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Ref: TEMPL – LP /DFO/2025-26/01 Date-15.05.2025

To

Divisional Forester Officer
Keonjhar Forest Division
Keonjhar

Sub- Submission of individual transporting routemap for Laserda Pacheri Manganese & Iron Block in favour of M/s Thriveni Earthmovers Private Limited in Keonjhar district of Odisha.

Ref: As VC metting conducted by RCCF,Rourkela

Dear Sir,

With reference to the above captioned subject and reference, we are submitting the routemap for transporting of mineral from the ML area of Laserda Pacheri Manganese & Iron Block favour of M/s Thriveni Earthmovers Private Limited to the nearest Railway siddings i.e Bolani & Barbil and National Highway 520.

Enclosed as above.

Thanking You

Your Sincerely

For Thriveni Earthmovers Pvt.Ltd.

V. Kumar
(Vice President)

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TRANSPORTATION PLAN OF 1.655 MTPA OF IRON & MANGANESE ORE (IRON ORE 1.545 MTPA + MANGANESE ORE 0.11 MTPA) FROM LASERDA- PACHERI MANGANESE & IRON BLOCK.

ESTEMATED RESERVE & PRODUCTION CAPACITY

The Reserve estimated in the approved mining plan of Laserda – Pacheri Manganese & Iron block is only 8.37 MT (Million Tone) for Iron Ore & 7.37 MT for Manganese Ore by considering 235 of Bore Hole (Core drilling). We are planning to commence the mining activities after receipt of all required clearance with a production capacity of 1.545 MTPA for Iron & 0.11 MTPA for Manganese Ore.

PROPOSAL FOR TRANSPORTATION OF MINERAL

The ore transportation from "Laserda – Pacheri Manganese & Iron block" will be followed as per the Recommendations of CSIR-NEERI and the suggested Ore transportation mode will be "SOTM 3 (for production between 1 and < 3 MTPA): minimum 70% by public Railway siding and maximum 30% by road-direct to destination or by the public Railway line or above options". Out of the total Annually production 1.655 MT (1.545 MT for Iron + 0.11 Mt for Mn), 1.155 MT (70% of 1.655 MT) will be transported by nearest Railway siding Bolani & Barbil and balance quantity of 0.50 MT will be transported through road or through above railway siding.

Whereas the Laserda Manganese & Iron Ore Block was granted for merchant Mining purpose and it is not oppertating due to non obtaining of final forest clearance, so it is not possible to showing the destinations are transport through road . After started the operation only , we will able to know the buyers and their destinations.

DIATANCE OF RAILWAY SIDDING AND NATIONAL HIGHWAY FROM LASERDA PACHERI Mn & IRON MINES			
SL NO	LOCATION	DISTANCE FROM MINES (In km)	ROAD TO BE USED
1	BOLANI RLY SIDDING	5 km	EXISTING KIRIBURU - BHADRASAHI
2	BARBIL RLY SIDDING	12 km	
3	NH-520 (Bhadrasahi)	17 km	

EXISTING ROAD FOR RAILWAY SIDDING & NH 520

A blacktop double lined road (Bhadrasahi- Kiriburu) is passing adjacent to ML pillar 15 & 16 of Laserda – Pacheri mines is connecting to the NH-520 at Bhadrashi (17 km) and it also connecting both Bolani & Barbil railway siding.The said road will be used for transportation of ore to railway siddings and to reach NH 520 at Bhadrasahi. As there are no other mines depending upon the above road, so it is always free from traffic. We are planning to use above road for transportation with taking all necessary precautionary measures for safety & environment.

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REASONS FOR NOT USING INDIVIDUAL LONG RANGE TRANSPORTING PLAN.

Whereas the estimated reserve of Iron ore is only 8.37 MT, it may be finished within 6 to 7 years (8.37 MT@ 1.545 MTPA) from starting of mines, then only production of Manganese ore will be continued manually @ 0.11 MTPA .So after 6 to 7 years starting of the mines ,only 0.033 MT (30 % of 0.11 MT) of manganese ore per year will be transported through the road.

As Laserda – Pacheri Manganese & Iron block is a small reserve deposited and short life period of mines, so it is not possible to prepare any individual long range transporting plan i.e. slurry pipeline or conveyor belt or railway siding. So, our mode of transporting of ore is maximum through public railway and minimum direct destination through road. Further we will follow the transportation through the common conveyor belt, slurry pipe, railway, etc. if any developed by state governments to minimize the road transportation. Google image showing the road connecting nearest railway siding and NH-520 enclosed as **Annexure-1.**

We request yours good office to do needfull for onward transmission of the compliance for grant of Stage-II approval in respect of Laserda Pacheri Manganese & Iron Block in favour of M/s Thriveni Earthmovers Private Limited at the earliest.

Thanking You

Your Sincerely

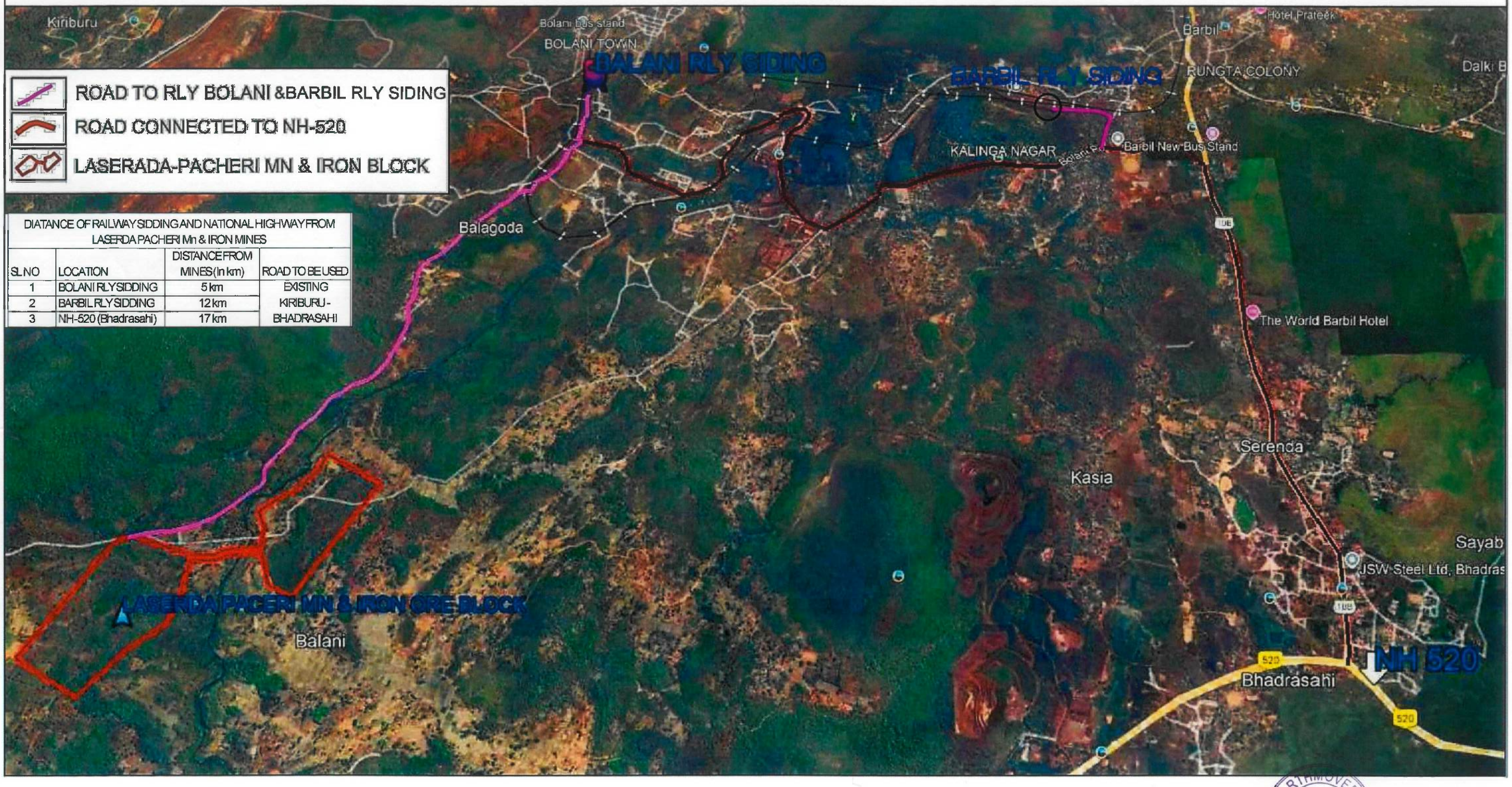
For Thriveni Earthmovers Pvt.Ltd.

THRIVENI EARTHMOVERS PVT. LTD. THRIVENI

V. Kumar

(Vice President

GOOGLE PLAN SHWOING THE LOCATION OF RAILWAY SIDING & ROADS WILL BE USED FOR ORE TRANSPORTING FROM LASERDA PACHERI MN & IRON MINES



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Cv. Kumar