailing switches in private siding of AUL shall be as under

S. No.	Location	Rail	Sleepers	Type	Ballast cushion
A	Main Line	No work involved			
B	Other than main line in private siding.	60kg, grade 880,T-12/2009, prime quality	PSC, 1540 sleepers/Km	Fan shaped 1 in 8, 5 curved switches.	300 mm cushion

4.6.5 Railway Bridges

Railway Bridge No.188 at km 522/15-16 1x6.1 m Slab Bridge shall require extension to accommodate private siding of AUL.



Approved Railway
Consultants



4.6.6 Kilometer & Gradient Posts

RCC Kilometer and gradient posts as per drawing shall be cast and fixed at each Kilometer/Point of change of gradient on cess and number engraved on both faces and surface painted with white and engraved figure written with black.

4.6.7 Fouling Marks

Fouling marks made of Cement concrete of approved shape and design shall be provided at all the places in the vicinity of turn outs at required place to avoid infringement with adjacent track. All these fouling marks shall be maintained during service as per Railways norms.

4.7 FORMATION

Formation for laying the track for AUL siding is on level terrain. Good earth shall be used for filling. Blanketing layer of 0.3m is proposed to be provided on earth layer as per RDSO guidelines. The formation shall be made as per Railways guide lines along with blanketing as per RDSO norms and specifications..

4.8 TRACK MAINTENANCE

- 4.8.1 The track infrastructure at AUL siding are proposed to be maintained by AUL.
- 4.8.2 Inspection: The regular inspection of siding shall be carried out by the Railways at prescribed interval as per Rule.



CHAPTER-5

ROLLING STOCK & MAINTENANCE FACILITY

- 5.1 The number of rakes to be unloaded at proposed AUL siding at Sahjanwa is only 24 rakes per month which may slightly increase in future. As per railway Board instructions if number of rakes to be unloaded at a siding is less than 3 rakes per day, no C&W inspection facilities need to be created. The rake shall be inspected by crew and guard before start of empty rake.

Hence no C&W maintenance facilities are proposed in AUL siding at Sahjanwa Railway station.



CHAPTER – 6

OVERHEAD AND OTHER ELECTRIFICATION WORKS

- 6.1 Sahjanwa is situated on Domingarh-Mankapur section of Lucknow division with 25 KV AC traction. Therefore private siding of AUL shall be electrified for electric traction.

The electrification of private siding is proposed to be executed by AUL.



CHAPTER – 7

SIGNALLING AND TELECOMMUNICATION

7.1 Sahjanwa station is situated on Domingarh-Mankapur section of Lucknow Division of North Eastern Railway. Sahjanwa is presently a B class double line station with 25 KV AC traction.

Sahjanwa is provided with Standard III interlocking MACL signals.

No Change in signaling and interlocking plan of Sahjanwa station is involved.

Minor changes in signalling and interlocking system of Sahjanwa station, if required shall be got executed from railway under deposit work.

CHAPTER – 8

COST ESTIMATES

**SUMMARY OF COST FOR PROPOSED PRIVATE SIDING FOR M/S ANKUR UDYOG LIMITED
(STEEL DIVISION) TO BE SERVED FROM SAHJANWA RAILWAY STATION
ON DOMINGARH-MANKAPUR SECTION LUCKNOW DIVISION
OF NORTH EASTERN RAILWAY**

S.NO.	DESCRIPTION	DEPOSIT WORK BY RAILWAY	WORK BY PARTY	TOTAL AMOUNT
1	EARTHWORK IN FORMATION, BRIDGE WORK AND OTHER CIVIL WORKS	0	31096975	31096975
2	TRACK WORKS (P-Way)	0	76731318	76731318
3	ELECTRICAL WORKS OHE (lump sum)	0	14000000	14000000
4	SIGNAL & TELECOM WORK (lump sum)	0	10000000	10000000
5	Any item based on Delhi Schedule of rates 2014	0	500000	500000
	TOTAL	0	132328293	132328293

TOTAL : Rs Thirteen Crores Twenty Three Lacs Twenty Eight Thousand Two Hundred and Ninety Three only

Detailed Estimates of Track and Civil are given in the coming pages. Detailed Estimates of OHE and S&T will be given after the approval of ESP and along with the preparation of SIP and LOP

CIVIL WORKS

S No.	DESCRIPTION OF ITEM	UNIT	QTY	RATE Rs	AMOUNT Rs	Reference
1	Providing and laying blanketing materials of grading as per latest guidelines of RDSO in layers of 30 CM in loose state using graders and compaction using vibratory compactors so as to achieve minimum in situ dry density of 98% of MDD, top and side dressing to provide final formation as per designed profile. The rate shall not include compaction, which shall be paid separately.	CUM	2500	3500	8750000	Market Rates
2	Extra for mechanical compaction of earth/blanketing material filled in embankment with contractor's rollers of suitable capacity, type and size to achieve specified density as per specification, testing as per IS codes including cost of water, T&P, consumable material and all labour as a complete job. The work is to be executed as per Latest edition of "Guidelines for Earthwork in Railway Projects" issued by RDSO, Lucknow.	CUM	2500	21.74	54350	Unified SOR item 013130
3	Providing and laying in position cement concrete of specified grade excluding the cost of centering and shuttering - All work up to plinth level: 1:1½ :3 (1 cement : 1½ coarse sand : 3 graded stone aggregate 20 mm nominal size)	CUM	1500	6448.25	9672375	DSR 2014 item 4.1.2 add 8%

4	<p>Providing and laying in position machine batched and machine mixed design mix M-35 grade cement concrete for reinforced cement concrete work, using cement content as per approved design mix, including pumping of concrete to site of laying but excluding the cost of centering, shuttering, finishing and reinforcement, including admixtures in recommended proportions as per IS: 9103 to accelerate, retard setting of concrete, improve workability without impairing strength and durability as per direction of Engineer-in-charge.</p> <p>Note:- Cement content considered in this item is @ 330 kg/cum. Excess or less cement used as per design mix is payable or recoverable separately.All work upto plinth level</p>	CUM	200	7500	1500000	DSR 2014 5.item 33.1 add 8%
5	<p>Extra for providing richer mixes at all floor levels.Note:- Excess/ less cement over the specified cement content used is payable/ recoverable separately.Providing M-40 grade concrete instead of M-25 grade BMC/RMC. (Note : Cement content considered in M-40 is @ 360 kg/cum)</p>	CUM	500	7004	3502000	DSR item 5.34.3 add 8%
6	<p>Supplying TMT Fe-500 reinforcement steel conforming to IS:1786-1985 including decoiling, straightening, cutting, bending, placing in position, binding with 1MM dia GI binding wire.</p> <p>Note : Reinforcement, shall be measured in length for different diameters used in the works and then paid as per standard weights as per IS 1732. Wastages, overlaps, coupling, welded joints, space bars, chairs and binding wire shall not be measured and cost of these items shall be deemed to be included in the rates.</p>	KG	11500	68.1	783150	DSR 2014 item 5.22.6 at par
7	<p>Precast RCC drain covers and any other item including placing in position</p>	CUM	0	7500	0	DSR 2014 item 0367 at par
8	<p>Supplying and filling sand in plinth and under floors including watering, ramming, consolidating and dressing complete.</p>	CUM	325	1500	487500	Market Rates

9	Earth work in excavation by mechanical means (Hydraulic excavator) / manual means over areas (exceeding 30cm in depth. 1.5m in width as well as 10 sqm on plan) including disposal of excavated earth, lead upto 50m and lift upto 1.5m, disposed earth to be levelled and neatly dressed. All kinds of soil	CUM	500	168	84000	DSR 2014 item 2.6.1 add 8%
10	Additional lead beyond 5m and upto 5 km over item 11.	CUM	0	57.92	0	DSR 2014 item 1.1.2 add 8%
11	Earth work in railway formation and platforms with outside earth in layers not exceeding 20cm in depth, consolidating each deposited layer by ramming and watering, lead up to 50 m and lift upto 1.5	CUM	22500	250	5625000	DSR 2014 item 2.25 add 8%
12	Clearing jungle including uprooting of rank vegetation, grass, brush wood, trees and saplings of girth upto 30 cm measured at a height of 1 m above ground level and removal of rubbish upto a distance of 50 m outside the periphery of the area cleared	SQM	20000	6.93	138600	DSR 2014 item 2.31 add 8%
13	Total till Item 12				30596975	
14	Any item based on SOR DSR 2014	500000			500000	
Total : Rs Three Crores Ten Lacs Ninety Six Thousand Nine Hundred and Seventy Five only					31096975	

TRACK ITEMS

S. NO.	DESCRIPTION OF ITEM	UNIT	QUANTITY	RATE Rs	AMOUNT Rs
1	Supply at site of work with all leading, loading, unloading and stacking of Mono block 60 kg prestressed concrete sleepers as per RDSO Drg. No. T-2496/Alt-2 with up to date amendments	EACH	2800	2500	7000000
2	Supply at site of work with all leading, loading, unloading and stacking of Mono block 60 kg prestressed concrete sleepers as per RDSO Drg. No. T-4183 to T-4183	EACH	1500	2900	4350000
3	Supply at site of work with all leading, loading, unloading and stacking of Mono block 60 kg prestressed concrete sleepers for level crossings as per RDSO Drg. No. T-4148 with up to date amendments	EACH	60	2900	174000
4	Supply & stacking of machine-crushed stone ballast on cess as per RDSO specifications for track ballast: IRS-GE-1 of June, 2004 with upto date amendments stacked in specified quantities along side the proposed alignment on either side of track, in yards and at locations as per site requirement as directed by the Engineer. Note: Payment will be made on actual stack measurement for gross quantities without any deduction for voids . The rate also includes levelling, dressing of ground for stacking of ballast.	CUM	7750	2500	19375000
5	Supply of new rail 60 kg prime quality rails quality	MT	125	75000	9375000
6	Supply of new rail 60 kg IU quality	MT	350	60000	21000000
7	Suuply of ERC to RDSO Drg. No.T-3701	EACH	16000	71	1136000
8	Supply of ERC "J" to RDSO Drg. No.T-4158	EACH	2000	78	156000

9	Supply of GRSP to RDSO Drg. No.T-3711.	EACH	9000	34.83	313470
10	Supply of Metal Liners to RDSO Drg No. T-3740	EACH	18000	23	414000
11	Supply of rail screws to RDSO Drg. No.T-1035/10675	EACH	400	43	17200
12	Supply of Fish plates one meter long for 60 kg rails as per standard drawing (RDSO Drg.No T-5851)	EACH	400	1910	764000
13	Supply of Combination fish plates (4 Nos. per set) as per Drawing No.T696 to T699 including nuts, bolts and washers. For 60 KG & 52 KG Rail Sections	SET	2	10500	21000
14	Supply of fish bolts with nuts for 60 KG/ 52 KG rails as per RDSO Drawing No.T-1899, T-11501.	EACH	800	74	59200
15	Supply at site of work with all leading, loading, unloading and stacking of 60 KG 1 in 8½ ,6400mm O/R (Curved) Fan Shapped Switch conforming to RDSO Drg. No. T-4966 or RDSO Drg. No. T-5354 with latest alteration, if any, complete with stock rails and all parts including check rails as listed in the drawing, but excluding GRSPs, insulating liners,ERCs, Plate Screws, Fish Plates and Fish Bolts.	SET	7	70800	495600
16	Supply at site of work, leading, loading, unloading and stacking of PSC Turnout sleepers set for 1 in 8 1/2, 52 Kg rail as per RDSO Drg No T-4865 at site of work with all leading, loading, unloading and stacking including insurance, all taxes & levies etc., complete to the satisfaction of the Engineer.	SET	7	337950	2365650

17	Supply at site of work with all leading, loading, unloading and stacking of CMS Crossing for 60kg ,1 in 8½ PSC Layout conforming to Drg No.T-4967 with latest alterations complete with C.I.Distance Block, Packing Pieces, MS Tapered Washers,Single Coil Spring washers,Check Blocks and bolts of different sizes and other fittings listed in the drawing complete excluding Fish Plates and Bolts.	SET	7	236808	1657656
18	Supply of Complete set of fittings and fastenings (excluding ERC, Liners,GRSP to Drg No.T-3711, Fish Plates,Fish Bolts,Nuts and all other fittings included in supply of switches under NI-3 and CMS crossings unde rNI-6) for52 Kg 1 in 8.5 turnouts to RDSO lay out Drg. No T-4865 or Drg. No T-5353.	SET	7	24100	48200
19	Spreading of ballast from stacks as per track requirement and making ballast profile as per Indian Railway Permanent manual.	CUM	7750	300	270000
20	Installation of PSC fan shape turnouts 1 in 8.5 , 60 KG including lead rails as per RDSO layout drawing NoT4865 including katcha packing. This item includes all activities of rail cutting, drilling of holes, transportation, crossing of tracks etc.	EACH	7	64000	448000
21	First packing of turnout	EACH	7	4514	31598
22	second packing	EACH	7	4514	31598
23	third packing	EACH	7	4514	31598
24	fourth packing	EACH	7	4514	31598

25	Laying and linking of BG track with Employers 52 Kg. rails and stacked PSC sleepers, fittings and fastenings on straight/curves with sleepers density of 1660per km with single rails/welded rails with supplied glued joints, to track parameters as per Indian Railways specification with all contractors labour, tools and plants, machineries, consumables etc. complete as directed by Engineer in charge. Rates shall include initial packing . Rates shall also include oiling and greasing of all fittings, fishplates like fish bolts, elastic rail clips etc. Rates shall also include all leads, lifts, crossing of tracks, handling and re-handling, transportation of rails from Employer's store and PSC sleepers from stacks, pairing of rails, straightening of rails, drilling of holes, chamfering of holes, cutting of rails, paint marking of correct sleeper spacing on gauge face of base rail, painting of station numbers on curves, Welding of Rails/glued joints, testing of joints and fixing of checkrails on curves and L. Xing shall be paid separately under relevant items of Schedule of Rates.				
		METRE	2800	550	1540000
26	First packing of track as per para of IR PWM	METRE	2800	29	81200
27	second packingof track as per para of IR PWM	METRE	2800	29	81200
28	third packingof track as per para of IR PWM	METRE	2800	29	81200
29	forth packing of track as per para of IR PWM	METRE	2800	29	81200

31	<p>Fabricating & fixing in position 60kg check rail on laid track at level crossing on both sides rails with Employer's rails including all leads, lifts, cutting of rails and flanges for linking on PSC sleepers to RDSO Drg. No. 4148 including drilling & chamfering of holes including painting with coal tar, supplying & fixing all fittings as per RDSO drg including CI brackets T-4917=2 Nos, bolts & nuts T-11550=2 Nos, spring washers T-10773= 4 Nos, plate screws T-3913= 4 Nos, CI distance brackets T-4785=2 Nos etc. for fixing check rails, complete as per RDSO drg. No. T-4783 complete. Fabrication of check rail should conform to RDSO drg no. T-4215. The payment will be made on the basis of running metres measured from end to end of the check rail along the centre line of the track.</p> <p>The item includes cost of transportation of Employer's rails from the stacks of rails available at Employer's store to the works for fabrication/manufacture of check rails, etc. and after getting manufactured / fabricated by approved manufacturers / fabricators transporting back to site of work for linking by the contractor.</p>	METRE	30	2600	78000
33	<p>Painting of rail surface complete except the rail table with protective paint one coat of red oxide as primer to specification IS-2074 followed by two coats of bituminous emulsion to specification IRS-P-30-1996 as per IRPWN Para 250. The rate includes removing and cleaning the rail from dust and rust before applying paint. The rate also includes supply of paint, consumables and tools etc.</p>	RAIL METRE	5600	35	196000
34	<p>Fabrication and Provision of Buffer stop of 60 KG/ 52 KG/ 90 R rail section as per plan including painting with uminous paint etc. as directed by the engineer. Release rails to be provided by employer for fabrication. Contractor shall arrange all labour, tools and plants, consumables, transportation and fittings like nut bolt etc as required for complete job.</p>	EACH	1	10500	10500

35	Dismantling of existing BG track, of any rail section and any type of sleepers of any density and transporting all released material including sleepers, rails, stacking loading point as directed by the Engineer.	METRE	40	150	6000
36	Fouling marks of size 1500x250x225mm in M20 grade cement concrete including engraving the letters "FM", while washing with two coats and painting letters in black enamel paint indicating the numbers of vehicles duly fixed at site	EACH	7	950	6650
37	Welding of 60 kg rails by 25 mm SKV thermit process in track for conversion to SWR including finishing the joints using grinders. Item includes ultrasonic testing of joints as per RDSO specifications.	EACH	400	6300	2520000
38	Supply of Arc Levers as per IRS Drg No. SA992/M (latest) CI foundation A type with holes as per IRS S-10/78 latest and casting of foundation in CC 1:3:6 and fixing of Arc Lever to operate the point with mechanical connection (complete job) to make the point operative with suitable connecting rods with points etc complete.	EACH	7	27500	192500
39	Cutting of any section of rail 60kg/542/kg/90lbs with hacksaw or abrasive cutter	EACH	300	120	36000
40	drilling of holes in rail of any diameter upto 32 mm using drill.(drilling with gas cutter not allowed)	EACH	1000	80	80000
41	Fabrication, supply, and fixing of steel work using standard steel sections including painting as directed by engineer in charge. Item include supply of nuts and bolts etc.	KG	3000	75	225000
42	Fabrication and Supply of 60Kg insulated glued joint as per RDSO specifications and drawing no.T- out of employer rails. Contractor shall make arrangement for transportation of rails fro site to manufacurer works and back.	EACH	6	10000	60000
43	On load trial and rolling of railway siding with railway locomotive	EACH	1	150000	150000

45	Supply of PSC Sleepers set for 1 in 8 1/2 Derailing Switches as per RDSO Drawing No. T-5836 at site of work with all leading, loading unloading and stacking including insurance, all taxes and levies etc., complete to the satisfaction of the Engineer.	SET	7	150000	1050000
46	Supply at site of work with all leading, loading, unloading and stacking of 6400mm Over Riding Derailing Switch for BG 60KG Rails on PSC sleepers conforming to RDSODrgNo.T-6068, Alt-upto date along with all parts excluding fishplates, fishbolts & nuts, Platescrews, GRSPs, Liner and Elastic Rail Clips.	SET	7	70000	490000
47	Supply of Complete set of fittings and fastenings (excluding ERC, Liners, GRSP to Drg No. T-3711, Fish Plates, Fish Bolts, Nuts and all other fittings included in supply of Derailing switch under NI-4) for60 Kg 1 in 8.5 Derailing Switch to RDSO lay out Drg. No T-6068.	SET	7	13500	94500
49	Facing points plunger type locks with roddings, fittings and fasteners	SET	7	15000	105000
Total : Rs Seven Crores Sixty Seven Lacs Thirty One Thousand Three Hundred and Eighteen only					76731318

N. E. Railway



कार्यालय
प्रमुख मुख्य परिचालन प्रबन्धक
पूर्वाञ्चल रेलवे, गोरखपुर
Office of the
principal Chief Operations Manager
NE Railway, Gorakhpur

No. T/555/216/AULSD/SWA

Dated 11.03.2019

ANKUR UDYOG LIMITED(STEEL DIVISION),
NAKAHA NO. 2, NEAR FERTILIZER FACTORY,
GORAKHPUR.

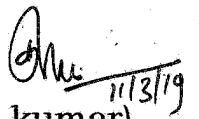
Sub:-In Principle approval for the project of Private siding at Sahjanwa station in Lucknow division

Ref:- (1)Devimaashakti constructions & consultancy services pvt. Ltd. letter no. DCCL/NER/AULSD/02 dated 24.08.18.
(2) Ankur Udyog Limited (steel division) letter no. NIL dated 05.03.2019.

In reference to above mentioned letter **In Principle approval** (IPA) for the proposed Private siding at Sahjanwa station in Lucknow division has been approved by the competent authority of NE Railway.


You are advised to contact the concerned officials of Lucknow division North Eastern Railway, submit the Detailed Project Report (DPR) and get the detailed plan & Estimate prepared & approved/sanctioned. The money for execution of deposit work may also be get deposited with this Railways, as applicable with in the specified time limit.

Please acknowledge receipt of the letter.


(Bijay kumar)
CFTM& CTPM

Copy for information & necessary action to:-

- (i) Divisional Railway Manager/Lucknow.
- (ii) Chief General Engineer/Gorakhpur.
- (iii) PFA/ Gorakhpur.


CFTM& CTPM

North Eastern Railway



OFFICE OF THE
PRINCIPAL CHIEF ENGINEER
GORAKHPUR

No. W/68/1/Consultancy/NER/DMS/2018/W-3G

Dated : 22.10.2018

M/s Devimaashakti Constructions &
Consultancy Services Pvt. Ltd.
Shree Raj Bhawan,
J-38, Ashiana Kanpur Road,
Lucknow – 226012 (U.P.)

Sub:- Registration as approved Consultants for Survey and construction of private sidings in North Eastern Railway.
Ref:- You letter No. DCCL/NER-R/2018/1 dated 23.7.2018

Dear Sirs,

1. Your request for empanelment as an approved consultant for survey and construction management of private sidings has been approved by the competent authority viz. Principal Chief Engineer, N.E. Railway, Gorakhpur.
2. The enlistment shall be valid for a period of three years from the date of issue of this letter i.e., from 22.10.2018 to 21.10.2021.
3. The approval granted to you is subject to the conditions stipulated by Railway Board vide letter No.83/W-I/SPL/12(Pt) dated 22.03.1993, 07.06.1994 and 05.08.1994 and No.96/CE-I/SP/12 dated 23.02.1999. The review of your firm's performance shall be carried out annually and this empanelment approval may be withdrawn any time if the performance of your firm is found to be unsatisfactory.
4. You are required to please ensure the following:-
 - (a) Every change in the constitution of your firm as furnished with your application for, such as change in partners, technical employees, engineers etc. need to be intimated to this office.
 - (b) Whenever a work of survey or construction/management of private sidings is undertaken by you on the strength of above registration, it may please be ensured that the Director/Executive of the firm, who has been stated to be retired IRSE officer of rank not lower than SA grade in your application is available on full time employment for full duration of work.
 - (c) Every year by 31st March, you shall have to submit proof/details of works carried out by your firm and participation of your firm in such works.
5. In case of registration beyond 21.10.2021 is required, you should apply three months in advance before expiry of registration for fresh registration.

Please acknowledge receipt.

Your's faithfully

(A.K. Chaudhary)

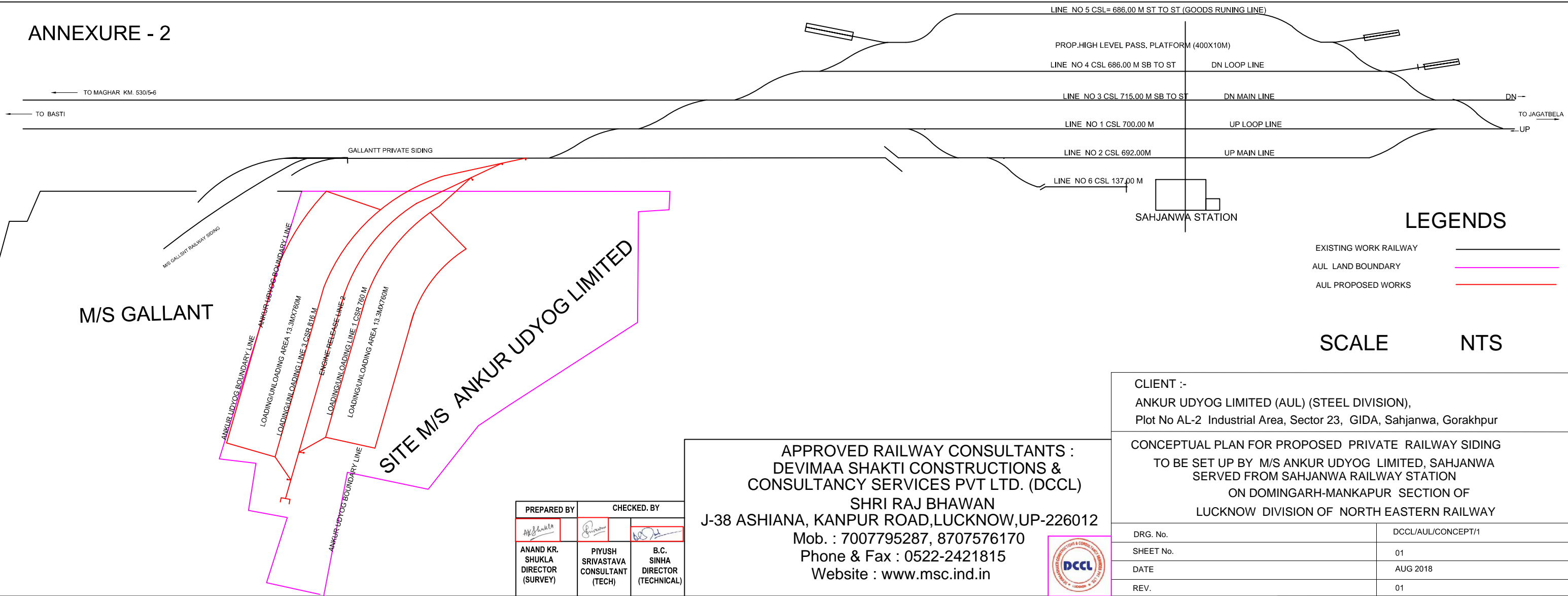
Chief General Engineer
for General Manager/Engg.

Copy to:-

1. CAO/Con/N.E. Railway/GKP.
2. CCM & COM/N.E. Railway/GKP.
3. FA&CAO/N.E. Railway/GKP for kind information.
4. Sr.DEN/Co-ord./N.E. Railway/ LJNI, IZN and BSB. They are advised to ensure para 3 & 4 above while engaging the above firm.

for General Manager/Engg

ANNEXURE - 2



LEGENDS

- EXISTING WORK RAILWAY
- AUL LAND BOUNDARY
- AUL PROPOSED WORKS

SCALE NTS

CLIENT :-
 ANKUR UDYOG LIMITED (AUL) (STEEL DIVISION),
 Plot No AL-2 Industrial Area, Sector 23, GIDA, Sahjanwa, Gorakhpur

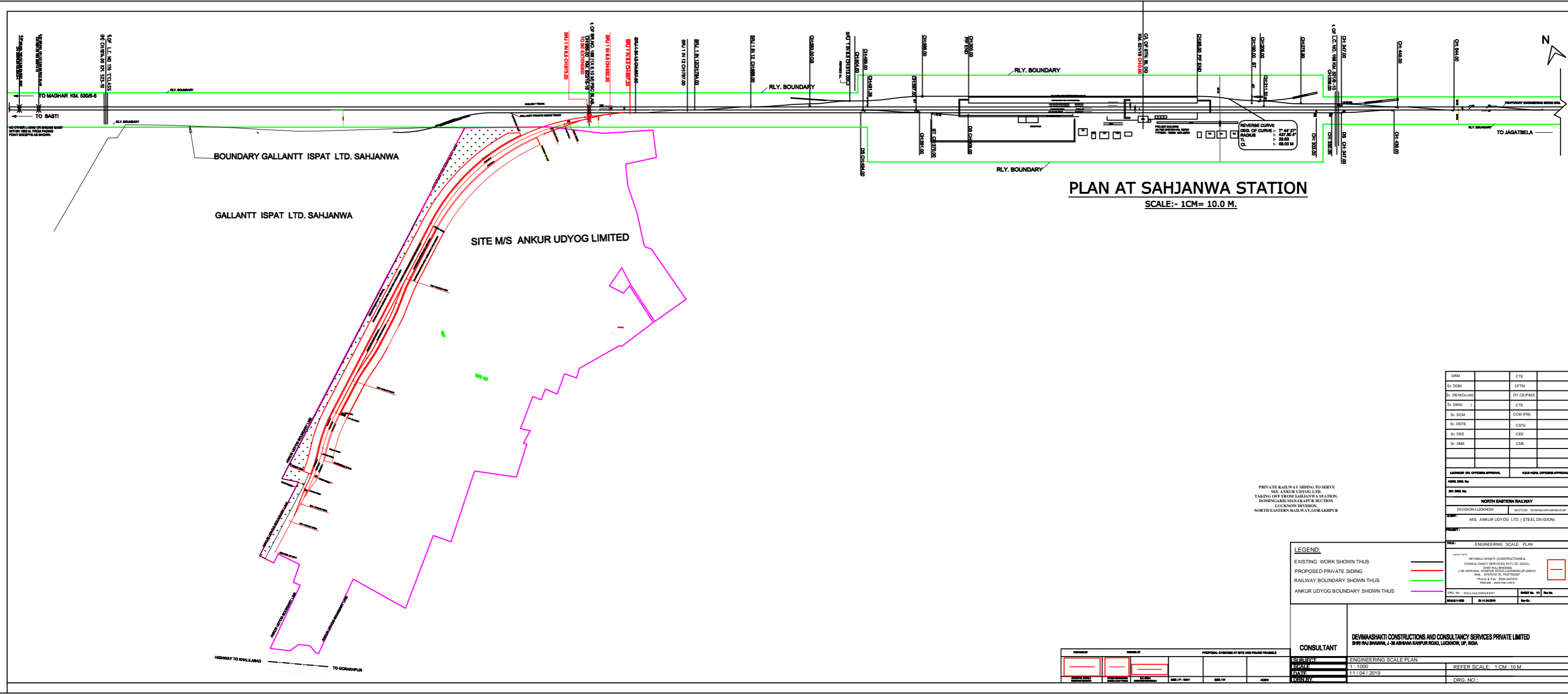
CONCEPTUAL PLAN FOR PROPOSED PRIVATE RAILWAY SIDING
 TO BE SET UP BY M/S ANKUR UDYOG LIMITED, SAHJANWA
 SERVED FROM SAHJANWA RAILWAY STATION
 ON DOMINGARH-MANKAPUR SECTION OF
 LUCKNOW DIVISION OF NORTH EASTERN RAILWAY

DRG. No.	DCCL/AUL/CONCEPT/1
SHEET No.	01
DATE	AUG 2018
REV.	01

APPROVED RAILWAY CONSULTANTS :
 DEVIMAA SHAKTI CONSTRUCTIONS &
 CONSULTANCY SERVICES PVT LTD. (DCCL)
 SHRI RAJ BHAWAN
 J-38 ASHIANA, KANPUR ROAD,LUCKNOW,UP-226012
 Mob. : 7007795287, 8707576170
 Phone & Fax : 0522-2421815
 Website : www.msc.ind.in



PREPARED BY	CHECKED BY	
ANAND KR. SHUKLA DIRECTOR (SURVEY)	PIYUSH SRIVASTAVA CONSULTANT (TECH)	B.C. SINHA DIRECTOR (TECHNICAL)



PLAN AT SAHJANWA STATION
SCALE:- 1CM= 10.0 M.

PRIVATE RAILWAY SIDING TO SERVE
M/S. ANKUR UDYOG LTD.
TAKING OFF FROM SAHJANWA STATION,
DOMINGARH MANAKPUR SECTION,
LUCKNOW DIVISION,
NORTH EASTERN RAILWAY, GORAKHPUR

DRM	CTE
Sr. DOM	CFTM
Sr. DE(ND) (cm)	DY CE (PAD)
Sr. DEN	CTE
Sr. DCM	CCM (PM)
Sr. DETE	CDTE
Sr. DER	CER
Sr. DME	CME

LUCKNOW OFFICE APPROVAL		S.A. H.O. OFFICE APPROVAL	
FORM NO. 10			
DIV. OFF. No.			
NORTH EASTERN RAILWAY			
DIVISION LUCKNOW		SECTION DOMINGARH MANAKPUR	
PROJECT M/S. ANKUR UDYOG LTD. (STEEL DIVISION)			
TITLE ENGINEERING SCALE PLAN			

LEGEND:

EXISTING WORK SHOWN THUS	—
PROPOSED PRIVATE SIDING	—
RAILWAY BOUNDARY SHOWN THUS	—
ANKUR UDYOG BOUNDARY SHOWN THUS	—

DRG. No.	002/ALL/CON/SE/PT	Sheet No. 1/1	Rev No.
SCALE	1:1000	1:1000	1:1000

CONSULTANT	
DEVIMAASHAKTI CONSTRUCTIONS AND CONSULTANCY SERVICES PRIVATE LIMITED SHRI RAJ BHANU, J-38 ASHANA KANPUR ROAD, LUCKNOW, UP, INDIA	
ENGINEERING SCALE PLAN	REFER SCALE: 1 CM : 10 M
SCALE	1:1000
DATE	11/04/2019
DRG. NO.	DRG. NO.

PROPOSAL CHECKED AT SITE AND FOUND FEASIBLE					
FORWARDED BY	DATE	FORWARDED BY	DATE	FORWARDED BY	DATE

ACTION PLAN FOR GROUND WATER RECHARGE
& RAIN WATER STORAGE WITHIN AND OUTSIDE
THE PREMISES

1.0 ARTIFICIAL RAIN WATER REHCARGE IN POND

Rainwater harvesting structures will be constructed to harvest the run – off water from rooftop by laying a separate storm water drainage system for recharging of ground water. Rainwater harvesting structure will be provided to recharge the precious ground water. Rain harvesting pit will be constructed in consultation with Central Ground Water Board.

The following is the plan for rainwater harvesting measure at plant site.

a. Average annual Rainfall = 1221.0 mm

b. Runoff co-efficient

Runoff co-efficient for roof area	=	90 %
Runoff co-efficient for roads and paved area	=	80 %
Runoff co-efficient for Open area	=	40%
Runoff co-efficient for Green belt	=	20 %

Details of Rainwater harvesting potential within premises :

S no.	Manufacturing unit	Total Area (in m ²)	Runoff Co-efficient	Avg. Rainfall (in m)	Rainwater Collection Potential (in m ³)
1	Roof top area (plant facilities & Storage sheds)	82,556	0.9	1.221	90,721
2	Internal roads	20,234	0.8	1.221	19,765
3	Greenbelt	1,09,265	0.2	1.221	26,683
4	Water Storage	3,237	1.0	1.221	3,953
5	RWH pond	809	1.0	1.221	988
6	Open areas	48,562	0.4	1.221	23,718
	TOTAL	2,64,664			1,65,827

M/s. AUL has proposed a recharge of 1,65,827 m³ /year in premises by constructing suitable artificial recharge structures.

2.0 ARTIFICIAL RAIN WATER REHCARGE IN POND

- **Total Fresh water requirement of the project – 1,800.0 KLD**
- **Total Annual Ground Water requirement: 5,94,000.0 KL (on operation days 330.0 for industrial operation)**

As the Expert Appraisal Committee recommendation, we need to artificially recharge same quantity of water 1,800 KLD or we can say 5,94,000.0 KL /Annum.

To meet the recharge requirement industry will construct artificial recharge structures within premise and through which we will be able to recharge rainwater approx.: 1,65,000 KL /Annum. Rest 4,29,000 KL will be recharge outside the premises for which we will adopt pond in nearby villages of Sahjanwa block. To meet the recharge requirement outside the premises industry will adopt ponds of total area: 7.94 Hectare or can say 8.0 Hectare.

The development of ponds located in nearby villages for artificial rain water harvesting is proposed and natural percolation in ponds will result into creation of additional recharge which will be sufficient to fulfill the mandatory requirements as per the guidelines of **Central Ground Water Authority**.

Industry will develop the artificial recharge system in ponds of village: Sihapaar, Domharmafi,, Bangava, Deipaar, Jagdishpur.

2.1 ARTIFICIAL RECHARGE IN THE PONDS OF VILLAGES

Introduction:

Recharge can either be natural, from precipitation that falls on the earth's surface and moves on its way underground or it can be artificial, from human activities that deliberately or inadvertently replenish an aquifer. Artificial recharge may be defined as the process of replenishing groundwater by augmenting the natural infiltration of rainwater or surface water into underground formations through various methods designed depending on the topographic, geologic and soil conditions.

Pond in the village is generally filled with water only during the rainy season and during summer they are dry. It is proposed to adopt these village ponds to take up artificial recharge artificial recharge to ground water of the pond water, which is overflowing to adjacent areas during monsoon period. The artificial recharge to ground water in the pond area will result into rise in water levels in the village tube well as wells and increase the supply of water to the land adjacent for irrigation purposes. Thus recharge scheme in the pond will benefit the tube wells.

Pond details which we will adopt for artificial recharge to the ground water:

Pond No.	Village & Tehsil	Khasra Nos.	Area (in Ha.)	Proposed Depth (in M)
Pond -1	Sihapaar, Sahjanwa	325,425/3,430,593,597,686	1.250	3.0
Pond -2	Domharmafi, Sahjanwa	318,418	0.554	3.0
Pond -3	Bangava, Sahjanwa	78,100,143,161,187,247,261,295, 321,441,447,522,523,524/2,467	2.873	3.0
Pond -4	Deipaar, Sahjanwa	13,174,288,397,424,434,480,532, 535, 563, 597, 407, 414, 255, 255, 563, 414	3.620	3.0
Pond -5	Jagdishpur, Sahjanwa	44,203	0.356	3.0
		TOTAL	8.653	3.0

The details of pond and available runoff to be recharged are as under in the table:

POND RECHARGE CALCULATION (BASED ON SPREAD POND)

S. No.	Village Name / Pond	Area (in Ha.)	Area (m ²)	Depth in meter after De-silting	Total Storage Capacity	60%	No of Fillings	Quantity of water to be recharge (m ³)
1	Sihapaar	1.25	12,500	3	37,500	22,500	3	67,500
2	Domharmafi	0.554	5,540	3	16,620	9,972	3	29,916
3	Bangava	2.873	28,730	3	86,190	51,714	3	1,55,142
4	Deipaar	3.62	36,200	3	1,08,600	65,160	3	1,95,480
5	Jagdishpur	0.356	3,560	3	10,680	6,408	3	19,224
	Grand Total	8.653	86,530	3	2,59,590	1,55,754	3	4,67,262

From ponds total water available for recharge will be 4,67,262 KL. The total amount of proposed recharge including both with in premises and outside the premise in pond will

be 6,32,262 KL (Within premises + Pond outside the premises) in a year i.e. 1916 KLD and we are proposing for withdrawal of 5,94,000.0 KL per year (1800 M3 X 330 Days).

As per CGWA NoC issued to the company guidelines total amount of rainwater to recharge for the withdrawal of 5,940,00.00 KL/ Annum is 90,720.00 KL/Annum. Against 90,720.00 KL/annum, we have proposed 6,32,262.00 KL/annum to be recharge through 30 nos of shaft (10 within Premise and 20 outside).

Summary of Recharge Report

S.No.	Particulars	Quantity
1	Ground Water Withdrawal / Annum (1800 *330 days)	5,94,000 i.e. 1,800 KLD
2	Volume of Rain water proposed to be recharged as per NOC issued by CGWA	90,720 KL/Annum
3	Total Rain Water recharge proposed (RWH within Premises + Pond) as per the directions of the EAC.	6,32,262 KL
	3 (a) Rain water Harvesting proposed within premises	1,65,000 KL i.e. 500 KLD
	3 (b) Rain Water Harvesting proposed in ponds (4,67,262/330)	4,67,262 KL i.e. 1416 KLD

1.2 Cost for recharge of artificial recharge:

Sr No	Activity	1 st Year Cost in lakh	2 nd Year Cost in lakh	3 rd Year Cost in lakh	Total Cost in lakh
1	Cleaning of pond	0.50	0.50	1.00	2.00
2	Deepening of ponds upto three meter below ground level (86530 Cu. M @ Rs 50 per Cu. M avg. deepening 1 meter)	10.00	10.00	23.25	43.25
3	Repairing of bund wall	1.00	1.00	2.00	4.00
4	Recharge structure construction (20 Nos of Shaft) in three years.	5.00	5.00	10.00	20.00
5	Tree plantation on the	0.50	0.50	1.0	2.00

	periphery / boundary of the pond				
6	Rain water harvesting Pond & Recharge Structure within Plant premises.	5.00	5.00	10.00	20.00
Grand Total		22.00	22.00	47.25	91.25

- Annual Recurring cost of recharge pond and structure after the completion of construction work will be approx. : Rs 5.5 Lakhs /Annum.

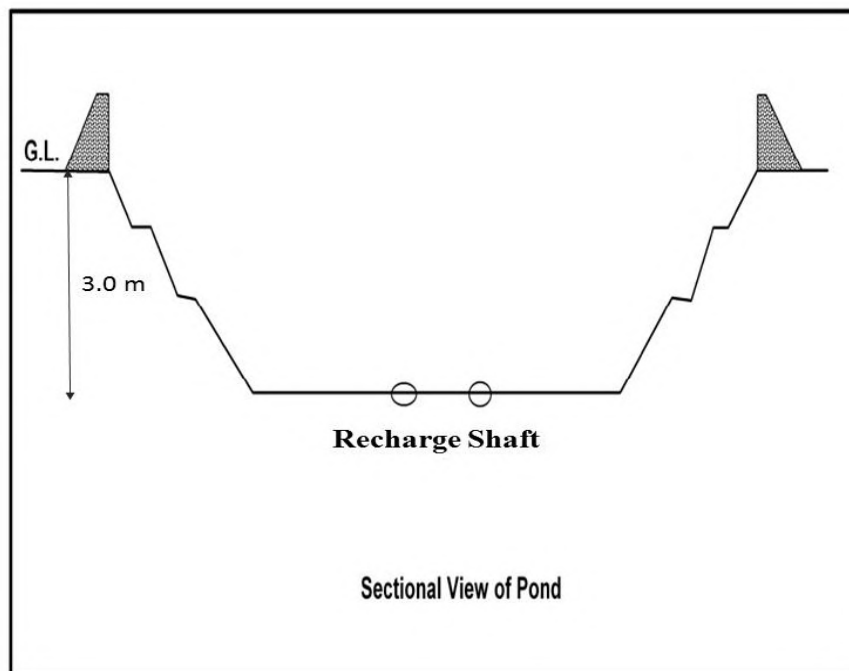
3.0 Implementation Schedule

Rainwater harvesting recharge plan will be implemented with project completion.

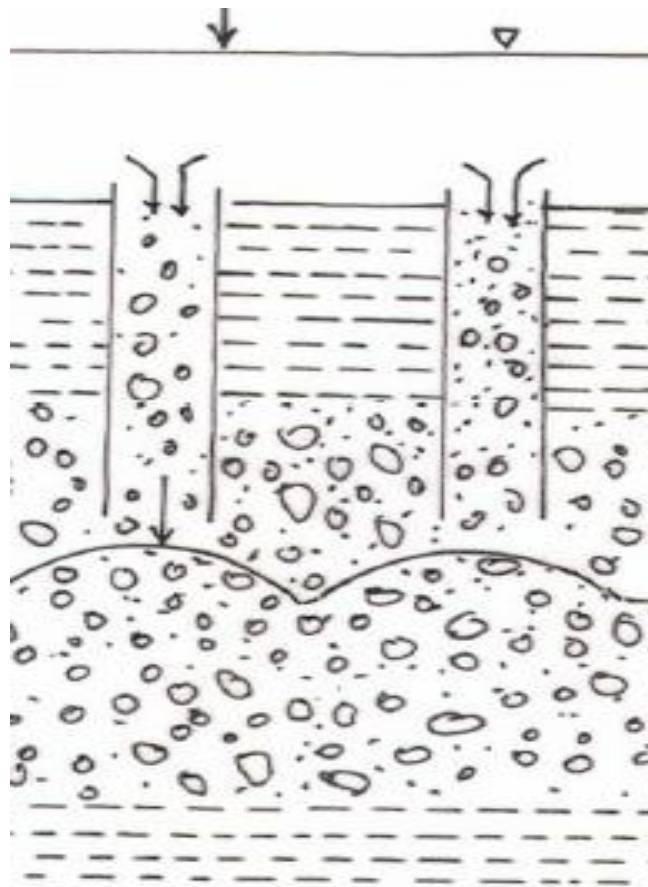
Project completion plan is given below:

PROPOSED SCHEDULE FOR IMPLEMENTATION					
S. No.	Description	Capacity	Duration from the Date of Receipt of EC		
			1st Year	2nd Year	3rd Year
1	DRI Kiln Based Sponge Iron Plant	1,65,000 TPA	√	√	
2	DRI Kiln Based Sponge Iron Plant	1,65,000 TPA		√	√
3	Steel Melt Shop	3,56,400 TPA	√	√	√
4	Rolling Mill (Hot Charging)	2,64,000 TPA	√	√	
5	Rolling Mill (Re-Heating Furnace)	92,400 TPA		√	√
6	Power Generation Through WHRB	12 MW	√	√	
7	Power Generation Through WHRB	12 MW		√	√
8	Power Generation through CFBC	26 MW	√	√	√

SCHEMATIC DIAGRAM OF POND RECHARGE TO BE CONSTRUCTED IN VILLAGES



CROSS SECTION OF POND



Recharge Shaft Cross Section