

sesa goa iron ore

28/10/2020

To whomsoever it may concern

Plan for the transportation of the minerals proposed to be raised from the Mining Lease No.2677

Transport system:

- 1. Currently, this mine has three exit routes namely Gate-1 (Mines to Sasalu railway siding), Gate -2 (Mines to BBH railway siding) and Gate-3 (Direct road via Bheemasamudra).
- 2. The produced ore will be transported through 35 tons capacity dumpers inside the mine area to the Crushing/Screening plant to get the end products like calibrated lumps (+6mm-40mm) and fines (-10mm). The ore production will be dispatched by road as well as by rail.
- 3. Proposed Pipe Conveyor System: However, we propose to establish a suitable Pipe Conveyor System to avoid surface transport and help to reduce the environmental footprint substantially. The proposed system of transportation will have following key features:
 - Total length of the conveyor including the tripper conveyor would be about 3.50 km
 - Proposed to achieve a capacity of about 6 rakes/day.
 - Designed for 330 days for conveyor and 12hrs per day considering operation during day light (6am to 6pm) with 24000 TPD, 2000 TPH.
 - Two shifts conveyor operation and 3rd shift for maintenance.
 - Reclaiming of material is proposed to be through Pay loaders.
 - Project will be implemented in two phases.

Additional information: In case of rail, the iron ore (about 70-80%) will be transported from the mine to the Railway siding at BBH by own Volvo trucks of 35tonnes capacity and later through Conveyor Belt and to Sasalu through hired tippers of 10 tonnes capacity. At railway siding, ore will be loaded into railway wagons and transported up to the end user destination. About 20-30% of ore production will be directly transported by existing road network of mines to Bheemasamudra village road joining state highway and connecting to National Highway No.13.

Thanking you,

Yours Sincerely

Meghna Ghosh

(Authorized Signatory)

VEDANTA LIMITED