



Rungta Mines Limited

MAIN ROAD, BARBIL - 758 035, DIST. - KENDUJHAR, ODISHA, INDIA

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Annexure- VII

Justification for locating the project in forest land

M/s Rungta Mines Ltd. has been declared as preferred bidder for grant of Mining Lease of Jumka Pathiriposhi Pahar Iron Ore Block. The Letter of Intent has also been issued by Government of Odisha, Steel & Mines Department vide No. 8716/SM, Bhubaneswar, dated 28.10.2021. The Validity of LOI is for a period of 3 (three) years from the date of its issuance. According to this process calendar for grant of mining lease the last date of execution of mining lease deed will be 27.10.2024 i.e. 3 years from date of issuance of letter of intent (LOI).

As per the data provided by Directorate of Mines, Steel & Mines Department, Government of Odisha, the total mining lease DGPS surveyed area is 158.509 Ha (156.978 Ha forest + 1.531 Ha Non-forest). Total Iron Ore Resources of all grades are 140.28 MT. Mining plan has been approved by Indian Bureau of Mines, Bhubaneswar vide letter No. MP/A/18-ORI/BHU/2021-22 dated 24.11.2021. The proposed production of iron ore is 3.5 MTPA, which will be increased due course of time.

Further, the user agency has applied through online for diversion of the forest land under section-2(ii) of the Forest (Conservation) Act, 1980 for approval of the Central Government. The proposal number is (FP/OR/ ROAD / 154639 /2022, State Serial No-OR-035/2022 dated 07.05.2022).

The iron ore will be supplied to different steel plant, sponge iron plant, pellet plants etc. for ultimate production of Steel and also for export to earn foreign exchange for development of our country. Transportation shall be made through public railway siding as well as through trucks directly to destination.

There is no transportation road through which iron ore will be supplied to the different destinations including Kamanda Steel plant. The nearby available existing roads are passing through village habitations and through the existing leases of Jaldihi mine & Kanther Koira mine. The existing road is also not suitable for heavy traffic density.

Now, the User Agency has proposed to construct a dedicated separate road from Jumka Pathiriposhi Pahar Iron block of M/s Rungta Mines Limited to the existing Koira-Belakudar-Patamunda road, at village Belakudar over a distance of 12.291 Km (12.135 Km in Forest area + 0.156 Km in Non-forest area) for transportation of Iron Ore to the desired destination. The average width of the road will be 10.776 mt. 13.077 Ha Forest land and 0.168 Ha Non-Forest land will be involved in the instant proposal. Without the proposed transportation route, the mining activities cannot be carried out in the above said block.

For RUNGTA MINES LIMITED

Hemachand
Director



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The project would generate employment opportunities of 10 (Direct) and 30 (Indirect) persons through contractors for the local people. The proposed project cost will be Rs 5500 Lakhs (Approx.).

It is imperative to mention here that the said alignment of the forest land does not form part of National park/Wild life sanctuary or habitat of any endangered or threatened species of flora and fauna.

M/s Rungta Mines Ltd. has surveyed all possible routes for transportation of Iron Ore from Jumka Pathiriposhi Pahar Iron block to desired destination. Out of the three possible routes, the **Route No-1** is found to be the most suitable route in terms of involvement of forest land, avoiding human habitation and aquatic bodies as well as minimum land degradation.

ROUTE-1	ROUTE-2	ROUTE-3
Length-12.291 km	Length- 13.920 km	Length-13.750 km
Forest land involved for diversion is 13.077 Ha.	Forest land involved for diversion is 13.275 Ha.	Forest land involved for diversion is 13.196 Ha.
The road will not pass through any habitation or existing leases.	The road will pass through the Khajurdihi RF and through village habitations.	The road will pass through the existing leases and through village habitations.
Favorable road profile and gradient for vehicular movement.	The road gradient is not suitable for vehicular movement.	The width of the road is not suitable for heavy vehicular movement. The road gradient is not suitable for vehicular movement.

Hence, diversion of 13.077 Ha forest land under section-2 (ii) of the Forest (Conservation) Act, 1980 is essential for Construction of transportation road from Jumka Pathiriposhi Iron ore Block of M/s Rungta Mines Limited to the existing Koira-Belakudar- Patamunda road, at village Belakudar to commence mining activities in the auctioned block within the stipulated time.

For RUNGTA MINES LIMITED

Hemachand
Director