

BEFORE THE NATIONAL GREEN TRIBUNAL, SOUTHERN ZONE AT CHENNAI
(UNDER SECTION 18(1) READ WITH 14 OF THE NATIONAL GREEN TRIBUNAL ACT

Application No. 157 of 2020 (SZ)

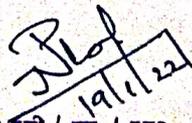
In the matter of:

People for Cattle in India(PFCI)
Represented by its founder
Mr.G.Arun Prasanna
Having office at
8/22, Ragaviah Road
T.Nagar, Chennai – 600 017

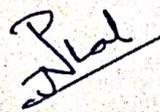
...Applicant

Vs

1. Additional Principal Chief Conservator of Forests
Coimbatore Circle
Kurinji, Mettupalayam Road
Coimbatore – 641 043
Ph: 0422-2453114
Email: cfcbe@tn.nic.in
2. Principal Chief Conservator of Forests
Chief Wildlife Warden (Chennai)
No.1, Jeenis Road, PanagalMaaligai
Saidapet, Chennai – 600 015
Ph: 044-24348059
Email: tnforest@tn.nic.in
3. Additional Chief Secretary
Environment and Forest Department
Government of Tamilnadu
Secretariat, Chennai – 600 009
Ph: 044-25671511
Email: forsec@tn.gov.in
4. Secretary
Ministry of Environment, Forests and climate change
Government of India
Indira Paryavaran Bhawan
Jorbagh Road, New Delhi – 110 003
Ph: 044 24695262
Email: secy-moef@nic.in


19/1/22
एन डीसी / एन. / एनए
Sr. DEN/Co-ord./PG3

5. Regional Deputy Director (SR)
Wildlife Crime Control Bureau
C2A, Rajaji Bhavan, Besant Nagar
Chennai – 600 090
Ph: 044-24916747
Email: rddsr@wccb.gov.in
6. District Collector
Coimbatore
Collectorate Building
Coimbatore – 641 018
Ph: 044 2301114
Email: collrcbe@nic.in
7. District Forest Officer
Coimbatore Division
Avinasilingam Home Science College Post
Mettupalayam Road
Coimbatore – 641 043
Ph: 0422 2456911
Email: dfocbe@tn.nic.in
8. Secretary
Ministry of Railways
Government of India
Room No.209, Rail Bhawan
Raisina Rd CP,
New Delhi – 110001
Email: secyrb@rb.railnet.gov.in
9. General Manager
Southern Railway
Government of India
Southern Railway Head Quarters Office
Park Town
Chennai – 600 003
Email: gm@sr.railnet.gov.in
10. Divisional Railway Manager
Office of DRM Complex
Southern Railway
Salem – 636 005
Email: drm@pgt.railnet.gov.in


पद संची / सच. / पदस
Dr. DEN/Co-ord./PGT

11. Divisional Railway Manager
Office of DRM Complex
Southern Railway
Palakkad Division
Olavakkode, Palakkad – 678 002
Email: drmpgtsr@gmail.com

...Respondents

REPLY STATEMENT FILED BY THE RESPONDENTS 8 TO 11

1. The Respondents 8 to 11/ Southern Railways submits as follows:-

The Address for service of all notice and processes on the 8 to 11 Respondents is that of their counsel Mr.K.MUTHAMIL RAJA at No.143, Additional Law Chambers, High Court Buildings, Chennai – 600 104. Mobile.No: 9282127534, Email:muthamil.72@gmail.com.

2. The Respondents 8 to 11/ Southern Railways submits that Palakkad - Podanur electrified broad gauge double line railway track of Southern Railway passes through the reserved forest in the Western Ghat between Kanjikode and Madukarai railway stations. Conflict in Line B started mostly after 2000 when human habitation thrived in the area and paddy cultivation was taken up by the villager.

3. The Respondents 8 to 11/ Southern Railways submits that the track between Km 486 to 534 is being separated by twin single line. The Podanur-Palakkad down line is 'A' line laid during the year 1861 and Palakkad -Podanur UP line is 'B' line which was newly constructed in 1974 comes in the Ghat section both in Kerala & Tamil Nadu States. The length of 'A' line is 48.26 km and 'B' line is 52.56 km with 8 stations. Both the Tracks between PGT and PTJ are completely electrified. The traffic is Mixed type with both Freight and Passenger trains on both lines. There are average daily 5-6 freight trains between 1800 hrs to 0600 hrs in both Up and Dn direction.

4. The Respondents 8 to 11/ Southern Railways submits that the B line has been diverted, in some places to ease the vertical gradient and hence, 3 KM excess track length in B line. The ruling gradient in A line is 1 in 62 (Falling towards Palakkad) and 1 in 100 (Rising towards Podannur). Due to a gradient of 1 in 62 (rising in UP direction) on the A line, Up loaded freight trains are routed on the B line which has a gradient of 1 in 100 while DN loaded freight runs on the A line.

5. The Respondents 8 to 11/ Southern Railways submits that Operation of trains in Line A/B: Since, the conflict is more in B line as compared to A line, it was suggested for shifting of few passenger trains operating at night from Line B to Line A and any Future developments for additional trains shall be planned to be directed in

Line A and any new line towards Line B shall be avoided. The number of coaching trains between 18.00 and 06.00 hrs are as under:

	UP	DN
WEEKLY	19	14
BI-WEEKLY	6	5
TRI-WEEKLY	1	1
DAILY	12	12
EX-ONEDAY	1	
TOTAL	39	32

6. The Respondents 8 to 11/ Southern Railways submits that Equal number of Coaching trains run on A and B lines as they are used as traditional DN and Up lines. Almost equal number of trains run on A line and B line between 18 hrs and 6 hrs. This averages to approximately 15-16 trains in each direction. Transferring trains from B line to A line can be done only for 1 train as running additional trains (Up Trains) will affect the passage of existing Passenger services. The Committee has recommended that all additional Coaching services when introduced should not be run on the B line. As of now, no additional services are planned on this section as the Line Capacity utilisation on this section is already 105 % (Southern Railway runs 5 to 6 freight trains over this section between 1800 and 0600 hrs)

7. The Respondents 8 to 11/ Southern Railways submits that As per the directives of the Hon'ble National Green Tribunal (NFT) Southern Bench, in the meeting of the Central Project Elephant Monitoring Committee (CPEMC) held on 28th July 2021, it was decided to constitute a committee to the review the steps taken by the Railways and Forest Department to contain the mortality of elephants on railway track in Kerala and Tamil Nadu. The Committee conducted the site visit on 4th September 2021. The various suggestion deliberated during the meeting is taken note of by the Railways and necessary measures are being taken.

8. The Respondents 8 to 11/ Southern Railways submits that it was discussed in that meeting regarding the remedial measures as follows:-

A. Restricted Train Speeds in Identified Stretches:

The Palakkad Division and State Forest Department of Palghat and Coimbatore District reviews the elephant crossing passages during their regular review meeting. The review is done on a regular basis apart from specific reviews based on movement of elephant inside forest ranges and sighting/crossing of elephant near railway track as reported. The following sections are identified as elephant passages and Permanent Speed Restriction (PSR) of 45 kmph imposed from dusk to dawn (18.00 hrs to 06.00 hrs).

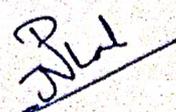
"A" Line:

Sl. No	BLOCK SECTION	DIRECTION	KM	OHE MAST	SR
1	MDKI-ETMD	DN	497/102-499/121	497/6-499/4	*45
2	ETMD-KJKD		505/000-515/000	504/30 -515/2	*45
3	KJKD - PGT		525/100-527/600	525/4-527/20	*45
4	ETMD - MDKI	UP	499/121-497/102	499/4-497/6	*45
5	KJKD - ETMD	UP	515/000-505/000	515/2-504/30	*45
6	PGT - KJKD		527/600-525/100	527/20-525/4	

"B" Line

SI No	BLOCK SECTION	DIRECTION	KM	OHE MAST	SR
1	ETMD - WRA	DN	*505/000-520/637	504/37-520/31	*45
2	ETMD - MDKI		497/106-499/107	497/3-499/3	*45
3	WRA - MDKI		*525/100-527/600	525/3-527/19	*45
4	ETMD - MDKI	UP	499/107-497/106	499/3-497/3	*45
5	PGT-ETMD	UP	*520/637-505/000	520/31-505/0	*45
6	PGT - KJKD		*527/600-525/100	527/19-525/3	

The Respondents 8 to 11/ Southern Railways submits that it was reviewed in the recent Survey committee as nominated by CPEMC and the no other additional locations as to what is already identified above was found required and it was recommended to continue the existing speed restrictions of 45kmph in the night hours and 65 kmph during daytime (S.No.9 Of General/Overall Recommendations of the Committee, Committee Report, Project Elephant Division, MoEFCC). The railways are also keeping a regular check on the speed of the trains passing in the section by doing footplate inspection. The loco inspectors are also doing additional checks on train speed in addition to their regular inspection schedule. Whistle board and speed indicators: Railways have installed Whistle boards at strategic points to alert loco pilots to blow horns in such locations to pre warn the elephants on the movement of trains. Similarly speed restriction indicators have also been installed by Railways for loco pilots to maintain the speed restriction on the railway tracks. Additional some signage boards are identified in KJKD-KTKU B line and between KM 518/09-520 B line in Kerala and replacement of few faded boards in Tamil Nadu area between WRA-MDKI A line.


 एम. डी. / एम. / एम.
 Sr. DEN/Co-ord./PO

B. Vegetation/Vista clearance:

The growth of vegetation along the railway tracks reduces the visibility for loco drivers in curved track areas and also form a pseudo refuge for elephants beside the railway track. Hence, the identified stretches for elephant track crossings are given due importance for clearing the vegetation on regular interval. The recent committee Suggested vista clearance of 10-15m on both sides of the railway tracks. Regular clearance of vegetation along the Railway tracks is being done by railways to facilitate clear sighting of elephants crossing across the railway tracks. Since 2019-20, widening of vegetation clearance zone up to 15m has been done to further improve visibility. Railways have provided Special Imprest to field engineers for regular clearing of vegetation.

Railways is also widening the earth cuttings along the track for 15-25m up to the railway extreme land available width to allow benefiting in two aspects. First, it gives greater visibility for loco drivers if any elephant is available near to railway track and can take timely action to stop the trains. Second, it helps elephants to walk parallel but away from the track easily instead of taking manoeuvre involving crossing the track. Earth work for widening of cutting has been done between Km 513/500-519/400, Km 500/00 -505/00 on 'B' Line. Agency is available for widening of railway cuttings for 2.5 kms track line between Km 510-512/500 for which work is now under progress. Cess widening including provision of ramps at three more locations between Kanjikode and Madukarai is in progress. At some locations due to limited railway line, the widening of forest area is also required for which the stretches have been jointly identified during recent field inspection with state forest department Tamil Nadu and Kerala on 24.12.2021 and 28.12.2021 and advised.

In addition to above, railways are doing joint inspection along with state forest at supervisor level to identify areas where tree pruning/cutting will aid in increasing the visibility of the track, especially in curved track area. Recently, 82 trees in A line and 31 trees in B line has been requested do DFO/PGT for cutting/pruning in Kerala area.

C) Construction of underpasses/overpasses across the Railway Tracks to allow elephants to cross the track:

The committee suggested creating two underpasses at 505 A/600 and 506 B/900 in Line B in Tamil Nadu side for which Funding from Railways needed to be explored. It is informed that during Inter Ministerial meeting held, it was decided that the State Forest Department of Tamil Nadu shall provide the budget for the construction of the two underpasses and Railways shall execute the construction work. The railways has prepared and submitted the revised estimate with complete cost (Rs 7.08 crore) to PCCF, T.Nadu on 03.12.2021 to deposit the fund to take up the work. In addition to it, Railway has also proposed the work of construction of two underpasses at the above location to be included in sanctioned work list.


 Mr. DEN/Co-ord./PGT

The proposal is currently in Railway Board for competent authority approval and work shall be taken up after that.

It is mentioned that Joint field inspection was conducted with DFO/CBE and DFO/PGT on 24.12.2021 and 28.12.2021 to inspect the proposed underpass locations and to identify any additional suitable locations for underpass/overpass. It was recommended that the proposed 2 underpass locations at KM 505A/400-500 and 506/900-506A/00 in B line is suitable and sufficient and no other additional underpass location was identified. Also, it was seen that no location is feasible for providing overpasses for elephant movement across the forest on either side.

It was also observed that elephants, generally single adult elephant, are regularly crossing the railway area through the waterway bridges in summer season when water is not flowing available in the section which was evident from their footprints and dung present. **Bridge No. MK 7- 1*5.57m, MK 11- 1*4.57m, MK6 -1*12.20m were inspected and found elephants footprints.** It will be useful if funnelling with electrical hanging solar fencing is done on either side of the bridges to guide elephants to cross regularly through underneath of these bridges. The length and location of funnelling by hanging solar electrical fencing is to be advised by State Forest Dept after studying the movement of elephants in the particular area.

However, Ramps have been constructed at suitable locations at KM 506A/100, 506/400, 506A/300 in Ettimadai-Walayar section in Tamil Nadu at high bank location for passage of elephants without getting entrapped near railway track area. Few more elephant ramps of 20m wide track length has been jointly identified along with State Forest Department to be constructed in the elephant corridor area. 2 more ramps has been identified in Tamil Nadu side in B line at KM 507/11-15 and 505A/300 and at Km 510/29-27 and 511/200 in B line in kerala side. It is also decided to provide solar lights at a suitable distance before such ramps for improved visibility to Loco Drivers and stop trains at suitable distance after sighting any elephant crossing in that ramp locations. Similarly, more ramps has been identified to provide in Kerala side for easy movement of elephant across the track.

D) Communication:

Whatsapp groups have been created for transmission of information on movement of elephants across the railways tracks. Forest Tamil Nadu during the recent meeting held with Chief Wildlife Warden Tamil Nadu, committed to provide additional trackers up to 25 nos in addition to existing 9 nos. The same was discussed during meeting with CWW/TN on 30.11.2021 and CCF/PGT on 07.12.2021 and it was agreed by both Forest departments to provide digital walkie talkie instruments GSM enabled to patrolling forest staffs to share the information to Railway control. It was also suggested to have a dedicated control setup of Forest at Coimbatore and Palakkad to have direct point of contact for transmission of information. The state forest department has taken a good initiative by providing a 24*7 control room facility at Forest Range Office, Madukarai for communicating on real time basis with Railways.


 Sr. DEN/Co-ord./PGT

E) Solar fencing:

Solar fencing has been mostly laid all across the track in Kerala area along the track but is being damaged by Elephants frequently but has been very effective many times in preventing movement closer to the railway track. The committee suggested that the vulnerable stretch of fencing in Kerala side is 4.5km and jointly incurring the cost by Railways and Kerala FD may be explored. It is mentioned that 1.5km of track is being provided with solar fencing by Railways along the track for which tender is under finalization. It was mentioned by DFO Palakkad that 5km of hanging solar fencing shall be provided by forest department for which tender process is in progress.

Similarly, Solar fencing is also planned to be erected in Tamil Nadu side. Few locations were identified for providing solar fencing along the railway track along with DFO CBE. It was observed that due to natural terrain per se in Tamil Nadu side, due to presence of many waterway bridges of sufficient vertical clearance, elephants are using them to cross underneath. It was suggested to provide hanging solar fencing near these bridges to restrict their movement towards the track embankment and funnel towards bridges by providing hanging solar fencing. The approval and advice of State Forest department is awaited before any funneling arrangement is executed. Similarly, hanging solar fencing is feasible to be provided on RH side of A line track between KM 506/400 to 508/100 to prevent entry of elephant on the LH side of track which is a small Reserve forest Solakarai. The same needs approval of State Forest Dept.

At Km 505/400-600 in B line and 506/06-506/12 in A line has been provided with electrical fencing in pvt area by publics just after the reserve forest area ends on both sides of the track. The State Forest dept was advised to take necessary action in prevention of electrical fencing in identified elephant crossing locations as the same can be detrimental to elephant. Suitable suggestions from Court is also required in this aspect.

F) Solar lighting:

Solar lights have been provided by Railways at both ends of the cuttings between Kanjikode and Walayar Railway line passing through two cuttings- at Km 510/900-511/200 and 512/200-400 to warn away elephants from both ends of the cuttings and pre warn them of the presence of railway tracks. The solar lights also help in improving the visibility of loco pilots at night. The same is planned to be erected in Tamil Nadu side also at strategic locations as identified at Km 506/900 -500 at the earth cutting area in A line.

G) Anti-depredation watchers:

It was suggested by the committee that Five more anti depredation watchers may be engaged in Tamil Nadu side. It was committed during the meeting with CWW,T.Nadu that additional 25 watchers is planned to deploy on railway track

during night hours in night time. The same was pointed out to CCF, Palakkad to deploy additional elephant watchers during night hours. Railways insisted that the watchers so deployed should be properly trained by Railways to walk on track and should have specific uniform with retro reflective jackets and GPS based devices to communicate locations to Control Room.

H) Modern Technology:

Intrusion Detection System: The system is planned on trial basis in Alipurduwar Division of NF Railway. Palakkad division of southern Railway is in close coordination and shall be planned based on the trial conducted after commissioning in NF Railway.

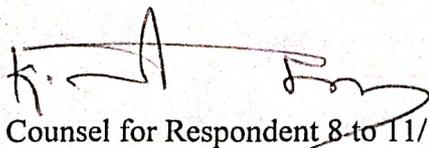
Lidar Technology: Railways is in consultation with Pramura Software Pvt Ltd. to develop modern technological solution to give prior warning to loco drivers regarding elephant movement near to track. The preliminary discussion was held through online video conferencing on 13.01.2022 to discuss the problem at hand and the requirements of railways to get feasible solutions which can be based on either LIDAR technology equipped with thermal or infrared sensors to sense and further communicate to the nearest Station Master.

Audio Alarm system: An audio alarm system has been developed by Signal Department of Palakkad Division which is commissioned on 28.12.2022 at KM510/800-900 B line in block sections at unmanned locations and directly controlled by nearest station to give sounds of honey bee and/or tiger roaring sounds to warn away elephant entering into critical railway locations. The asset is solar powered and will be powered on after sunset till sunrise. As decided, the location is being monitored for its effectiveness and shall be reciprocated in other locations based on its efficiency and with any modification, if required.

9. The Respondents 8 to 11 has taken the aforesaid bonafide efforts to curb the elephants hit in the Railway track. In the light of the above remedial measures elephant hit will be considerably reduced in future and there will not be any elephant hit in the Railway track over a period of time.

It is therefore prayed that this Hon'ble Tribunal may be pleased to pass suitable orders thus render Justice.

Dated at Palakkad on this 19th day of January 2022


Counsel for Respondent 8 to 11/
Southern Railways

Respondents 8 to 11/
Southern Railways


श्री. डी.एन./स.र. / प.प.र.
Sr. DEN/Co-ord./PGT

LIST OF DOCUMENTS FILED BY RESPONDENTS 8 TO 11

S.NO	DATE	DISCRIPTION OF DOCUMENTS	PAGE.NO
1.	05.03.2010	Minutes of inter ministerial meeting between Railway and MOE&F	1 - 2
2.	20.08.2020	Minutes of the meeting between Railway and Forest Department	3 - 4
3.	27.03.2021	Joint inspection report by SSE/PW/East/PGT & Forest Range Officer	5
4	05.05.2021	Letter from Railways to District Forest Officer, CBE	6
5.	03.12.2021	Letter from Railways to Principal Chief Conservator of Forests regarding cost of construction of under pass to minimize the Elephant Mortality	7 - 10
6.	14.12.2021	Action taken report by the Railways	11 - 13
7.	24.12.2021	Filed inspection conducted with State Forest Department Tamil Nadu	14 - 22
8.	07.01.2022	Letter from Railways to District Forest Officer for permission to cutting/lopping of venerable trees	23

The above documents are certified to be true

Dated at Palakkad on this 19th day of January 2022

Respondents 8 to 11/

Southern Railways

VERIFICATION

I, Jatin Kumar, S/o Shri Chander Sain, Hindu aged about 30 years working as Divisional Engineer/East in the Office of Divisional Railway Manager, Works Branch, Southern Railway, Palakkad Division, Palakkad- 678 002 filing this Reply statement on behalf of Respondents 8 to 11 in my official capacity based on the records and hereby declared that what is stated in para 1 to 9 are true to the best of my knowledge, belief and information.

Verified at PGT on this 19th day of January 2022

Respondents 8 to 11/

Southern Railways

1

2.
3-4

MINUTES OF THE INTER MINISTERIAL MEETING BETWEEN RAILWAYS AND MoE&F ON 05.03.10 AT RAIL BHAVAN, NEWDELHI TO FINALISE GENERAL ADVISORIES TO PREVENT TRAIN ACCIDENTS INVOLVING ELEPHANTS.

1. To finalise the 'General Advisories' a joint meeting was conducted between Railways and MoE&F on 05.03.2010 under the chairmanship of Shri.Kamlesh Gupta, Advisor(safety).

A list of participants is at Annexure I.

3. A presentation was given by MoR on the draft 'General Advisories' received from MoEF and Railway's comments there upon. The draft 'General Advisories' were discussed item wise as under.

General Advisory No.1: Clearance of Vegetation on the sides of Railway track

Discussion: ED/CE mentioned that 30m clearance width as an universal rule may not be practicable. Zonal Railways shall identify the vulnerable areas (curves) in consultation with Forest department and decide the stretches/width.

Decision: Zonal Railways will identify in consultation with Forest department the vulnerable areas and will arrange need based cleaning of vegetation on the sides of Railway track within Railway land.

General Advisory No.2 : Deep trenches to be leveled to allow elephants to escape.

Discussion: ED/CE mentioned that "Borrow.pits" created while making/repairing the embankments cannot be dispensed with as the same is maintenance requirement.

Dir.(Proj.Elephant) mentioned that elephants follow a fixed pattern of crossing the track and these locations can be leveled.

Adv(M&L) suggested that apart from "under passes" in the crossing paths, "Over passes" can also be planned depending on the terrain.

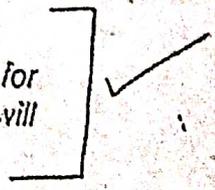
Dir(Pro.elephant) agreed with the proposal and will provide the list of selected locations for underpasses/overpasses.

Decision: MoE&F will provide a list of selected locations for Underpasses/overpasses. The cost will be borne by the MoE&F and the work will be executed by Railways on deposit terms.

General Advisory No.3 : Signage boards to pre-warn the Train Drivers.

Decision: Signage boards will be provided by Railways on both sides of the track in identified locations.

TC
S.K.
Br. DEN/Co-ord./PGP



S.K.

General Advisory No.4 : Sensitising programmes for Train crew.

Decision: The Train Drivers/Guards/Station Masters will be sensitized on wild conservation/Protection during Periodical Refresher courses at nominated Zonal Railway Training Centres. The required training materials will be provided by MoE&F. Also MoE&F may depute staff for special lecture on wild life conservation. Railway Board will furnish the list of such zonal institutes to MoEF.

General Advisory No.5 : Engagement of Elephant trackers by MoE&F.

Decision: MoEF agreed for the elephant trackers equipped with mobile phone/walkies to receive/pass on information regarding presence of elephant herds around track length.

General Advisory No.6 : Information sharing with Station Master so as to pre-warn the Train crew.

Discussion: Dir (Proj.Elephant) mentioned that normally elephants cross the track in the early morning between 0300 - 0400 hrs in search of fodder/water.

Adv(safety) mentioned that while communicating the location, the Railway kilometerage to be followed so that the train crew can follow this easily.

EDTT/S mentioned that the location should be specific and should not exceed 2 km at a stretch.

Decision: Separate wireless communication facility will be provided at the stations falling within the vulnerable areas identified by the MoE&F. On receipt of information, SM will give "Look out advice" to the train crew verbally or otherwise. The advice will be initially for two hours only unless or otherwise extended. Moreover the length of the section should be within 2 km.

General Advisory No.7 : Powerful locomotive beam lights.

Decision: Railways have already adopted head lights for locomotives which are as per the standard norms. No further action is necessary.

General Advisory No.8 : Limiting the speed in vulnerable areas.

Discussion: Adv(M&L) mentioned that if advance notice is given regarding the elephant movement, there is no necessity of speed restrictions.

ED/Chg mentioned that the speed restrictions will affect the train movement & will be of permanent in nature and requested for a review. DEN/Co-ord./PGS

Dir(Proj.Elephant) mentioned that the speed restriction will be required only at three locations and with the maximum length of 100m each. These locations are in West Bengal/Assam only.

Decision: MoE&F will inform the Railways about the locations where speed restriction is required in West Bengal/Assam area. Railways have agreed to examine this issue. There will not be any requirement of speed restriction in other locations including in TamilNadu/Kerala.

MINUTES OF THE MEETING HELD on 20.08.2020 WITH FOREST OFFICERS

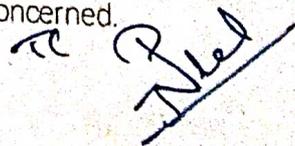
Venue: Through Zoom Meeting at 16.30 HRS

Present:

S.RLY / PALGHAT DIVISION (S/Shri)	Forest Department
P.S. Shami, DRM/PGT	NarendraNathVeluri, DFO/PGT
H. Anantharaman, Sr.DEN/Co-ordn./PGT	Aneesh, Forest Ranger
P.L. Ashok Kumar, Sr.DOM/PGT	
S. Jayakrishnan, Sr.DEE/OP/PGT	
Jatin Kumar, DEN/East/PGT	
Kannadasan.R, ADEN/PGT	
Usman, SSE/P-Way/PTJ/West	

At the outset, H. Anantharaman, Sr.DEN/Co-ordn./PGT welcomed DFO, Palakkad and all the Officers & Supervisors. It was mentioned that the meeting is conducted on an online platform due to pandemic COVID - 19. This is in continuation to the regular meeting conducted to monitor the movement of the elephants and to ensure the safety of the trains and passengers.

1. DFO/PGT informed that, movement of the elephants and incidents related to railway track is less than expected due to lockdown and restriction in movement of vehicles. The elephant movement has increased due to the reduction of number of trains. It was pointed out by DEN/East that the number of elephants crossing/hitting has increased between 20.00 hrs to 06.00hrs.
2. It was apprised that the whatsapp group for sharing movement of elephant near to track is active.
3. It is reported that two elephants were hit by loco in this year. Both are safe and in healthy condition now. DFO mentioned that due to vegetation nearby tracks, and less service of trains, elephants are moving near to the tracks. Two tusks are moving around the tracks frequently. DFO requested to impose speed restriction again and requested to run more number of locos (dead run) may be run frequently between KTKD and ETMD whistling continuously as there is less number of trains.
4. DEN/East expressed that movement of the elephants is more in Tamil Nadu area particularly between km 506 to 507 and 510 to 511. Now the vegetation is almost removed comparatively last year particularly in 'B' line. At present speed restriction of 45kmph is imposed in this section. It is not recommendable to reduce the speed again as it may lead to stalling of Loaded goods trains.
5. Sr.DEE/OP also reiterated that further reducing the speed below 45kmph, there is a chance of wheel slip of the train due to gradient. Hence, it is not advisable. Regarding frequent operation of locos between PGT to ETMD section particularly in 'B' line will be examined. Sr.DEE/OP also informed that, as soon as any information/message received from Loco Pilot/Patrol man/Forest department the information should be immediately passed on to all concerned.


 Sr. DEN/Co-ordn./PGT

6. Sr.DOM/PGT agreed to run dead locos frequently between the sections which needs to be jointly decided with SrDEE/OP/PGT.
7. Sr.DEN/Co-ord./PGT mentioned that sometimes the information of the movement of elephant is getting after passing the elephant only. Some sort of fore warning measures to be taken.
8. DFO mentioned that bamboo trees need to be cut at approach of WRastation which attracts elephant. ADEN/PGT was advised for taking necessary action. DEN/East requested to permit the cutting of trees in forest area for which request was sent through ltrdt 23.06.2020. DFO advised the same is under process and will be permitted in few days.
9. DFO suggested providing the IP cameras with artificial intelligence and alarm system to monitor the movement of the elephants is successful in Karnataka and the same may be explored in above forest belt. The approximate cost will be 1.2 crore for both A and B line.
10. DRM suggested that being a national issue, some other measure to be taken to spot the elephant ie, either through Satellite or tracking device for elephant. DRM/PGT suggested to conduct the meeting once in a month. DFO/CBE may also be invited for the meeting as movement of the elephant is more in Tamil Nadu area.

दाक्षिणरत्व/ Southern Railway

No. J/W.506/11/WL

मडलकायालय/ Divisional Office

सकमशाखा/Works Branch

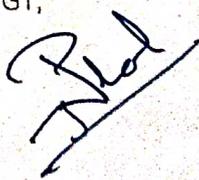
पालक्काड/ Palghat.

तदनाक/Dated: 27/08/2020.

Digitally signed
 by JATIN KUMAR
 Date: 2020.09.04
 16:10:45 +05'30'
 (JATIN KUMAR)
 DEN/East/PGT

Copy to: Sr.DEN/Co-ord./PGT, Sr.DOM/PGT, Sr.DSO/PGT, Sr.DSTE/PGT,
Sr.DEE/OP/PGT and DFO/PGT

DRM/PGT & ADRM/PGT: for kind information.

TC


एव इमी / एव. / एवठ
Sr. DEN/Co-ord./PGT

(e) R No. 750943 (5)

दक्षिणीरेलवे/SOUTHERN RAILWAY

सं.ई/ पलक्कड/No.E/PGT/18 P.way

वरिष्ठ अनुभाग अभियंता कार्यालय /Office of Sr. Section Engineer
स्थायी तरीका, पूर्वी पलक्कड/P.Way, East, Palakkad
तारीख /Dt. 27.03.2021

DEN/East/PGT

Through ADEN/PGT

Sub:- Report of Joint Inspection by SSE/PW/East/PGT & Forest range
officer/Walayar on 24.03.2021 - Reg:-

As per the instruction of DEN/East/PGT, a joint inspection with Forest Range
officer on B/L WRA-KJKD was conducted and the following remarks are made.

1. Widening of cutting to be done sufficiently to accommodate elephants so that it does not get
trapped. The following locations needs widening.

- 510/3-510/13- LH &RH
- 510/37-511/11 LH &RH & Rock cutting
- 512/11-23 LH &RH

2. Vegetation to be cleared on both LH &RH for a width of 10 mtr on both sides of track from
Km.510/3-518/0 to have better visibility to loco pilots.

3. The location at Km.510/27-29 is a frequent elephant crossing area with high bank for free and
easy movement of elephants, ramp to be provided at this location.

4. To warn the loco pilots frequently, Elephant sign boards are to be provided at following
locations.

- Km.512/31- for UP trains
- Km.514/21- for UP trains
- Km.513/27 - for DN trains
- Km.515/01- for UP trains
- Km.517/13 - for UP trains

5. From Km.510/0 to 512/500 B/L is reserve forest area. During widening of cutting, many trees
are to cut. To have the exact ownership of trees and for proper accounting of trees on reserve
forest area, the Railway /Forest boundary is to be demarcated over this stretch.

Submitted for kind information and necessary action please..

व.ई. / त.प. / प.प.प.
Sr. DEN/Co-ord./PGT

वरिष्ठ अनुभाग अभियंता /Senior Section Engineer
स्थायी तरीका, पूर्वी पलक्कड/P.Way, East
दक्षिणीरेलवे, पलक्कड/Southern Railway, Palakkad
Palghat Junction

Southern Railway

J/W.506/11/WL

Thiru.D.Venkatesh,I.F.S
District Forest Officer
Coimbatore Division
Coimbatore-641043.

Divisional Office,
Works Branch
Palakkad.
Dt.05.05.2021

Sir,

Sub:-Action taken to the elephant injured due to train hit on 15.03.2021 - reg.
Ref :-DFO/Coimbatore letter no.1431/2021/O dt:22.03.2021.

With reference to your letter dt:22.03.2021, it is informed as follows.

1. All Loco pilots are instructed to continuously whistle in the ghat section between Ettimadai-Walayar-Kanjikode and being adhered.
2. Sign boards are provided at the location where wild life is likely to cross the track in the above mentioned section.
3. Speed of the train in the section reduced to 65 Kmph and 45 Kmph respectively during day & night. (Uparant speed reduction)
4. The Sr.Divisional Engineer Operating informed that the incident of train hitting a tusker was enquired and confirmed that, the Loco pilot has taken all precautionary measures while running the train in the ghat section on the day of incident.
5. The Trackmen working in the track are instructed to give information regarding sighting of elephants to the concerned station master and to the control room. This is being adhered.by the Trackmen.

Yours faithfully

Divisional Railway Manager (Works)
Southern Railway Palakkad

TC

Mr. DEN/Co-ord./PQF

Southern Railway

Divisional Office,
Works Branch,
Palakkad.
Dt.03.12.2021.

No.W.506/11/WL

Principal Chief conservator of Forests
& Chief Wildlife Warden
Panagal Building, Saldapot,
Chennai - 600 015.

Sir,

Sub: -Work proposals on deposit terms for the provision of Under Passes to minimize the Elephant mortality in Walayar ghats - reg.

Ref:- 1) Railway Board's Letter No.2008/CE-II/Safety/1-(Fencing) Dt. 07.12.2010

2)This office Letter No.J/W.506/11/WL(Ty) dt.28.11.2012.

3)DFO/Coimbatore Letter No.4606/2016/0 Dt.03.08.2021.

Railway Board vide letter under reference has circulated the minutes of the inter-ministerial meeting between Railways and the Ministry of Environment and Forest held on 05.03:2010. One of the decisions taken in the above meeting was that the Ministry of Environment and Forest will borne the cost of work for the construction of underpasses to minimize the Elephant mortality and the work will be executed by the Railways on deposit terms.The same was again highlighted during the meeting held by Chief Wild Life Warden Tamilnadu and Divisional Railway Manager/Palghat on 30.11.2021

In this connection and as recommended by the WTI in their report a rough estimate of the two works mentioned below is prepared and sent herewith and the approximate cost of the work (in Tamil Nadu area) comes to Rs. 7,08,58,350/-

1	Under bridge on B line at Km.506/900-506A/000 between Ettimadai - Walayar sections.	Rs.3,59,95,269/-
2	Under bridge on B line at Km.505A/400-500 between Ettimadai - Walayar sections.	Rs.3,48,63,081/-
Total		Rs.7,08,58,350/-

एन डीसी / वन. / पक्ष
Sr. DEN/Co-ord./PGW

As the work has to be executed by the Railways on deposit terms and it has already been agreed to in the Inter-ministerial meeting held on 05.03.2010. It is requested that the amount of Rs.7,08,58,350/- as mentioned above may be remitted to Railways for the execution of the work on deposit terms. It is also requested to submit the

consent of Forest department to bear the increase in cost if any during the course execution of work.

As a token of acceptance in execution of this work on deposit terms, a sum of 14,17,167/- (Rupees Fourteen Lakhs seventeen thousand one Hundred and sixty seven only) towards the centage charge (2% of abstract estimate) has to be remitted to Railways at the earliest so as to prepare the relevant plans and other required formalities etc.

Encl:-Two abstract estimates.

Divisional Railway Manager (Works)
Southern Railway, Palakkad

C/ PCE/MAS for kind information

DRM/PST for kind information

Divisional Forest Officer / Corinbatore for necessary action

TC

Mr. DEN/Co-ord./PSW

Southern Railway

File no: J.W.352 / 11

On deposit terms

Name of work: Under bridge for safe passage of crossing of wild elephants (B-line) at Km 506/ 900- 506A/ 000 between Ettimadal and Walayar stations (Twin single line) span - 1x 18.29m Deck slab - Deposit work

Sl. no	Description of works	Cash	Store	Total	Deposit
SW I	Bridge Proper	21702582	0	21702582	21702582
SW II	S & T Portion (Ref :Sr.DSTE / PGT Lr.no.J / SG.Misc . Estimates Dt.02.11.2011)	150834.88	626890	777724.88	777724.88
SW III	TRD Portion (Ref : Sr.DEE/TRD/ PGT Lr.no.J/TRD/III/220/148 dt.23.11.20210)	656592	879105	1535697	1535697
SW IV	Temporary establishments	1529382		1529382	1529382
		24039391	1505995	25545386	25545386

Sl no.	Description of work	Allocation - Deposit	Cost
I	Constuction of RUB (on cost of RUB)		25545386
II	Way leave charges for RUB portion laying over two tracks		60000
III	Way leave charges cumulative for 10 years		146000
IV	Service tax at 18 % of way Way leave charges	206000	37080
V	Direction & General charges		3002001
VI	Miantenance charges at 30 % of the Total cost (on cost of RUB)	12.50%	7204801
VII	App. cost of proposed RUB to be remitted with Rlys.	30%	35995269
VIII	Centage charges to be paid	2%	719905

Jali
 ഏക കെ എസ് (ഏക)
 Divisional Railway Manager (Works)
 കെ എസ്. 506/900-2,
 Southern Railway, Palakkad-1.

P.B. + E
 SSE/Drg/Br

TC

P.W.

ഡെ എം / സെ. / ഡെ
 Sr. DEN/Co-ord./PGW

Southern Railway

File no: J. W.352 / 11

On deposit terms

Name of work : Under bridge for safe passage of crossing of wild elephants (B-line) at Km 505 A / 400 -500 between Ettimadal and Walayar stations (Twin single line) span - 1x 18.29m Deck slab) - Deposit work						
Sl. no	Description of works		Cash	Store	Total	Deposit
SW I	Bridge Proper		21858998	0	21858998	21858998
SW II	S& T Portion (Ref :Sr.DSTE / PGT Lr.no.J / SG.Misc. Estimates Dt.02.11.2011)		131388.73	467915	599303.73	599304
SW III	TRD Portion (Ref : Sr.DEE/TRD/ PGT Lr.no.J/TRD/III/220/148 dt.23.11.20210)		362833	400352	763185	763185
SW IV	Temporary establishments		1529382		1529382	1529382
			23882602	868267	24750869	24750869

Sl no.	Description of work	Allocation - Deposit	Cost
I	Constuction of RUB (on cost of RUB)		24750869
II	Way leave charges for RUB portion laying over two tracks		60000
III	Way leave charges cumulative for 10 years		146000
IV	Service tax at 18 % of way Way leave charges	206000	37080
V	Direction & General charges	12.50%	2902686
VI	Miantenance charges at 30 % of the Total cost (on cost of RUB)	30%	6966446
VII	App. cost of proposed RUB to be remitted with Rlys.		34863081
VIII	Centage charges to be paid	2%	697262

Jah
 வகை தலைவர் (நிர்வ) /
 Divisional Railway Manager (Walayar)
 தலைவர், 505A/400-500,
 Southern Railway, Palakkad-1

P. J.
 SSE / Drg / Br

cc

P. J.

வகை தலைவர் / கம. / பங்க
 Sr. DEN/Co-ord./PGW

Divisional Office,
Works Branch,
Palakkad.
Dt.14.12.2021.

No./W.506/11/AVL

PCE/MAS

Sub: -Action Take note: "Provision of Elephant passages in Indian Railways"

(C&AG's report No.5 of 2021 for the year ended March 2019.

Ref:- Dy.FA & CAO/IQ letter No.SR-IQoACCT(FIN)/88/2020 dt.13.12.2021.

With reference to the above, the details of action taken on this subject are furnished below, please.

1. Speed restrictions at Vulnerable Sections:

Speed restriction of 45kmph is imposed for 13.9 km of vulnerable section in 'A' line from 18.00 hrs to 06.00 hrs and in 'B' line, a total of 19.41 km of vulnerable section has a permanent speed restriction of 45kmph from 18.00 hrs to 06.00 hrs on account of frequent crossing of wild elephants. During daytime, a Permanent Speed Restriction of 65kmph for Passenger/Express Trains and 25kmph for Goods train (in Down Direction) has been imposed by Railways for a length of 18.84 km in A Line and a Permanent Speed Restriction of 65kmph for passenger/Express Trains and 35kmph (in Down direction) for goods train has been imposed for a length of 27.5km in Line B while passing through these vulnerable areas.

The Railways has taken on record all the elephant sightings as reported by multiple sources including loco pilots of trains, keyman doing foot inspection, staff working on railway track and elephant watchers engaged by forest . Because of the measures taken by the Southern Railways, the number of deaths of the elephants has been reduced despite increase in the frequency of elephants being sited along the railway track between Palakkad Jn. to Madukarai. With the regular counselling and sensitization programmed, the loco pilots with their high alertness are able to stop their trains in advance in case of elephant sighting. Workshops have been held on human-elephant interaction with participation of officers of the level of DRM/PGT, Divisional Engineer/ Railways and Forest Department Divisional Officers. A WhatsApp group has been created with Forest officials and Railway officials including Control offices as part of the group. The real-time movement of elephants entering into Railway track side are immediately reported by Forest officials in the group and immediate lookout caution (Or cautious Speed) for LPs n ALPs are issued immediately by Railways at the reported locations.

In the recent meeting held with Forest department of Tamil nadu and kerala, it was stressed upon by Railways to setup a dedicated control room for communicating the information with 24*7 manned control room available for Railways. Similarly, additional watch towers is also required to be constructed by Forest Department to check the movement of wild elephants crossing from forest towards railway track and advise Railway control Room in advance to take timely action to warn the Loco pilots. The engagement of additional forest watchers is also required to be perused by the State forest departments.

TC

 Mr. DEN/Co-ord./PGW

2. Regular meetings with DFO/Palghat and DFO/CBE (Forest) and DEN/East/Palghat (Railways)

Regular meetings are held between Railways and Forest Departments to keep both the Departments abreast on the updates and also maintain a communication channel to avert mishaps in future. Regular sensitization programme is planned for the field staffs of railways by Forest Department.

3. Clearance of Vegetation on the sides of the Railway Track:

Railways have been regularly clearing the vegetation along the railway tracks to facilitate clear sighting of elephants crossing across the railway tracks. Initially around 5m area was being cleared by Railways. But since 2019-20 further widening of vegetation clearance is being done to improve visibility. In certain strategic places vegetation clearance has been done to almost 15m from the railway track which has facilitated the loco pilots in having clear peripheral vision along both sides of the railway tracks.

4. Signage boards to pre-warn the train drivers:

Signage boards are erected at desired locations jointly identified as per the latest coordination meeting between Railways, Palakkad Division and State Forest Department to alert loco drivers. It is mentioned that the design, dimension, colour of the signage boards has been provided as approved by the Conflict Mitigation Division of Wildlife Trust of India. The Railways is counselling Loco pilots to strictly observe the elephant signage boards and maintain restricted speed.

5. Installation of audio alarm with honey bee sound:

Audio alarm was installed at Level crossing number No. 154 between Kanjikode and Walayar on 'A' line to drive away the elephants. This system has been adopted based on the successful trial conducted in NFR earlier. With the development of this honey bee sound system, it was noticed that elephant crossing has reduced significantly. Railways in their initiative to eliminate all manned level crossing has removed this level crossing and provided wide based underpass and shifted the Honey Bee sound Alarm system to other Level Crossing No 153.

Southern Railway has taken another initiative to provide an audio alarm system developed by Signal Department of Palakkad Division which will be installed in block sections at unmanned locations and directly controlled by nearest station to give sounds of honey bee and/or tiger roaring sounds to ward away elephant entering into critical railway locations. The asset will be solar powered and will be powered on after sunset till sunrise. The same needs to be commissioned in the presence of Forest officials and to be studied for effectiveness in the next one or two months.

TC

[Handwritten signature]

बस दवा / तम. / पबट
Mr. DEN/Co-ord./PGV

6. Construction of under passes

In an Inter- Ministerial meeting held on 05.03.2010, it was decided to construct two underpasses at 505A/400-500 and at 506/900-506/A-000 in Line B between Ettimadai and Walayar stations. In the Inter Ministerial meeting it was decided that the State Forest Department of Tamil Nadu shall provide the budget for the construction of the two underpasses and Railways shall execute the construction work. However, as no fund was made available by State Forest Department of Tamil Nadu, the underpasses have not been constructed.

However, as a permanent measure to mitigate elephant death due to train hit, work at a cost of 7.49 Crore for the construction of under passes at Km 506/900-506A/000 & 505A/400-500 between Ettimadai & Walayar section has been proposed under umbrella sanction for approval.

J. S. Srinivasan
14/12/2011

Divisional Railway Manager (Works)
Southern Railway, Palakkad

TC

J. S. Srinivasan

பயன் செயல் / கமி. / படி
Sr. DEN/Co-ord./PGW

FIELD INSPECTION CONDUCTED
WITH
STATE FOREST DEPARTMENT TAMIL NADU
ON
24.12.2021.

Present:

- FOREST SIDE** : Shri. Ashok Kumar.DFO/CBE
Smt. Sharmili, ACF/Trainee
Smt Santhiya, Forest Range Officer
- RAILWAY SIDE** : Shri Jatin Kumar, DEN/EAST/PGT
Shri kannathadasan, ADEN/PGT
Shri P.K.Usman, SSE/PW/W/PTJ

The inspection was conducted with Motor Trolley between WRA and MDKI 'B' line and 'A' line with the following Agenda points:-

- 1 *Locations where solar fencing needs to be provided in line with State Forest Dept, Kerala.*
- 2 *Locations where Earth cutting in railway and forest area need to be widened*
- 3 *Locations where additional ramps can be provided for smooth movements of Elephants*
- 4 *Identification of under passes/over passes for elephant movement.*
- 5 *Locations requiring vista clearance including tree trimming.*
- 6 *Locations where solar light to be provided.*
- 7 *Locations of additional signage boards.*
- 8 *Locations of watch towers.*

The following observations are noted:-

1. WATCH TOWERS:

DFO/Coimbatore informed that additional 4 nos of watch towers have been proposed by State Forest Dept at Km 506 A/13 'B' line, 506/25 B line, 508/06 'A' line and 506/14 in 'A' line. It was discussed that the location of watch tower should be such that maximum area of forest and railway track is covered. Currently, the watch towers are proposed at the entry and exit of the reserve forest in both 'B' and 'A' line. The same needs to be revised by DFO/Coimbatore. Accordingly, the location of the same should be advised to Railway. It was also stressed by the Railway (DEN/East) that the height of the watch tower currently

TC
JNLal

existing in B line should be increased. Solar lights can also be provided at this location on track side. Tree branches to be cut in the forest area which is obstructing the view from existing watch tower at KM 506/19 in B line.

Railway quarter is available at Km 507/100 at the side of the railway track. This is lying vacant and the location of these quarters is very strategic since it is available immediately after the Walayar river bridge. The electrical light mast can be provided on the roof top for clear visibility of the area. The same railway quarters roof top can also be used by forest staff for the use of watch tower.

2. VISTA CLEARANCE:

Vista clearance is to be improved at Km 507/01-506A/23 and 507/900-507/500 in B line. 506/7-800 A line, LH side trees to be cut/pruned for increased visibility. Undergrowth in forest area at Km 507/100-500 A line is required to be cut by State Forest Dept. 507/600 A line, 2 trees to be cut/pruned for increased visibility. Small earth cutting at KM 506/500 is to be lowered.

Earth cutting in railway land at Km 506/900-500 will also aid in improving the visibility. Till such time, cutting is widened; solar lights can be provided at both ends of the cutting similar to as provided in Walayar cutting in railway track in Kerala State.

3. RAMPS:

Inspected the ramps available at Km 506/A 300-400 in 'B' line where elephants are using the ramp to cross the track which is visible by the sign of foot prints and elephant dung available on the ramp portion. It was requested to DFO/Coimbatore to clear the vegetation and small trees at the exit of ramps on both sides of tracks in the forest area to make it more accessible and usage by elephants.

Ramp available at 506A/3- 506A/5 in 'B' line needs to be re-graded for smooth usage by elephants of RH side for which earth work has to be done in the forest area.

The ramp available at 506/400 'B' line needs to be widened.

Additional ramp shall be provided by railways at Km 507/11-15 and 505A/300 in B line.

The locations provided with ramps and proposed to provide ramps are based on elephant movements. Such locations, solar lights can be provided at a suitable distance for improved visibility of Loco Drivers and stop train at suitable distance after sighting of elephant.

4. RAILWAY BRIDGES BEING USED BY ELEPHANTS

RC


It was observed that elephants, generally single adult elephant, are regularly crossing the railway area through the waterway bridges in summer season when water is not flowing available in the section which was evident from their footprints and dung present. Bridge No MK 7- 1*5.57m, MK 11- 1*4.57m, MK6 -1*12.20m were inspected. It will be useful if funneling with electrical hanging solar fencing is done on either side of the bridges to guide elephants to cross regularly through underneath of these bridges. The length and location of funneling by electrical fencing is to be advised by State Forest Dept after studying the movement of elephants in the particular area.

5. SOLAR FENCING:

The B line track is mostly in embankment and specifically does not require any solar electrical fencing. Since, there are several water way bridges which are being used by elephant, hanging solar fencing can be provided near the waterway bridges used by elephants to restrict their movement in that particular area towards track in embankment. The approval and advice of State Forest dept is to be taken before any such funneling arrangement is done.

Hanging Solar fencing can be provided on RH side of A line track between KM 506/400 to 508/100 to prevent entry of elephant on the LH side of track which is a small Reserve forest Solakarai. The same needs approval of State Forest Dept.

505/400-600 in B line and 506/06-506/12 in A line has been provided with electrical fencing in pvt area by publics just after the reserve forest area ends on both sides of the track. The State forest dept was advised to take necessary action in prevention of electrical fencing in identified elephant crossing locations as the same can be detrimental to elephant.

6. ELEPHANT SIGNAGE BOARDS:

It was checked that all elephant signage boards are provided at sufficient distance on track before the actual starting of identified elephant crossing locations. Additional boards are identified at KM 507/07-05 in B line near Bridge MK15, 507/31 B line, 507/11 and 506/10 A line W board is faded which can be replaced.

7. OTHER POINTS OBSERVED:

- No location is feasible for providing Overpasses for elephant movement across the forest on either side.
- The identified underpass location at KM 505 A/400-500 and 506/900- 506A/00 in B line was inspected and found suitable for providing underpass.
- State forest department has planned for erection of surveillance cameras at KM 506/700.

Handwritten signature and initials.

- State Forest Department has planned for setting up a 24*7 control room communication facility at Forest Range office MDKI for direct and seamless communication with Railway Control Room.
- The Railways informed the regular check on speed of trains between identified elephant crossing locations. The Forest Department can also randomly check the train speeds and other aspects by travelling in Locomotives after taking prior approval from Railway authorities.
- A sensitization programme for the engaged elephant watchers while travelling on railway track shall be organized by railway to counsel in railway track safety.
- Regular coordination meeting will be conducted at level of DFO CBE and DEN E PGT. Similarly, at field level, meeting to be conducted at level of ACF CBE, Forest Range officer and Sectional Assistant Engineer Railways.

JATIN KUMAR Digitally signed by JATIN KUMAR Date: 2022.01.12 18:20:10 +05'30'
(Jatin Kumar)
DEN/East/PGT

Southern Railway

Divisional Office,
 Works Branch,
 Palghat.
 Date: 12.01.2022

No.J/W 506/11/WL

Copy to: DRM/PGT for kind information
 ADRM-I/PGT, ADRM II/PGT for kind information
 Sr DEN Co ord/PGT, Sr DEE/OP/PGT, Sr DOM/PGT, Sr DSTE/PGT,
 Sr DEE/G/PGT, Sr DSO/PGT for kind information
 ADEN/PGT, SSE/PW/W/PTJ for information

PCCF & Chief Wildlife Warden, Tamil Nadu for kind information.
 DFO/Coimbatore for information and necessary action

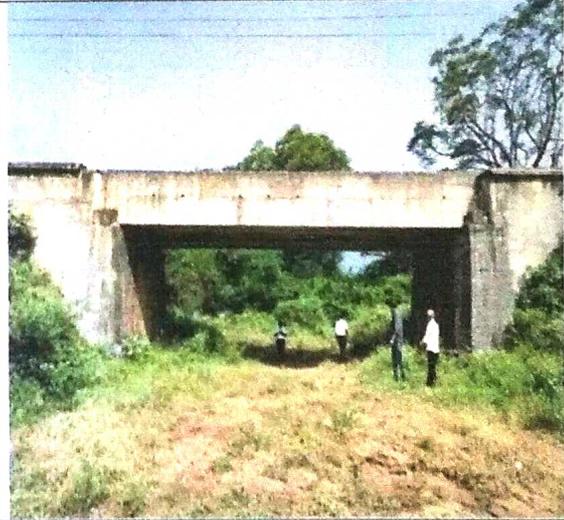
TC
 INLD
 Sr. DEN/Co-ord./PGT



Motor Trolley Inspection between WRA-MDKI 'A' & 'B' Line



Elephant foot prints underneath minor water way bridge.

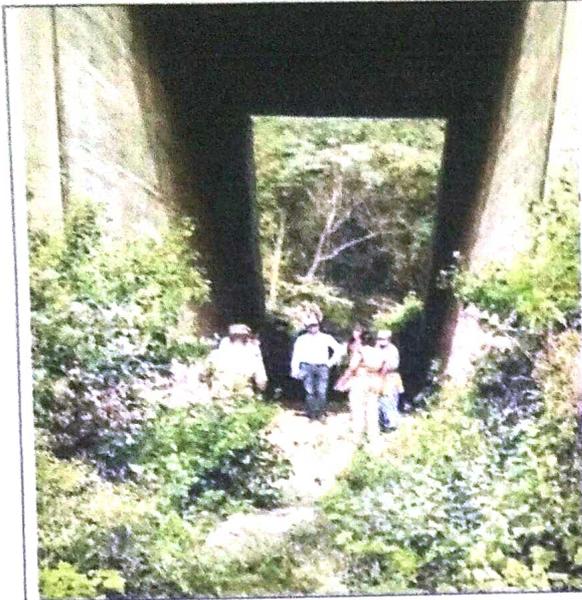


12.2 m span water way bridge being used by elephants to cross

TC

[Handwritten signature]

Mr. DEN/Co-ord./PCU



Inspection of minor bridges where elephants are crossing.



Inspection of minor bridges where elephants are crossing.



Inspection of bridge.

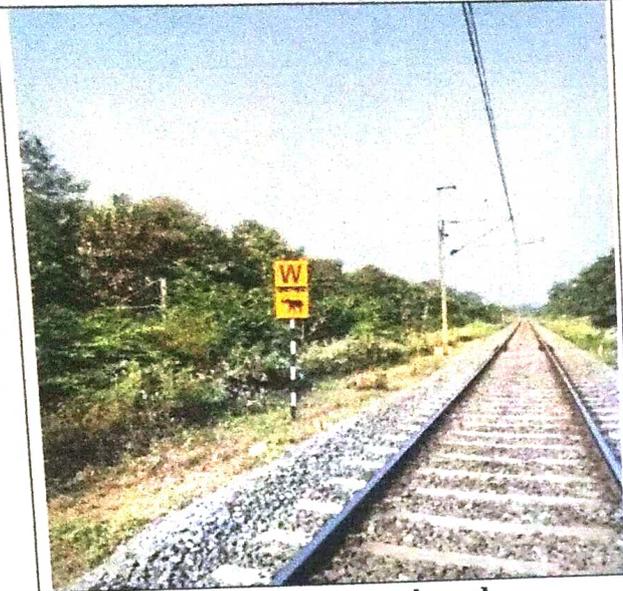


Elephant foot print underneath the minor bridges

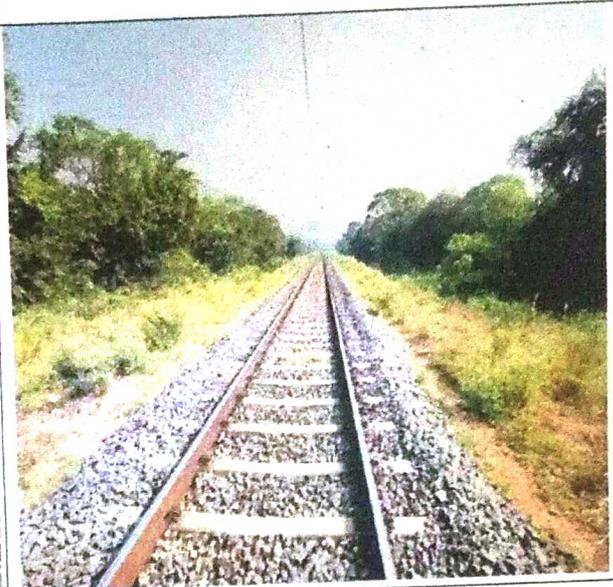
TC

P. J. Lal

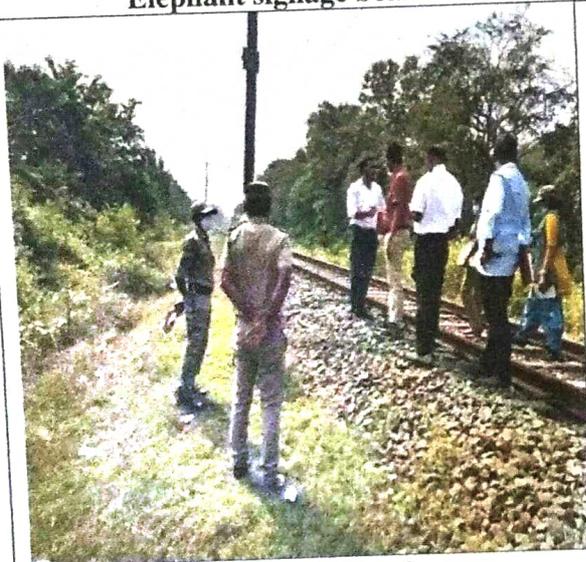
पथ संची / तह. / पथ८
Sr. DEN/Co-ord./PGV



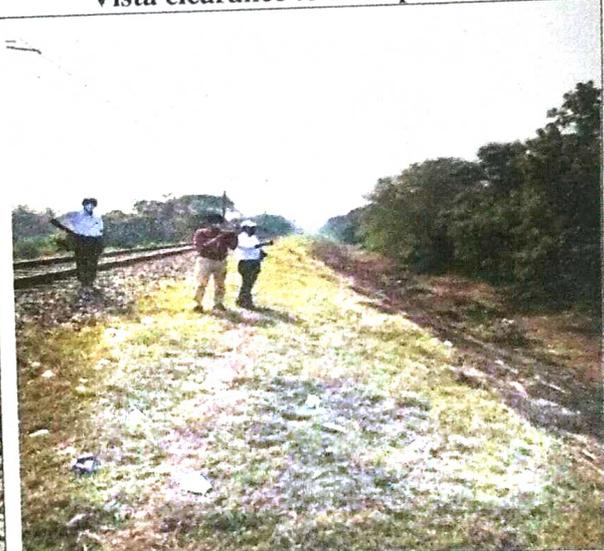
Elephant signage board



Vista clearance to be improved.



Inspection of track

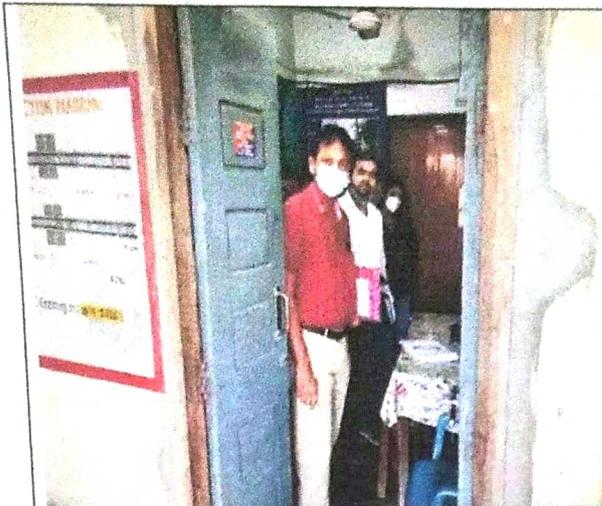


Inspection of track after improving vista clearance.

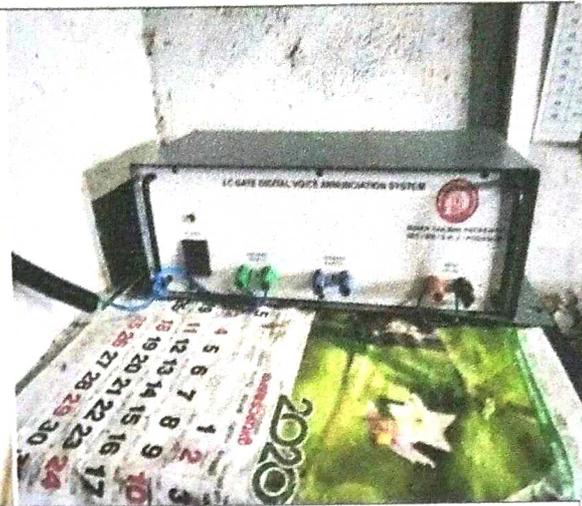
TC

J. K. S.

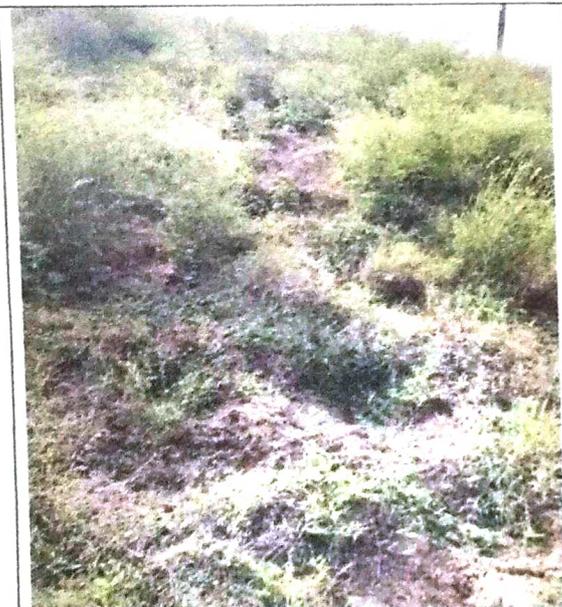
बम दवा / बम. / पबस
Sr. DEN/Co-ord./PGV



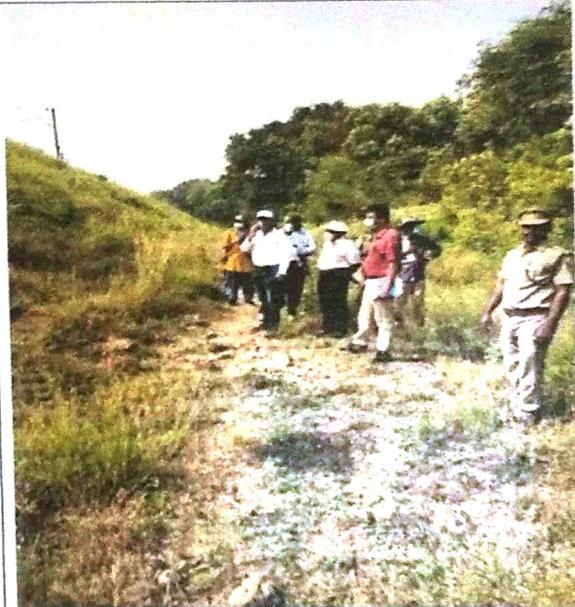
Inspection of Honeybee sound apparatus at LC 152



Inspection of Honeybee sound apparatus at LC 152



Elephant footprints on the embankment where under pass is proposed

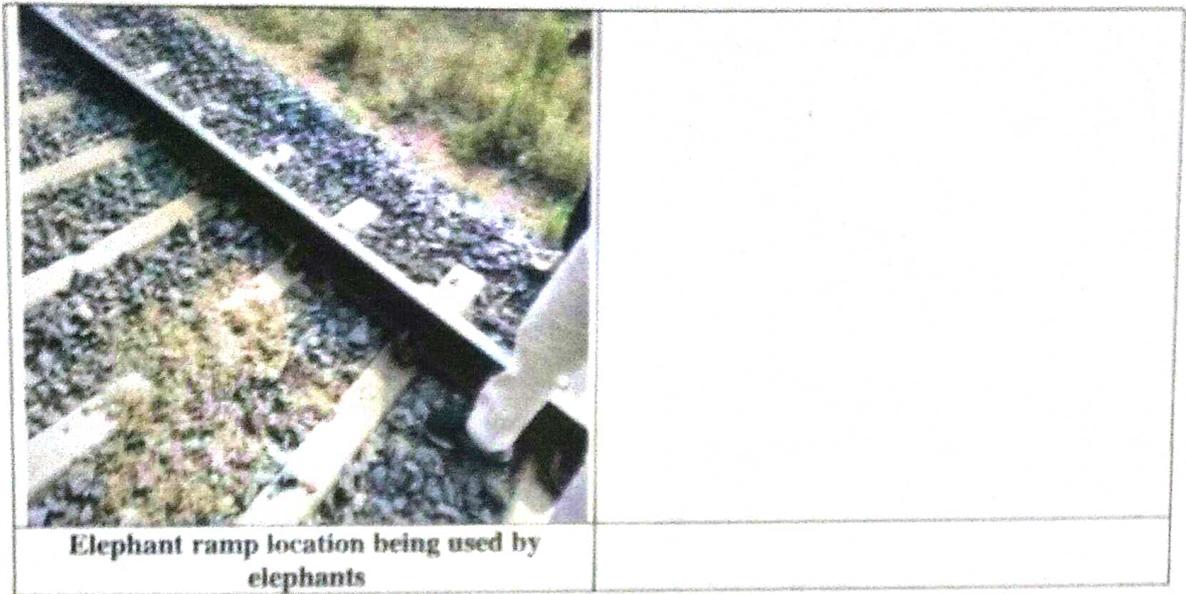


Elephant footprints on the embankment where under pass is proposed

TC

[Handwritten signature]

Mr. DEN/Co-ord./POV



Elephant ramp location being used by elephants

TC
P. Lal

Mr. DEN/Co-ord./POB

दक्षिणरेलवे/ Southern Railway

No J/W.512/11

मंडलकार्यालय/ Divisional Office

संकर्मशाखा/Works Branch

पालक्काड/ Palghat

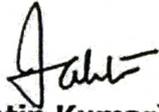
दिनांक /Dated: 07.01.2022

DFO/PGT

Sub: Request for permission to cutting/lopping of vulnerable trees in forest land between WRA-KJKD- reg.

In connection with cutting/trimming of vulnerable trees in forest land which is endanger to railway safety and required vista clearance & better increased visibility for train drivers, there are 82 Nos trees on A Line & 31 Nos on B Line are to be cut and removed between WRA-KJKD sections. Hence, it is requested to grand permission to cutting/lopping of these trees as early as possible in view of safety.

List of trees is enclosed herewith for kind information and necessary further action.


(Jatin Kumar)
DEN/East/PGT

C/ DSE/ Pooj/ East/ PGT

TC



पय हंकी / सम. / पय
Sr. DEN/Co-ord./PGT

BEFORE THE NATIONAL GREEN TRIBUNAL,
SOUTHERN ZONE AT CHENNAI
(UNDER SECTION 18(1) READ WITH 14
OF THE NATIONAL GREEN TRIBUNAL ACT

Application No. 157 of 2020 (SZ)

In the matter of:

People for Cattle in India(PFCI)
Represented by its founder
Mr.G.Arun Prasanna
Having office at
8/22, Ragaviah Road
T.Nagar, Chennai – 600 017

...Applicant

Vs

1. Additional Principal Chief
Conservator of Forests
Coimbatore Circle
Kurinji, Mettupalayam Road
Coimbatore – 641 043
And 10 others ...Respondents

REPLY STATEMENT FILED BY
RESPONDENTS 8 TO 11

P. K. Muthamil Raja
19/2/22
K.M. / 440
Sr. DEN/Co-ord./PGT

K.MUTHAMIL RAJA
Counsel for Respondents 8 to 11