ANNEXURE-XXIV

JUSTIFICATION FOR LOCATING THE PROJECT IN FOREST AREA

1. OMC, a State Government undertaking, is mandated to supply Iron ore to various Iron & Steel industries of the State, especially to those who have signed Memorandum of Understanding (MOU) with the state Government.

2. The annual production of Kurmitar Iron Ore Mines of OMC has now been proposed to be enhanced to 6.0 MTPA.

3. The Run of Mines (ROM) of Kurmitar is processed for production of sized ore (10 to 40mm) known as Calibrated Lump Ore (CLO) and fines (-10mm size). The CLO as well as fines are presently sold to various Iron and Steel Industries of the State by road in trucks/dumpers. On an average, about 2000 truck load of ore is sold daily from the mines to various buyers. All these trucks use the 12 km long Barsuan-Kurmitar road which is the only available road to access Kurmitar hill top and therefore, is the life-line of Kurmitar Iron ore mines. The total quantity of iron ore produced in the mines cannot be sold leading to huge accumulated stock.

4. The existing Barsuan-Kurmitar Ghat road cannot cater to transport 6.00 MTPA of iron ore which will defeat the very purpose of enhancement of production capacity. Therefore, OMC has felt the need to install a Mechanical Evacuation System (Conveyor Belt System) for bulk transport of iron ore from Kurmitar ML area to appropriate site located downhill from where the ore can be transported smoothly by road or rail.

5. A team of experts from M/s Engineers India Limited (EIL), Delhi extensively surveyed the area to finalize the route of proposed Mechanized evacuation System. The team examined various options and possible routes for mechanized evacuation system and recommended to use 217.927 ha of forest land.

Subsequently, when it was decided by OMC to take up the entire mining activities including evacuation through Mine Developer and Operator (MDO) mode, M/s Digital Cartography Services Pvt. Ltd., Bhubaneswar, an ORSAC empanelled agency, M/s. DMT Consulting (P) Ltd. India, Kolkatta and M/s DIMTS Ltd, Delhi were engaged by the MDO to identify the best conveyor corridor. The topographical survey details were also examined by M/s Conveyor Dynamics, Inc., USA for its suitability. Considering the boundary conditions that source and destination is fixed and as per the guidelines of linear diversion two alternate routes have been examined and indicated on the Survey of India Topo sheet No. N 45 F 1 to formulate a complete proposal. The study report of the entire three conveyor corridor route is given as under:

CONVEYOR CORRIDOR ROUTE NO. 1

This is the most acceptable route (PC-1) as per the survey work conducted by the team of experts. During the preliminary survey period the PC-1 is identified from the Satellite imagery and

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subsequently ground checked. The following are some of the observations for which the experts inclined to select this path:

- Less vegetation cover and less number of tress are required to be felled.
- The approach road is existing for most part of the proposed corridor.
- Movement of man and material at construction site is easy and safe for construction.
- Minimum forest area required for making approach road to conveyor corridor for construction and maintenance of the corridor and installed machineries.
- Gentle gradient requiring less forest area for trestle foundation.
- Height of the trestle varies from 2.5 m to 30 m at few places.
- Maintenance road can be built safely with the available gradient.
- Forest area is minimum estimated based on the actual design of the superstructures.
- The entire stretch of land is in forest as no other non-forest land is available nearby.
- This will reduce the traffic load and pollution load will be minimum.
- It will comply the general observation of Govt. of India while granting EC and FC.
- It does not encompass any agricultural land.
- It comprises BHJ as foundation rock which is competent to withstand the load.
- It doesn't include any Wild life Sanctuary or any National park.
- Diversion of Natural drainage is not coming in to picture.
- Rehabilitation of land oustees is not involved.
- Approach road for O & M of the belt conveyor & the super structures will occupy very less forest area.
- The total length of the corridor is nearly 8.315 KM.
- Area proposed to be covered by corridor of 15.0 mtr width is 12.47 ha. Including dispatch area 1 and 2, the total forest area for diversion comes to 86.479 ha.

CONVEYOR CORRIDOR ROUTE NO.2

This corridor (PC-2) was also surveyed by the team of experts of M/s Digital Cartography Services Pvt. Ltd. Bhubaneswar, an ORSAC empanelled agency, M/s. DMT Consulting (P) Ltd., India, Kolkatta and M/s DIMTS Limited, Delhi. The following are the observations:

- The topography is very rugged and difficult to approach.
- The trestle height in this corridor varies from 6 m to 50 m at different places.
- Approach roads for construction will occupy more forest area.
- The total length of the corridor is nearly 9.892 KM.
- Area proposed to be covered by corridor of 15.0 mtr width is 9.892 ha. Including dispatch area 1 and 2 the total area for diversion comes to 88.987 ha.
- Approach road passes through dense forest cover.
- There will be a more transfer points due to level difference and turnings
- The entire stretch of land is in RF & PRF.

- No other non-forest land is available nearby.
- The gradient of the corridor will be very steep & technically not acceptable.
- Approach road for O & M of the belt conveyor & the super structures will occupy very less forest area.
- Economically not viable and practically not feasible for construction.
- This route is not acceptable.

CONVEYOR CORRIDOR ROUTE NO.3

This corridor (PC-3) was also surveyed by the team of experts of M/s Digital Cartography Services Pvt. Ltd. Bhubaneswar, an ORSAC empanelled agency, M/s. DMT Consulting (P) Ltd India, Kolkatta and M/s DIMTS Limited, Delhi. The following are the observations:

- The topography is very rugged and difficult to approach.
- The trestle height in this route is more than 50 m at various places.
- At various places, approach roads to access the corridor are required.
- The requirement of forest land in the form of approach road is more.
- This is not safe to shift man and machinery compared to corridor no.1 & 2.
- The total length of the corridor is also nearly 10 km.
- Dense forest cover and undulating topography.
- The total length of the corridor is nearly 9.516 KM.
- Area proposed to be covered by corridor of 15.0 mtr width is 14.274 ha. Including dispatch area 1 and 2 the total area for diversion comes to 88.423 ha.
- The route is not safe for taking machineries including ancillary equipments required for construction.

Out of the three corridors examined, Corridor Route No.1 is acceptable and proposed for diversion of forest land.

T Basa

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