

Summary of the Forest Clearance

1. Mine Plan:

- a. 1st Mine Plan for Mangrol-Valia Lignite Mine was approved by Ministry of Coal on 23.01.2002 with lignite production of 4.20 MTPA over an area of 2059.68.29 Ha. On basis of which an ML of 2059.68.29 Ha was granted.
- b. Subsequently, first revision was approved by Ministry of Coal in 08.06.2010 with expansion from 4.20 to 7.40 over an area of 3710 Ha.
- c. Second revision was approved on 23.11.2015 with reduced area from 3710 Ha. to 3019 Ha. (By reducing dump area as suggested by Expert Impact Assessment Committee of MoEF&CC) but with same production of 7.4 MTPA.
- d. Third revision was approved by Ministry of Coal on 28.09.2020 with reduced area as 2059.68.29 Ha. and reduced lignite production as 5.4 MTPA as one of the End Use Power Plant of 500/600 MW is not coming up.

In this approved Mine Plan, the diversion/shifting of the part of the State High way No. 166 (Kosamba-Vankal measuring about 2.0 KM) between Mosali Chowkdi and Ukai-Kankrapar Main Canal, beside the Narrow Gauge Kosamba-Zhankhav Railway line, for using the part of the existing SH-166 road land for extracting Lignite, is mentioned and subsequently approved the Ministry of Coal. On both sides of this existing road, an area covering about 4.80 Ha of protected forest land belong to Social Forestry department will be shifted near to the Narrow Gauge Kosamba- Zhankhav Railway line and land with the social forest, will be used for Mining purpose.

During the proposal for diversion of 4.48 Ha, Protected Forest land on SH-166, Kosamba-Velachha-Mosali-Jhankhav Road in Mangrol Taluka, Dist: Surat, Joint survey had been carried out by RFO, Mangrol, Forest Department, DCF, Surat and GIPCL Officials during October, 2019, with the help of DGPS and the final measured area was **3.0684 Ha**. Accordingly, GIPCL had applied for the diversion of **3.0684 Ha** Protected Forest Land.

GIPCL has not commenced mining activity in and around 3.0684 Ha. of Protected Forest land on SH-166 Kosamba-Velachha-Mosali-Jhankhav road in Mangrol Taluka, Dist: Surat.

2. Environment Clearance:

EC was obtained on 21st July 2003 with production cap as 4.2 MTPA. At present, proposal (IA/GJ/CMIN/83120/2018) of expansion from 4.2 MTPA to 5.4 MTPA is under process where in standard ToR has been granted on 17.01.2019.

Latest certified compliance report was obtained from regional office Bhopal on 20.03.2020.

Half Yearly Compliance is submitted regularly. Last half yearly EC compliance report was submitted online on the Parivesh Portal of MoEF&CC on 18/08/2022 for the period Jan to June, 2022.

3. Issues:

- a) The EC letter of 2003 does not find any mention of forest land.
- b) The Form-1 of the expansion project mentions the presence of forest land as 4.80 Ha. Whereas, during the proposal for diversion of 4.48 Ha, Protected Forest land on SH-166, Kosamba-Velachha-Mosali-Jhankhav Road in Mangrol Taluka, Dist: Surat, Joint survey had been carried out by RFO, Mangrol, Forest Department, DCF, Surat and GIPCL Officials during October, 2019, with the help of DGPS and the final measured area was **3.0684 Ha**. Accordingly, GIPCL had applied for the diversion of **3.0684 Ha** Protected Forest Land. Hence, the actual area of forest is 3.0684 Ha.

4. Compensatory Land availability and its Approval:

Office of the Principal Chief Conservator of Forest, vide No. FCA/31/A/273/2021, dated 30.08.2021 has already identified the land for compensatory afforestation scheme at cost of 17,27,000/- INR at Ghodbar, Taluka –Mangrol, Range – Vankal of Surat.

Deputy Conservator of forest also approved the land suitability certificate and afforestation cost of INR 17,28,000.

5. Approval for Relocation of road by Roads and Housing Department on 30.07.2012:

Road and Housing Department on 30.07.2012 vide GoG R&B Division, Sr. No. SHR/272007/693/(8)/C, 14/2 Sardar Bhawan Sachivalaya have already given permission for relocation of land with conditions. R&B department has approved the Right of Way of the road with its drawing for implementation. It is important to mention point no. 8 & 9 which clearly reads as Old road will be removed after completion of the new road as per approved path and that maintenance and repair of the new road will have to be done by GIPCL at their own expense for 5 years and no toll tax can be levied for that.