



STATE FOREST HEADQUARTERS, ODISHA
OFFICE OF THE PRINCIPAL CHIEF CONSERVATOR OF FORESTS & HoFF
PLOT NO. CD-2/12, ARANYA BHAWAN, CHANDRASEKHARPUR
BHUBANESWAR-751023

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No. /9F (MG) – 4/2023

Dated, Bhubaneswar the August' 2024

The Assistant Inspector General of Forests (FC)
Government of India,
Ministry of Environment, Forests & Climate Change (F.C. Division)
Indira Paryavaran Bhawan, Aliganj, Jor Bagh Road
New Delhi-110003

Sub: Proposal for seeking prior approval of the Central Government under Section-2 (ii) of Forest (Conservation) Act, 1980 in favour of M/s Rungta Mines Ltd. for non-forestry use of 156.978 ha of forest land (147.803 ha in Bonai Forest Division & 9.175 ha in Keonjhar Forest Division) for Iron Ore Mining and ancillary activities within Jumka Pathiriposhi Pahar Iron Ore Block under Bonai and Keonjhar Forest Division & District Sundargarh and Keonjhar – Compliance to GoI observations regarding.

Ref:- F.No. 8-08/2023-FC dated 01.07.2024 of the Assistant Inspector General of Forests (FC), Govt. of India, MoEF&CC (FC Division), New Delhi.

Sir,

In inviting a reference to the above mentioned subject, the point wise compliance basing on the reports of DFO Bonai Forest Division, DFO Keonjhar Forest Division and RCCF, Rourkela Circle are as follows:-

- i. The State Government has not complied with the Condition No.6 of the Stage-I approval dated 28.11.2023. This condition was to be complied specifically by the State Government. However, the State Govt. has informed that the User Agency has submitted undertaking duly countersigned by the DFO, Bonai Division and DFO, Keonjhar Division to abide by this condition and shall explore the possibility for transportation of Iron Ore through conveyor belt and take a reasoned decision as per the recommendation of the NEERI report. In this regard the State Government shall submit the compliance for this condition.*

Compliance: As per recommendation of Para 12.5.3 by the NEERI regarding Suggested Ore Transport Mode (SOTM), the following mode of transportation has been proposed therein.

Table 12.5: EC Capacity based Suggested Ore Transport Mode (SOTM)		
Code	EC Capacity	Suggested Ore Transport Mode
SOTM 1	≥ 5 MTPA	100% by private railway siding or conveyor belt up to public railway siding or pipeline for captive mines and 70% for non-captive mines
SOTM 2	Between 3 and < 5 MTPA	Minimum 70% by public railway siding, through conveyor belt and maximum 30% by road – direct to destination or other public railway siding or above option
SOTM 3	Between 1 and < 3 MTPA	x x x x x x

Terms of Reference (ToR) has been issued by the Ministry of Environment, Forest and Climate Change Impact Assessment Division vide No.1A-J-11015/2/2022-IA-II (NCM) dated 18.02.2022 with peak production capacity of 3.35 Million TPA Iron Ore with a total excavation of 3.98 MTPA.

As such, the SOTM 2 applies to the instant proposal. However the User Agency, the Divisional Forest Officers Keonjhar and Bonai Forest Division as well as RCCF, Rourkela Circle have furnished the following justification for transportation of Iron Ore through a dedicated approach road from Jumka Pathiriposh, Pahar Iron Ore Block to different locations/ Railway Siding which is given below:

There is no dedicated public railway siding to handle the entire ore dispatch from the mine to different destinations. The public Railway sidings are located at far distances in various directions, i.e., Barbil railway siding-36.7 Km, Bolani railway siding-36.0 Km, Banspani Railway siding-31.0 Km, Barsuan railway siding-10.7 Km and Jaroli railway siding-26.6 km from the mine (Aerial distance). It is very difficult to connect conveyor belts to all public railway siding to cater to the requirements of end users which are located at multi direction. Also it is not permissible under OMPTS (Amendment) Rules, 2021 for stacking of ore outside the lease hold area and also these public railway sidings only permit loading of rakes by dump and load basis.

The difficulties in implementing/installation of conveyor belts connecting to all railway siding are as follows.

- The topography of the path to Railway siding surrounding the Jumka Pathiriposhi mining lease will cross undulating / hilly terrain having high altitudes which technically does not permit for laying of conveyor belts and that is the reason that no conveyor belt system or

railway siding could come up in any of the existing mines. The detail topography map and the Google earth map showing the ground profile are attached as **Annexure-I & II**.

- There will be a number of belt conveyors to be installed to connect all public sidings. Only one belt conveyor from mine to any particular railway siding cannot cater to the requirements of conveying the materials to all destinations including road movement.
- It is difficult for laying out multiple number of conveyors by all lessees surrounding the Jumka mines connecting all public siding which will be crossing criss-cross and not be possible in such terrains. The details of conveyor route to different public railway sidings is enclosed as **Annexure-III** with Google maps.
- Number of fresh mining leases in the surrounding vacant mineralized area is in fast track to be auctioned by the State Govt. This will hinder the route of conveyor belt.
- The route from Jumka mines to Barbil railway siding will encounter various back to back mining leases i.e., KJST, Kanther-Koira, B.S. Mishra Mines, Teheral, Bhanjapali, R.S. Sindhu, National Enterprises, Nuagaon, Guali and Kedesala Mining Block. The same leases will be crossed by conveyor belt upto Bolani railway siding also.
- Number of Forest Diversion proposals may have to be applied for laying conveyor belts to all public railway siding for effective transportation of materials.
- Acquisition of private ST land is not allowed in Odisha under LARR Act, 2013 for a mine or its ancillary activities.
- Further, public consultation / NOC from different local bodies will be herculean task for laying of multi directional conveyor belt.

Thus, considering the above mentioned bottlenecks in multi-directional laying of conveyor belts and for a smooth and uninterrupted transport of Iron Ore from the mines to different Railway siding / destination, the user agency has applied the Forest diversion proposal over 13.077 ha. (Virgin forest land) outside the mining lease for construction of dedicated approach road over a length of 12.291 Km (12.135 Km in Forest land and 0.156 Km in Non-forest Govt. land) to connect the Jumka-Pathiriposhi Pahar Iron Ore Block to the nearest existing Koira-Belkudar-Patmunda road which is connected to NH-520 (4 lane road).

The MoEF & CC, Government of India, Regional Office, Bhubaneswar on consideration of the justification of the proposal has granted the Stage-I/In-Principle approval for construction of a dedicated approach road for transport of Iron Ore from Jukma mines (vide File No.5-ORC627/2024/2024-BHU, dated 25.01.2024).

The road proposed by the User Agency for transportation of the minerals from mines to meet at Koira-Belkudar-Patmunda road will be a by pass road to two lane (metal road).

Transportation of ore would be done by covering the trucks with tarpaulin or other suitable mechanism so that no spillage of ore / dust would take place. This road will be used for transportation of mineral to different end use plants via different public railway siding / National Highway. Judicious water sprinkling and PUC complied trucks will be practised on this road to minimize fugitive dust generation during transportation.

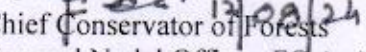
ii. The Condition No.10 of the Stage-I approval dated 28.11.2023 has not been complied. It is to be noted that the portal has a provision to list out the proposals on E-green watch portal after granting of Stage-I approval. In this regard, the State Government shall upload the KML file on E-green watch portal. The same may be complied in coordination with NIC.

Compliance: In compliance to the above, the RCCF, Rourkela Circle has reported that the KML files have already been uploaded in E-green watch portal. The Screen Shot of E-green Watch Portal is enclosed as **Annexure-IV**.

In view of the above, the compliance to the observations of Govt. of India dated 01.07.2024 is sent herewith for favour of kind information and necessary action.

Encl: Compliance in one set

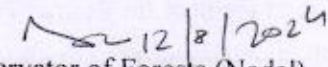
Yours faithfully


Principal Chief Conservator of Forests
(Forest Diversion and Nodal Officer, FC Act)

Memo No. / Dt.

Copy along with the compliance forwarded to the Deputy Director General of Forests (Central), GoI, MoEF & CC, Regional Office, Chandrasekharpur, Bhubaneswar-751023 for favour of kind information and necessary action with reference to F.No. 8-08/2023-FC dated 01.07.2024 of the Assistant Inspector General of Forests (FC), Govt. of India, MoEF&CC (FC Division), New Delhi.

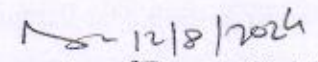
Encl: Compliance in one set


Chief Conservator of Forests (Nodal)

Memo No. **16226** / Dt. **12-08-2024**

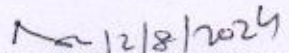
Copy alongwith the compliance forwarded to the Additional Chief Secretary to Government, Forest, Environment and Climate Change Department, Odisha, Bhubaneswar for information and necessary action with reference to F.No. 8-08/2023-FC dated 01.07.2024 of the Assistant Inspector General of Forests (FC), Govt. of India, MoEF&CC (FC Division), New Delhi and Memo No. 12117/FE&CC dated 09.07.2024 of the OSD-cum-Special Secretary to Government, FE&CC Department.

Encl: Compliance in one set


Chief Conservator of Forests (Nodal)

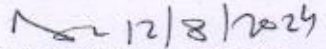
Memo No. /Dt.

Copy forwarded to the RCCF, Rourkela Circle for information and necessary action with reference to his Memo No. 3311 dated 27.07.2024.


Chief Conservator of Forests (Nodal)

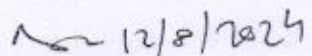
Memo No. /Dt.

Copy forwarded to the DFO, Bonai and Keonjhar Forest Divisions for information and necessary action with reference to Memo No. 3312 dated 27.07.2024 of the RCCF, Rourkela Circle to their address.


Chief Conservator of Forests (Nodal)

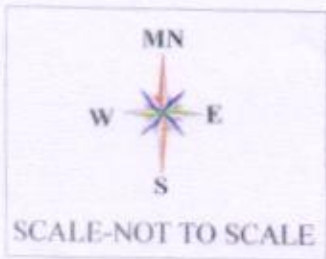
Memo No. /Dt.

Copy forwarded to the M/s Rungta Mines Ltd. At/ Po-Barbil, Dist-Keonjhar for information and necessary action with reference to Memo No.3312 dated 27.07.2024 of the RCCF, Rourkela Circle to his address.


Chief Conservator of Forests (Nodal)

55-40-870

Annexure - 1



For RUNGTA MINES LIMITED

Hemavind
Director

THE TOPO MAP SHOWING THE CONVEYOR BELT TRANSPORTATION ROUTE, THE DIFFERENT MINING LEASES, STEEL PLANT & RAILWAY SIDINGS IN KOIDA & JODA MINING CIRCLE

INDEX	
RUMKA PATHRIPOSHMI ML. AREA	
DIFFERENT ML. AREAS	
RAILWAY SIDINGS	
STEEL PLANT	
PROPOSED CONVEYOR ROUTE	

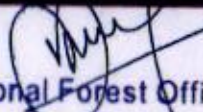
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Divisional Forest Officer
Keonjhar Division



Annexure-II

INDEX MAP SHOWING THE DIFFERENT OPTIONS OF CONVEYOR BELT FROM JUMKA MINE to RAILWAY SIDINGS & PLANT

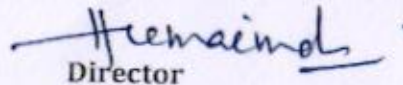



Divisional Forest Officer
Keonjhar Division


Annexure- III

Details of Conveyor Route from Jumka Mines to Steel Plant & Railway Sidings				
Sl. No.	FROM	TO	DISTANCE	REMARKS
CONVEYOR 1	Jumka Pathiriposhi Pahar Iron Ore Block	Barsuan Railway Siding	10.7 KM	The Route Passing through SAIL-Barsuan Mines, Torha & Sarkanda Reserve Forest and PVT (SC, ST) land.
CONVEYOR 2	Jumka Pathiriposhi Pahar Iron Ore Block	Kamanda Steel Plant M/s Rungta Mines Limited	14.0 KM	The Route Passing through various mines (Kedesala, Tentuldihi-OMM, ESSEL-Koira & Orahuri-OMM), Sarkanda Reserve Forest and PVT (SC, ST) land.
CONVEYOR 3	Jumka Pathiriposhi Pahar Iron Ore Block	Bolani Railway Siding	36.0 KM	The Route Passing through various mines (Kedesala, KJST, Kanther-Koira, Nuagaon & Guali), Reserve Forest (Sidhamath, Mendhamaruni & Bhabani Pahar) and PVT (SC, ST) land.
CONVEYOR 4	Jumka Pathiriposhi Pahar Iron Ore Block	Barbil Railway Siding	36.7 KM	The Route Passing through various mines (Kedesala, KJST, Kanther-Koira, B.S. Mishra, Tehrei, Bhanjapali-OMM, R.S. Sindhu, National Enterprises, Nuagaon & Guali), Reserve Forest (Sidhamath, Mendhamaruni & Bhabani Pahar) and PVT (SC, ST) land.

For Rungta Mines Limited



Director



Divisional Forest Officer
Keonjhar Division

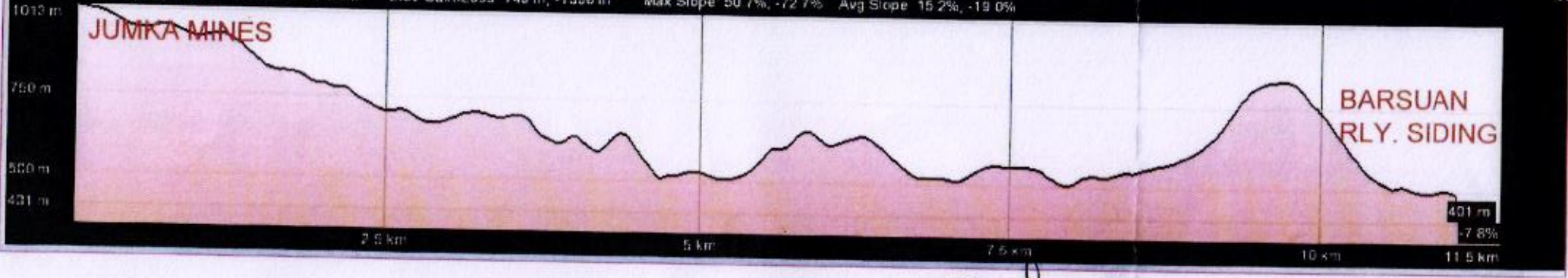
GOOGLE EARTH IMAGE SHOWING CONVEYOR BELT FROM JUMKA MINES to BARSUAN RAILWAY SIDING (mRL-420)



Image © 2024 Airbus
Image © 2024 CNES / Airbus

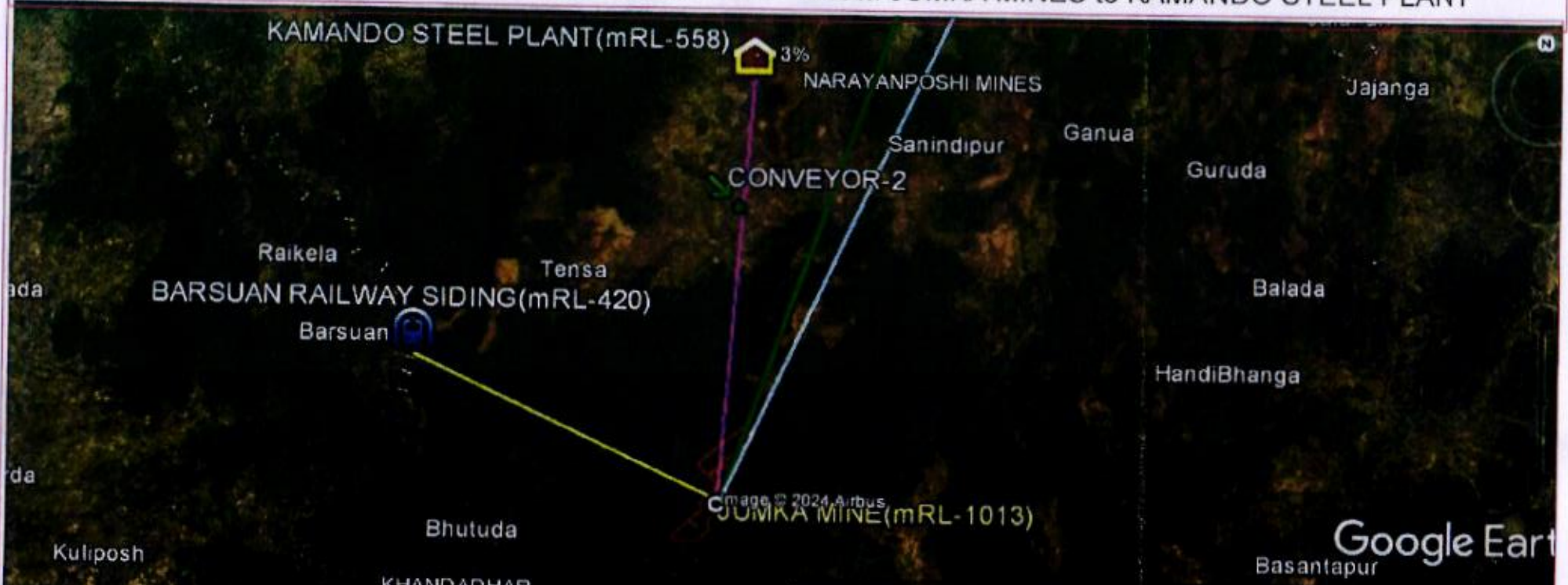
Imagery Date: 11/26/2023 21°50'49.71" N 85°07'13.11" E elev 401 m eye alt 15.52 km

Graph Min, Avg, Max Elevation 401 660, 1013 m
Range Totals Distance: 11.5 km Elev Gain/Loss 743 m, -1356 m Max Slope 50.7%, -72.7% Avg Slope 15.2%, -19.0%

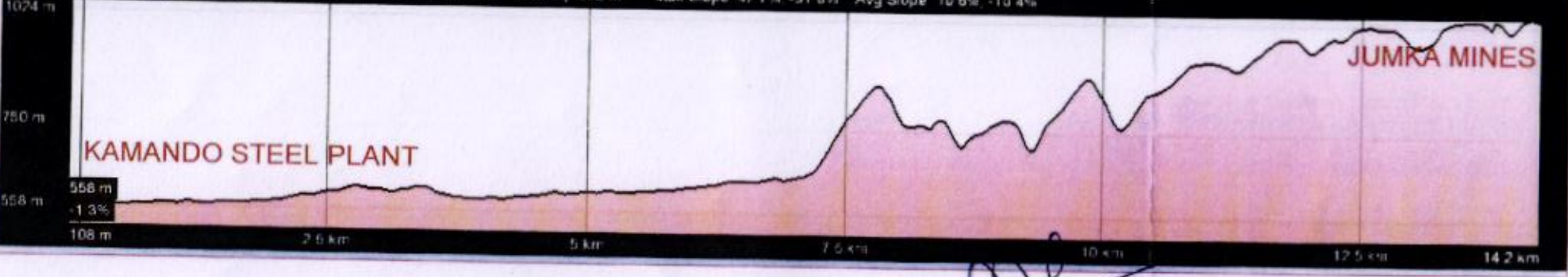


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Divisional Forest Officer
Keonjhar Division

GOOGLE EARTH IMAGE SHOWING CONVEYOR BELT FROM JUMKA MINES to KAMANDO STEEL PLANT

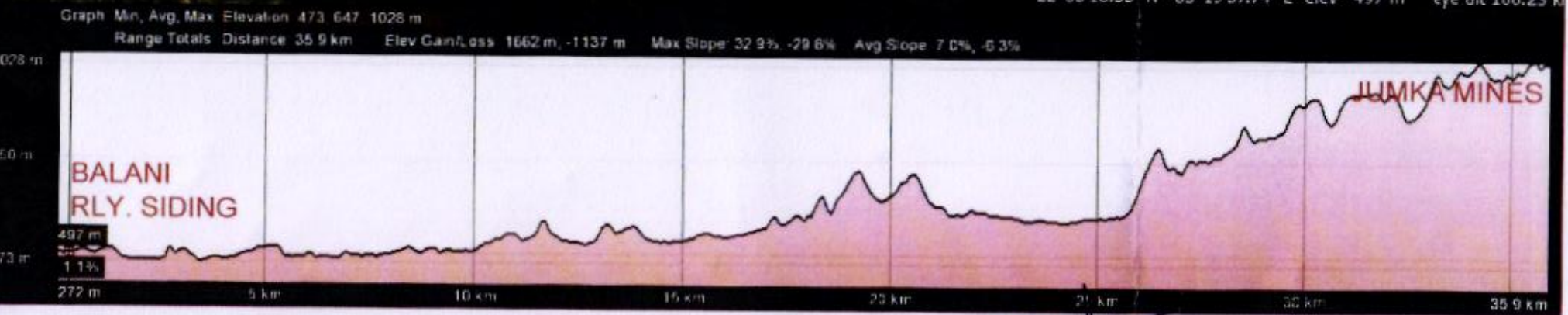


Graph Min, Avg, Max Elevation: 558 735 1024 m
 Range Totals Distance: 14.2 km Elev Gain/Loss: 1031 m, -572 m Max Slope: 47.7% -51.8% Avg Slope: 10.6% -10.4%
 Imagery Date: 11/26/2023 21°55'46.84" N 85°13'41.70" E elev 558 m eye alt 45.86 km



[Signature]
 Divisional Forest Officer
 Keonjhar Division

GOOGLE EARTH IMAGE SHOWING CONVEYOR BELT FROM JUMKA MINES TO BALANI RAILWAY SIDING

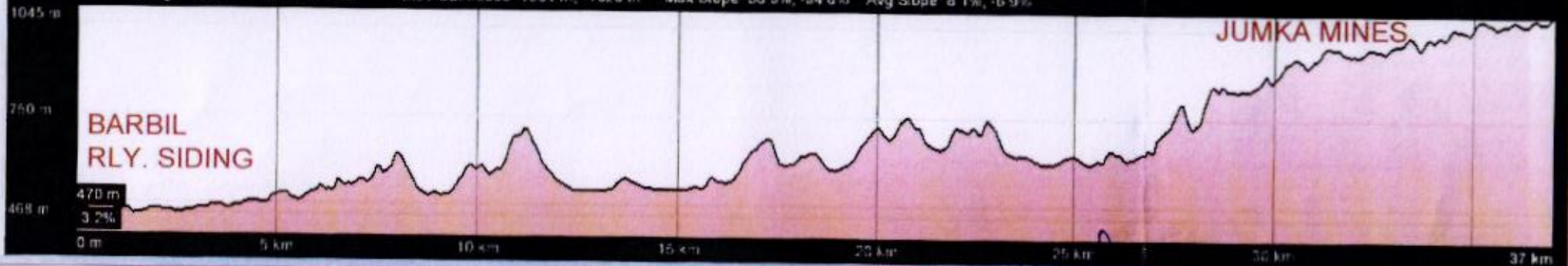


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 Divisional Forest Officer
 Keonjhar Division

GOOGLE EARTH IMAGE SHOWING CONVEYOR BELT FROM JUMKA MINES to BARBIL RAILWAY SIDING



Graph Min, Avg, Max Elevation: 468, 579, 1045 m
 Range Totals Distance: 37 km Elev Gain/Loss: 1901 m, -1325 m Max Slope: 38.5%, -34.8% Avg Slope: 8.1%, -6.9%



Divisional Forest Officer
 Keonjhar Division

Annexure-IV

Home > CA 1982 Projects > Devalued Lands > CA Land > Request

CA 1982 Projects > Devalued Lands > CA Land > Request

SN	Date	CA Project	CA Land No.	Area (Acres)	County	City	Location	Status	Action
1	08/15/2014	Request for diversion of 150,000 sq. ft. of forest land (3.175 ha) in Riverside Division and 147,000 sq. ft. in Forest Division within Juvenile Detention Center Phase 1	2024	6.175	San Diego	San Diego	San Diego	Completed	
2	08/15/2014	Request for diversion of 150,000 sq. ft. of forest land (3.175 ha) in Riverside Division and 147,000 sq. ft. in Forest Division within Juvenile Detention Center Phase 1	2024	6.175	San Diego	San Diego	San Diego	Completed	
3	08/15/2014	Request for diversion of 150,000 sq. ft. of forest land (3.175 ha) in Riverside Division and 147,000 sq. ft. in Forest Division within Juvenile Detention Center Phase 1	2024	147,000	San Diego	San Diego	San Diego	Completed	
4	08/15/2014	Request for diversion of 150,000 sq. ft. of forest land (3.175 ha) in Riverside Division and 147,000 sq. ft. in Forest Division within Juvenile Detention Center Phase 1	2024	150,000	San Diego	San Diego	San Diego	Completed	

Home > CA 1982 Projects > Devalued Lands > CA Land > Request

CA 1982 Projects > Devalued Lands > CA Land > Request

SN	Date	CA Project	CA Land No.	Area (Acres)	County	City	Location	Status	Action
1	08/15/2014	Request for diversion of 26,875 sq. ft. of forest land (0.6175 ha) in Riverside Division and 147,000 sq. ft. in Forest Division within Juvenile Detention Center Phase 1	2024	6.175	San Diego	San Diego	San Diego	Completed	

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