

Justification for Locating the Project in the Forest Land

In exercise of the powers conferred under section 10(B), Mines and Minerals (Development and Regulation) Act, 1957, in accordance with the Minerals (Evidence of Mineral Contents) Rules, 2015 and The Mineral Auction Rules, 2015 notified there under and Supreme Court Judgement, Government of Karnataka had identified C Category Iron ore mines for electronic auction for grant of mining lease.

Accordingly, the auction of **M/s. V.S. Lad & Sons ML No. 2290** (One of the C Category Mines) was held on 6th October 2016. In the auction, JSW Steel Ltd. has been declared the preferred bidder under clause 8.1B(c) of Tender Document. The office of Commissioner and Director, Department of Mines and Geology, Karnataka has issued Letter of Intent (LoI) vide LoI no. **DMG/MLS/CCA/12/2290/2016-17** dated 26.10.2016, and has declared the successful bidder vide letter no. **DMG/MLS/AUC/'C'-2290/2017-18** dated 16.05.2017 after the submission of Performance Security and Mining Plan.

The mining lease will be granted, once all the Clearances, Permits, Consents, NOCs are submitted to sign the Mine Development & Production Agreement. Therefore, to commence the above-mentioned process, we have already put up a proposal to obtain the prior approval of Govt. of India under Section 2(ii) of Forest (Conservation) Act, 1980, for the lease area(**100.54 Ha.**) being specified in the sketch provided by the Central Empowered Committee.

Now, JSW Steel Ltd. has proposed to obtain prior approval of Govt. of India & Govt. of Karnataka under Section 2(ii) of Forest (Conservation) Act, 1980, for the Existing/Proposed Approach Road leading to the said mining lease, A Downhill Pipe Conveyor, 3 nos. of Service Roads for Installment & Future Plant Maintenance of Pipe Conveyor at the steep gradient. The overview of these elements are as follows:

- 1. Approach Road:** We have planned for Approach Road in such a manner that it will surely serve the purpose of diversion of minimal forest area. Therefore, we have intended to utilize a major part of existing approach road over an extent of 2.592 ha. (Length 2592.0m., width 10.0m.). The remaining route is a fresh forest area with an extent of 1.155 ha. (Length 1155.0m., width 10.0m.)
- 2. Down Hill Pipe Conveyor:** We have proposed to adopt a very environment friendly and a cost effective mode of transporting the material from the mine head to the JSW Steel Plant at Toranagallu. We have planned to install the Pipe Conveyor leading to our steel plant, which will be facilitated, by a number of Downhill Pipe Conveyor from the Mine heads of JSW Mining Leases. One of the Downhill Pipe Conveyor has been planned to be laid down from Devadari Iron Ore Mine ML No. 2290, which will meet the Main Pipe Conveyor (FP/KA/OTHERS/19136/2017, 1.645 Ha.) near survey no. 89. The extent of forest area involved in this segment is 0.854 ha. (Length 712m., width 12.0m.)

We also have planned to lay down the main transmission line cable and a water pipe line all along the trusses of the above-mentioned downhill conveyor to our mine head. This initiative will certainly eliminate the diversion of extra forestland for transmission line & water pipeline.

- 3. Service Roads:** The service roads are the main access roads, which will facilitate the installment of Downhill Pipe Conveyor and future maintenance of the same. A total number of three service roads are necessary for the said purpose. The details of these service roads are mentioned in the following table:

Details of the Proposed area of diversion for Approach Road, Downhill Pipe Conveyor, Service Road, Transmission Line & Water Pipe Line				
Sl. No.	Segment Name	Length	Width	Area
		m	m	Ha.
1	New road proposed in virgin area for FC	1155.00	10.00	0.839
2	Service road proposed for downhill pipe conveyor (SR-1)	298.00	10.00	0.298
	Service road proposed for downhill pipe conveyor (SR-2)	202.00	10.00	0.202
	Service road proposed for downhill pipe conveyor (SR-3)	170.00	10.00	0.170
3	Existing road proposed for FC	2592.00	10.00	2.592
4	Proposed Down Hill Pipe Conveyor (DHPC) for FC	712.00	12.0	0.854
Total				5.271 Ha.

The transportation of Iron ore using Pipe conveyor has many advantages:

- i. Best means of transportation to ensure zero spillage and save precious mineral resources.
- ii. Saves fossil fuel which otherwise would be used for road transport.
- iii. Reduces burden on the transport infrastructure such as road and rail, prevents accidents.

- iv. Reduces emissions associated with road transport such as gaseous pollutants, dust and particulate matter.
- v. Minimal particulate emissions at loading and unloading points.
- vi. Faster means of transportation and saves times and resources.
- vii. Flexibility in transportation and continuity of Conveying.
- viii. Hassle free transportation and least logistic issues.
- ix. Extremely high environmental friendliness. It is pollution free transportation and no dust, fugitive emissions as in case of any other means of transportation.
- x. Less strain on the existing government infrastructure and facilities.

To optimize the conveyor profile with existing ground profile, choice of route is restricted at such a steep gradient. The route has been planned to minimize forestland. The corridor for the downhill conveyor is kept bare minimum of 12.0 m. In addition, there were some inherent limitation because of typical project components making restriction on the turning radius of the downhill pipe conveyors. The three numbers of Service Roads will ease the access for installment & maintenance of Downhill Pipe Conveyor at such a steep gradient. Therefore, the service roads are needed to be located in the forestland only. The forestland for approach was kept minimal using a major part of existing approach road. Since the approach road is a critical element, which will serve the access to the mining lease for transporting Men, Machinery & Material, the project is located in the forestland. The material will also be transported by using Dumper or Dumper-rail mechanism, until the pipe conveyor comes in operation but approach road cannot be ignored, as it is a very important feature for transportation of men, machinery and material.

So far, it can be justified that the said project were planned to minimize the diversion of forestland but avoiding the forestland completely was impossible. Therefore, the project was located in the forestland and there are no other shorter routes available, which can further lower the diversion of forest area