

TRANSPORTATION PLAN

The transportation of ore from the mine head to dedicated railway siding is done through trucks. This accounts for 70% of the dispatches. The remaining 30% of the transportation is done by trucks to such locations where the customer's requirement is at a short distance and railway facilities are away from their plants. The railway siding is around 2 km from the mine head (stock yard) and 500m from the lease boundary. With a view to reduce road transportation the mine to the bare minimum thereby reducing dust and carbon emission, the company conceptualized the creation of a railway spur line from the main railway line till adjacent portion of mine lease. This reduced the huge convoys of trucks. which would otherwise have to carry large quantities of ore, disturbing and polluting the area in the vicinity of the mines. This step has a positive impact by reducing the ensuing pollution significantly.

Salient features of the spur line are:

Length of Line: 7.2 Km.

Total length of tracks laid: 10.5 km

No. of loading platforms: 2

Average loading capacity: 10,000 to 15,000 tons/day

Loading hours: Round the clock/24 hrs

Approx. Cost of the line: 100 crores

Existing Transportation Facility

Transport of the mineral is being done locally through hired truck/dumpers after passing through the weighbridges within the lease area. Internet and networking railtel facilities have also been established to download the permits (Forest, DMG, VAT, etc.). The documents are issued at centralized plaza (where all permits and relevant documents are issued at one place).

The available truck/transport facilities are as follows:

- 31 tonnes capacity trucks of 30 Nos. are used exclusively for railway.
- 16 tonnes capacity trucks of 1200 nos. is used for Road transport to different destinations.
- 10 tonnes capacity of 30 nos. used for Road transportation to different destinations.
- Transport from mining face up to railway siding after covering it with tarpaulin.

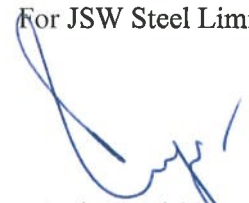
Proposed Transportation Facility

At the main railway junction of Chikajajur - Amritapura, where the railway spur line gets connected, it is proposed to have a Y- type connection from their line connecting to the main line. At present, the railway wagons coming from Guntakal sector are taken to Chikkajajur and then return to MMEC (BBH) siding. With this proposed to Y- loop, the wagons can directly connect to MMEC (BBH) siding. By the proposed Y- loop, more number of wagons can be added at the siding so that maximum material can be transported by rail, which in turn will bring down the road traffic and pollution.

Place: Ballari

Date: 25.02.2020

For JSW Steel Limited



Authorized Signatory