



सत्यमेव जयते

File No.: IA-J-11015/15/2019-IA-II(M)  
Government of India  
Ministry of Environment, Forest and Climate Change  
IA Division  
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Dated 30/05/2025



To,  
Sh. R. P. Gupta  
Office of the General Manager  
M/s. Mahanadi Coalfields Limited, Lakhanpur Area, MCLPO Bandhabahal Colony, , Lakhanpur,  
Jharsuguda, Odisha, 768211  
E-mail: integratedlbl2019@gmail.com

**Subject:** **Integrated Lakhanpur Belpahar Lilari Opencast Project (area: 4399.246 having production capacity 40 MTPA) by M/s Mahanadi Coalfields Limited located in IB Valley Coalfields; Tehsil: Lakhanpur; District: Jharsuguda; State: Odisha – Amendment in Environment Clearance – regarding**

Sir/Madam,

This is with reference to your online application vide proposal No. IA/OR/CMIN/533708/2025 dated 15.04.2025 along with written submission dated 16.05.2025 for seeking amendment in Environment Clearance accorded by the Ministry vide letter dated 15.01.2024 & its subsequent amendment dated 13.08.2024, under the provisions of the EIA Notification, 2006 for the project mentioned above.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC25A0101OR5683487A
(ii) File No.	IA-J-11015/15/2019-IA-II(M)
(iii) Clearance Type	Amendment in EC
(iv) Category	A
(v) Schedule No./ Project Activity	1(a) Mining of minerals
(vi) Sector	Coal Mining
(vii) Name of Project	Integrated Lakhanpur Belpahar Lilari Opencast Project
(viii) Location of Project (District, State)	JHARSUGUDA, ODISHA
(ix) Issuing Authority	MoEF&CC
(x) EC Date	15/01/2024
(xii) Applicability of General Conditions	NO
(xiii) Status of implementation of the project	Implemented

3. M/s Mahanadi Coalfields Limited has made an online application vide proposal no. IA/OR/CMIN/533708/2025 dated 15.04.2025 seeking for amendment in Environment Clearance dated 15.01.2024 & its subsequent amendment granted for Integrated Lakhanpur Belpahar Lilari Opencast Project (area: 4399.246 having production capacity 40 MTPA), located in IB Valley Coalfields; Tehsil: Lakhanpur; District: Jharsuguda; State: Odisha.

4. The instant proposal was considered in 25th EAC meeting held on 09/05/2025. The MoM for the same may be seen using the web link: [parivesh.nic.in](http://parivesh.nic.in).

**5. Details of prior Environment Clearances:**

S. No.	Details of Letter No.	EC/Expansion EC/Amendment in EC/Validity extension/Transfer of EC	Capacity (MTPA)	ML Area in (Ha)	Date of issuance	Status of implementation
1	IA-J-11015/15/2019-IA-II (M)	(Amalgamation cum expansion)	40.00	4399.246	15.01.2024	Being implemented
2	IA-J-11015/15/2019-IA-II (M)	EC (Amendment)	40.00	4399.246	13.08.2024	Being implemented

6. **Present status of implementation of EC for which amendment is sought:** W.r.t. the previous approvals, project proponent submitted the actual production details of the concerned mine and submitted that the mine became operational from March 2024 onwards. CTO renewal has been obtained from the SPCB vide letter no. 6962/IND-I-CON-6945 and is valid up to 31.07.2025. Details of the same are as follows:

Year	EC Sanctioned Capacity in MTPA	Actual production in MTPA	Excess production (MTPA) beyond the EC sanctioned capacity
2023-24	40	0.699	0
2024-25	40	39.990	0

7. **Mine lease details:** The EC for the instant project was granted vide EC letter dated 15.01.2024 by integrating 3 mines namely Lakhanpur OCP, Belpahar OCP and Lilari OCP for increase in production from 32.5 MTPA to 40 MTPA within the ML area of 4399.246 Ha.

The project involves 958.695 Ha of forestland. The details of forest land approval already obtained is as follows:

S. No.	Obtained vide letter no.	Area (ha)	Stage I/II	Validity
1.	8- 280/89-FC dated 08-10-1990	233.43	Stage II	Life of the Mine
2.	8-104/91-FC dated 02-06-2000	103.52	Stage II	
3.	8-104/1991-FC dated 15-09-2014	19.70	Stage II	
4.	F.No.8-93/2012-FC dated 19-01-2015	10.453	Stage II	
5.	5-ORA155/2012-BHU dated 10-01-2020	12.319	Stage II	
6.	8- 281/8-FC dated 31-07-1990	162.20	Stage II	
7.	8-280/1989-FC Vol. (170901) Dated 19-02-2025	417.073	Stage II	Life of the Mine
<b>Total Forest land</b>		<b>958.695</b>		

PP submitted that the total broken forestland as on 31.03.2025 is 276.089 Ha and there is no violation of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980.

It is pertinent to mention that, at the time of grant of EC dated 15.01.2024, the stage – II forest clearance was available only for 541.622 Ha of forestland. Stage – II forest clearance on the remaining 417.073 Ha of forestland has been obtained vide FC dated 19.02.2025.

8. **Details regarding the amendment sought in the EC dated 15.01.2024 further amended vide letter dated 13.08.2024:**

Reference	Existing	Proposed/ Amendment	Reason
Specific condition no. 1.3 in the EC letter Dated 15.01.2024, amended vide letter 13.08.2024	In addition to the existing facility for 10.0 MTPA mechanized transportation system, PP shall install dedicated in-pit belt conveyor for 20 MTPA with silo loading system till railway siding for Transportation of extracted coal through rail & till such time minimum coal shall be transported by road till 31.07.2025.”	In addition to the existing facility for a 10.0 MTPA mechanized transportation system, PP shall install a dedicated in-pit belt conveyor for 20 MTPA with SILO loading system till railway siding for transportation of coal through rail & till such time minimum coal shall be transported by road till 31.12.2027.	The current proposal is of amendment in EC <b>for further extension of timeline</b> for road transportation. Project could not start implementation of Phase II Silo till date as the phase II Silo (20 MTPA) has dependency on the forest land of 15.68 ha out of required land of 21.44 ha. This 15.68 ha is part of 417.073 ha forest land for which Stage I FC was accorded on 27.12.2023. Without Stage II Forest clearance and the necessary land handover from the State Authorities the work could not be started. Stage II forest clearance on 417.073 ha is obtained by the project on 19.02.2025 itself. Land handover from the State Authorities are underway. It is pertinent to mention here that although the condition provided by MoEF&CC did not link it to the CTO, SPCB has restricted the CTO validity until 31.07.2025 with the condition that “In addition to the existing facility for 10.0 MTPA mechanised transportation system, PP shall install dedicated in-pit belt conveyor for 20 MTPA with silo loading system till railway siding for Transportation of extracted coal through rail & till such time minimum coal shall be transported by road till 31.07.2025.” An amendment in the EC conditions is required to ensure the further operation of this mine and to guarantee the continuous off-take of coal by the consumers to avoid stockpiling of coal and its degradation.
Additional EC condition no. 1 in the EC letter Dated 15.01.2024, amended vide letter 13.08.2024	Transportation of materials by rail/conveyor belt with silo loading facility shall be implemented for 40 MTPA within one year and the coal should not be transported through road after 31.7.2025.	Transportation of materials by rail/conveyor belt with SILO loading facility shall be implemented for <b>not less than 90%</b> of the coal production.	

**9. Justification for delay in the installation of mechanized evacuation system and status of work completed as on date:** Project could not start implementation of Phase II Silo till date as the phase II Silo (20 MTPA) has dependency on the forest land of 15.68 ha out of required land of 21.44 ha. This 15.68 ha is part of 417.073 ha forest land for which Stage I FC was accorded on 27.12.2023. Without Stage II Forest clearance and the necessary land handover from the State Authorities the work could not be started. Stage II forest clearance on 417.073 ha is obtained by the project on 19.02.2025 itself. Land hand over from the State Authorities are underway.

Activity wise timeline for proposed Phase II Silo (20 MTPA) with conveyor arrangement:

S. No.	Activities	Timeline of completion/Anticipated Timelines
1	Floating of Tender	28.02.2025-Activity has been completed.
2	Bid Opening Date	25.04.2025-Activity has been completed.
3	Letter of Agreement/Award of work	31.08.2025
4	Completion of construction	31.08.2027 (730 days)
5	Trial run/Statutory clearances	31.12.2027

**Note:** Operation & Maintenance during DLP (Defect Liability period): 1825 days.

#### 10. Current and proposed dispatch arrangement for coal:

Current dispatch arrangement for coal:

S. No.	Quantity of Coal (MTPA)	Dispatch medium
1.	10	Through pipe conveyor to washery and further to railway siding 6 & 7 (all within the ML area)

S. No.	Quantity of Coal (MTPA)	Dispatch medium
2.	20	Through internal coal transportation road rail Siding no. 3, 6 & 7 within Mine Lease
3.	6.5	Local sale by road to the small consumers within 25-30 km
4.	3.5	To Odisha Power Generation Corporation (OPGC) by Rail through Charla Siding within Mine Lease
<b>Total</b>	<b>40</b>	
<i>Total transport through rail: 33.5 MTPA (83.75%)</i>		
<i>Total transport through road: 6.5 MTPA (16.25 %)</i>		

*Proposed dispatch arrangement for coal:*

S. No.	Quantity of Coal (MTPA)	Dispatch medium	Status/ Timelines
1a	10.0	Pipe conveyor, washery	In operation
1b		SILO Phase-I i.e 10 MTPA (Physical Progress-99.95%, Financial Progress-99.80%)	<b>By 31.12.25</b>
1c		Rail line connectivity for SILO is under construction required Stage-II forest clearance which was obtained on 19.02.2025 and Land hand over from the State Authorities are underway.	<b>By 31.12.25<sup>\$</sup></b>
2	20.0	By conveyor and SILO Phase II i.e. 20 MTPA	<b>By 31.12.27<sup>\$</sup></b>
3	4.0	Local sale by road through Automatic Truck Loading system (ATLS)	<b>By 30.06.27*</b>
4	3.5	To Odisha Power Generation Corporation (OPGC) by Rail through Charla Siding within Mine Lease	In operation
5	2.5	By rail Siding no. 6 & 7 within Mine Lease	In operation*
<b>Total</b>	<b>40.0</b>		
<b>Total coal transport through Silo/ Rail: 36 MTPA (90 %)</b>			
<b>Total coal transport through road sale: 4 MTPA (10 %)</b>			

*\$Silo and rail for 20.0 MTPA can be constructed only after land hand over from the State Authorities for the forest land for which Stage II FC obtained on 19.02.2025.*

\* Further the 6.5 MTPA coal dispatch through road has been curtailed to 4 MTPA which will be done through Automatic Truck Loading system and rest 2.5 MTPA will be dispatched through railway siding 6&7.

**11. Traffic Impact Assessment:** Currently from Integrated Laxhanpur, Belpahar & Lilari OCP out of 40.0 MTPA, 6.5 MTPA is being dispatched through road sale. This road sale is being dispatched through a dedicated coal transportation road of 3.22 km, by-passing all villages. It ultimately joins to NH 49, through which it dispatches to different local consumers.

The CT road towards NH 49 is a Pavement Quality Concrete (PQC) Road of 3.22 km length having width of 9.0 m. This CT road is only for coal transportation and no other vehicle ply on this road. All the road sale trucks exit the mine from Wheel Wash Junction at Quarry 5. Approximately 950-1000 trucks of a capacity of 18.50 tons passes through Wheel Wash junction to NH 49 daily.

*Traffic details of the coal transportation road are as follows:*

S. No.	Particulars	Unit
1.	Maximum Coal dispatch to road sale per day	18500 Tonne
2.	Considering 18.5 T trucks maximum no. of trips	1000 trips
3.	As per traffic count peak movement of trucks per hour	100 trucks
4.	No. of Passenger Car Unit (PCU) per hour	370
5.	Considering up and down movement the total PCU per hour	740

The CT road towards NH 49 falls under “Good” category of level of service.

The current proposal is only for permission to continue dispatch of road sale by this dedicated Coal transportation road for the same quantity i.e. 6.5 MTPA which is currently dispatched. There is no increase in dispatch quantity. After completion of another SILO of 20.0 MTPA this road sale quantity will reduce to 4.0 MTPA.

**Air Impact Assessment:**

To assess the impact of road transportation towards NH 49 regular environmental monitoring is being done all around the ML area. Total 6 air monitoring station data has been incorporated. Air Quality Impact Prediction (AQIP) has also been done for road transportation to understand its contribution in ambient air quality. For road transportation towards NH 49 air modelling has been done for four major criteria pollutants i.e. PM10, PM2.5, SO2 and NOx. The results of the same is given in following table.

*Contribution of Road transport to NH 49 (Unit in µg/m3)*

S. No.	Monitoring Location	PM10	PM2.5	NOx	SO2	Distance in km from		Direction
						ML area	CT road	
1	Bartap	0.27	0.04	0.67	0.040	3.20	4.22	Up wind
2	Lakhanpur	1.23	0.18	4.39	0.266	3.50	3.50	Down wind
3	Barihapalli	0.30	0.05	0.38	0.023	2.60	5.50	Down wind
4	Gumadera	0.18	0.03	0.38	0.023	2.77	7.70	Up wind
5	Ramada	0.10	0.02	0.28	0.017	1.64	7.17	Down wind
6	Kadam	0.19	0.03	0.40	0.024	1.28	5.91	Cross wind

*Routine Environment data for Oct'24 to Dec'24 (Post-Monsoon)*

Sampling location	Parameters	PM10	PM2.5	SO2	NOx
Bartap	Min	30.00	65.00	10.23	10.84
	Max	58.00	93.00	18.36	36.77
	98 <sup>th</sup> percentile	56.50	92.50	18.25	36.68
Lakhanpur	Min	28.00	64.00	10.76	11.27
	Max	52.00	93.00	19.15	35.05
	98 <sup>th</sup> percentile	50.50	91.50	18.57	33.23
Barihapalli	Min	30.00	68.00	10.78	17.24
	Max	58.00	93.00	21.59	37.95
	98 <sup>th</sup> percentile	55.50	92.50	21.56	37.10
Gumadera	Min	33.00	70.00	10.25	10.40
	Max	53.00	92.00	18.77	39.11
	98 <sup>th</sup> percentile	52.52	90.56	18.52	38.57
Ramada	Min	33.00	68.00	10.93	14.58
	Max	54.00	95.00	20.34	41.53
	98 <sup>th</sup> percentile	51.50	94.00	20.06	40.43
Kadam	Min	32.00	65.00	9.80	11.92
	Max	55.00	92.00	20.63	38.71
	98 <sup>th</sup> percentile	54.00	91.50	20.52	37.79
<b>Standard</b>		<b>60.00</b>	<b>100.00</b>	<b>80.00</b>	<b>80.00</b>

From above table it can be observed that with proper control measures the contribution of PM10, PM2.5, SO2 and NOx from road transportation to different receptors are very low. The details of existing control measures area as follows:

**Existing Control measures for road transportation-**

*Details of existing control measures*

S. No.	Control Measures	Locations	Coverage/ Throw	Qty. (in Nos.)	Total cost incurred in Rs. Lakh
1	Fixed Sprinklers	Along the Coal transportation roads	20 m	137	1471.81
		Coal Stockyards	35- 40 m	23	
		Railway Sidings	35-40 m	141	
2	Truck Mounted Mobile Fog Cannons (40 m throw)	Haul Roads, Coal & OB Transportation Roads, Mine Faces and Loading/unloading Areas	40 m	15	2786.82
3	Fixed Fog Cannons (100 m throw)	Railway Sidings, Coal stockyards and Reclaim feeder	100 m	14	107.28
4	Mobile Water Tankers (9 kl – 28 kl)	Haul Roads, Coal & OB Transportation Roads, Mine Faces and Loading/unloading Areas	5-10 m	38	3073.19
5	Wheel Washing System	For road sale trucks and trucks going to Y curve siding	Wash the Wheels, bottom and sides of truck	03	174.94
6	Mist type instant shower system	For Coal loaded trucks going to Sidings and stockyards	8-10 m	03	22.32
7	Mechanical Road Sweepers	Public Transportation Road	3 m	03	354.09
8	Wind Barrier	At Railway Siding	1400 m length, 9 m Height		1317.84
<b>Total</b>					<b>9308.29</b>

#### Noise Quality:

To assess the ambient noise quality 5 stations (1 in industrial area and 4 in residential area) have been selected. The data of the same is given in following table:

#### Noise data (in dB (A))

Sampling location	Parameters	Day Time	Night Time
BOCM work shop (Industrial)	Min	60.1	54.1
	Max	66.7	63.8
<b>Standard</b>		<b>75.0</b>	<b>70.0</b>
Bartap (Residential)	Min	53.6	41.2
	Max	54.3	44.6
Barihapalli (Residential)	Min	51.7	42.5
	Max	54.6	44.9
Gumadera (Residential)	Min	53.6	42.8
	Max	54.6	46.7
Ramada (Residential)	Min	53.4	39.4
	Max	54.7	43.8
<b>Standard</b>		<b>55.00</b>	<b>45.00</b>

From above table it can be observed that daytime and night time data at all the locations are well within permissible limit.

**12. Details of Court Cases:** PP reported that there is no legal issue/violation w.r.t i) Environment (Protection) Act, ii) Air(P&CP) Act, Water (P&CP) Act, Forest Conservation Act, Wildlife Protection Act, CRZ Notification, MMDR Act, Factories Act. Further, there is no court case on the project. However, the PP submitted that, Integrated Lakhapur-Belpahar-Lilari OCP is an amalgamation project of three running projects i.e Lakhapur OCP, Belpahar OCP and Lilari OCP. There is a violation case associated with the Belpahar OCP. For Belpahar OCP, a case has been registered for excess production beyond approved EC capacity under Section 15 & 16 of Environment Protection Act, 1986 at Sub-Divisional Judicial Magistrate, Jharsuguda vide ref. no. 2(C) CC NO-170 of 2013 and the case pending for trial. The next date of hearing for the same is awaited.

However, the amalgamation EC for the 3 mines including Belapahar OCP was accorded on 15.01.2024 after submitting the requisite documents prevailing at that time, pertaining to violation of the Belpahar OCP.

13. **Written Submission:** Project proponent made the following written submission:

a) The timeline for award for Phase II Silo for which timeline is scheduled in Aug 2025 shall be curtailed and shall be awarded as early as possible.

*Reply:* The bid for the Phase II Silo has been opened on 25-04-25. Technical scrutiny of the eligible bidders is under progress. PP commits to the early completion of evaluations and approvals for award of work for the Phase II Silo (20 MTPA) within Aug'2025.

b) PP to provide timeline and budget for installation of two (2) additional CAAQMS, one each in the core and buffer zone.

*Reply:* PP will install two (2) additional CAAQMS, one each in the core and buffer zone, by 31-12-25. An estimated budget for the same is Rs. 3.0 Cr including 5-year AMC.

c) PP will provide an undertaking that the IB Washery rejects will be stored within the washery area, for which EC was granted on 30-03-17.

*Reply:* An undertaking mentioning that all the rejects of IB Washery will be stored within the washery area for which EC was granted on 30-03-17.

d) Additional pollution control measures for Integrated Belpahar Lilari OCP, as the project is located into severely polluted area:

*Reply:* Following are measure proposed:

Sl. No.	Pollution control measures	Quantity	Budget	Timeline
1	High Pressurized Mobile Water Tanker	5 nos.	10 Cr.	May 2026
2	Mist Type Fixed Sprinklers (40 m throw)	100 nos.	7 Cr.	May 2026
3	Fixed Fog Cannons (100 m Throw)	8 nos.	2.5 Cr.	March 2026
4	Road Sweeper	1 no.	2 Cr.	March 2026
5	Wind Barrier	700 meters	5 Cr.	September 2026

**Observations and deliberation of the Committee:**

14. The EAC noted the following:

i. The instant proposal is for seeking amendment in Environment Clearance granted to M/s Mahanadi Coalfields Limited for Integrated Lakhampur Belpahar Lilari Opencast Project vide letter no. IA-J-11015/15/2019-IA. II (M), dated 15.01.2024 and further amendment vide letter dated 13.08.2024.

ii. The ML area is located within the Severely Polluted Area having CEPI score of 66.35.

iii. Total ML area is 4339.246 Ha. This involves the forest land of 958.695 Ha. PP has obtained Stage – II forest clearance on the entire forestland involved in the said project. Committee observed that the total broken forestland as on 31.03.2025 is 276.089 Ha and there is no violation of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980.

iv. The PP submitted the application for seeking amendment in the said EC through submitting an application on the Parivesh Portal on 15.04.2025 and the same is now placed before the EAC for appraisal in 25th EAC meeting held on 9th May 2025.

v. PP sought amendment in specific condition no. 1.3 and additional condition no. 1 of the EC dated 15.01.2024 which was further amended vide EC dated 13.08.2024. As per the amendment granted vide EC letter dated 13.08.2024, it was stipulated that, “In addition to the existing facility for 10.0 MTPA mechanized transportation system, PP shall install dedicated in-pit belt conveyor for 20 MTPA with silo loading system till railway siding for Transportation of extracted coal through rail & till such time minimum coal shall be transported by road till 31.07.2025.” & “Transportation of materials by rail/ conveyor belt with silo loading facility shall be implemented for 40 MTPA within one year and the coal should not be transported through road after 31.7.2025.”

vi. Committee deliberated on the reasons for delay in installation of Phase – II silo along with the conveyor arrangement and observed that, since the installation of Phase – II silo was dependent on the stage – II forest clearance on 15.68 ha of forestland involved in the land on which silo is to be established, the project could not start with the installation process of the same. The stage – II forest clearance on the same has been accorded on 19.02.2025 and the land handover from the state authorities is underway. Committee observed that the floating of tender has been done and the work will be awarded by August 2025. Committee opined that the PP shall reduce the timeline for the same and shall start with the construction activities as early as possible.

vii. Committee opined that the PP shall install 2 additional CAAQMS, one in core zone and another in buffer zone of ML area in consultation with SPCB and the same shall be connected to the SPCB server.

viii. Another amendment sought by the PP is to allow transportation of 10% of the total coal production by road even after the Phase – II silo is in place. Committee Observed that there are certain MSMEs and other local consumers up to 100 km, who at times demand coal in certain quantity. However, the same does not exceed 10% of the total production anytime. Committee opined that the PP shall take adequate safeguards and mitigation measures to combat pollution arising due to the transportation of coal through road.

ix. Committee deliberated on the traffic impact assessment carried out by the PP for the coal transportation road. Committee observed, that currently 33.5 MTPA of coal is being transported through rail, via 3 different railway sidings, all within the ML area. Remaining 6.5 MTPA of coal is being transported through road, to the small-scale consumers (all within 25-30 km). The coal is being transported through a 3.22 km dedicated coal transportation road, which ultimately join the NH – 49.

x. Committee deliberated on the air quality and noise quality near the coal transportation road and observed that the particulate matter 2.5 (PM2.5) is on the higher side of the permissible limits. Noise quality parameters are also observed to be on the higher side of the permissible limit. Committee deliberated on the already existing control measures being undertaken by the PP. Committee further opined, that the PP shall carryout dense plantation with the native species on both the sides of the coal transportation road, conveyor belt and within the villages within the ML area and in close vicinity of the ML area. The plantation activities shall be carried out on the onset of monsoon 2025 itself.

xi. Committee observed that there is a washery within the ML area on which the EC was accorded by the PP vide EC letter dated 30.03.2017. Committee opined that PP shall store the washery rejects in the washery area only, as per the EC obtained for washery. PP submitted an undertaking this regard.

**Recommendations of the Committee:**

15. In view of the foregoing and after detailed deliberations, the committee **recommended** the instant proposal for grant of following amendment in EC issued vide letter no. IA-J-11015/15/2019-IA. II (M), dated 15.01.2024 and further amendment vide letter dated 13.08.2024, for Integrated Lakhapur Belpahar Lilari Opencast, as detailed below subject to stipulation of additional specific conditions (**Annexure-I**). Other terms and conditions prescribed in EC dated 15.01.2024 and 13.08.2024 shall remain unchanged:

Condition No. as per EC dated 15.01.2024, further amended vide EC dated 13.08.2024	Description as per approved EC	Recommendation of EAC
Specific condition no. 1.3 in the EC letter Dated 15.01.2024, amended vide letter 13.08.2024	<i>In addition to the existing facility for 10.0 MTPA mechanized transportation system, PP shall install dedicated in-pit belt conveyor for 20 MTPA with silo loading system till railway siding for Transportation of extracted coal through rail &amp; till such time minimum coal shall be</i>	<b>Agreed</b> Concerning the changes in specific condition no. 1.3 of EC dated 15.01.2024, and further amended vide EC amendment letter dated 13.08.2024, Committee recommended to amend the specific condition no. 1.3 as follows: “In addition to the existing facility for 10.0 MTPA mechanized transportation system, PP shall install dedicated in-pit belt conveyor for 20 MTPA with silo

Condition No. as per EC dated 15.01.2024, further amended vide EC dated 13.08.2024	Description as per approved EC	Recommendation of EAC
	transported by road till 31.07.2025.”	loading system till railway siding for Transportation of extracted coal through rail & till such time minimum coal shall be transported by road till 31.12.2027.”
Additional EC condition no. 1 in the EC letter Dated 15.01.2024, amended vide letter 13.08.2024	Transportation of materials by rail/ conveyor belt with silo loading facility shall be implemented for 40 MTPA within one year and the coal should not be transported through road after 31.7.2025.	<b>Agreed</b> Concerning the changes in additional condition no. 1 of EC dated 15.01.2024, and further amended vide EC amendment letter dated 13.08.2024, Committee recommended to amend the additional condition no. 1 as follows: “Transportation of materials by rail/ conveyor belt with silo loading facility shall be implemented for 40 MTPA by 31.12.2027 and thereafter only 10% of the total production of coal shall be allowed to be transported through road to the local consumers, up to a distance of 100 km only.”

#### Decision of MoEF&CC:

16. The undersigned is directed to inform that Ministry of Environment, Forest and Climate Change has examined the proposal in accordance with the Environment Impact Assessment (EIA) Notification, 2006 & further amendments thereto and after accepting the recommendations of the Expert Appraisal Committee (Coal) hereby decided for grant of amendment in the EC dated 15.01.2024 and its amendment vide letter dated 13.08.2024 as mentioned above at **Para 15**, under the provisions of Environmental Impact Assessment Notification, 2006 and its amendments subject to stipulation of additional specific conditions (**Annexure-I**).

17. All other terms and conditions prescribed in EC letter dated 15.01.2024 and its amendment dated 13.08.2024 shall remain unchanged.

18. The project proponent shall obtain fresh Environment Clearance in case of change in scope of the project, if any.

19. This issues with the approval of the Competent Authority.

Yours faithfully,

(Sundar Ramanathan)  
Scientist 'F'  
Tel: 011- 20819378  
Email- r.sundar@nic.in

#### Copy To

1. The Secretary, Ministry of Coal, Shastri Bhawan, New Delhi.
2. The Deputy Director General of Forests, Regional office (EZ), Ministry of Environment & Forests, A-31, Chandershekharpur, Bhubaneswar- 751023 (Odisha).
3. The Secretary, Department of Environment & Forests, Government of Orissa, Secretariat, Bhubaneswar (Odisha).
4. The Member Secretary, Central Pollution Control Board, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32.
5. The Chairman, Orissa State Pollution Control Board, Parivesh Bhawan, A/118, Nilkanthanagar, Unit VIII, Bhubaneswar - 751012 (Odisha).
6. District Collector, Jharsuguda, Government of Odisha.
7. PARIVESH Portal

## Specific EC Conditions for (Mining Of Minerals)

## 1. Additional Specific Conditions

S. No	EC Conditions																									
1.1	All the recommendations made in the Traffic Assessment Study Report regarding coal transportation by road shall be strictly adhered with. In addition to the already installed 2 nos of CAAQMS, project proponent shall install 2 more CAAQMS, one in core zone and another in buffer zone, in consultation with the SPCB and the same shall be connected to the SPCB server. The 2 additional CAAQMS shall be installed by December 2025 and compliance of the same shall be submitted to the Regional Office of MoEF&CC along with the six monthly compliance report.																									
1.2	Project proponent shall carryout regular maintenance of the potholes on roads, repair and maintenance of roads, scrapping of material fallen on roads, and removal of scraps from mining areas. Along with this, proponent shall make sure that all the pollution control equipments are in good working condition and maintenance of those equipments is regularly carried out.																									
1.3	Ambient Air Quality (AAQ) and Noise quality data along the entire coal transportation route and conveyor belt shall be monitored and the data shall be submitted along with the six monthly compliance to the concerned Regional Office and also kept on the web portal of the company.																									
1.4	Additional air pollution control measures should be taken along roads being used for transport of coal including e-/CNG/LNG/PNG vehicles.																									
1.5	PP shall adopt wildlife protection measures including creating awareness among the drivers, sensitizing the drivers about prevention of road kills and handling of wildlife encounters while driving through forest areas and speed governors must be installed in the coal transporting trucks/dumpers.																									
1.6	Project proponent shall carry out three tier plantation along the coal transportation route and pipe conveyor. PP shall also do the gap plantation inside the ML area. Plantation activities shall be undertaken on the onset of the monsoon 2025. Apart from this, one year in advance, double of 1,27,000 plants will be planted before felling the same from the area. Atleast 15 % of the plants, which are proposed to be felled, should be transplanted at suitable place. Compliance in this regard shall be submitted along with the six monthly compliance to the concerned Regional Office and also kept on the web portal of the company.																									
1.7	Project proponent shall put in place the following additional environmental safeguards in addition to the existing pollution control measures as the ML area is located within the Severely Polluted Area: <table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Pollution control measures</th> <th>Quantity</th> <th>Budget (Cr)</th> <th>Timeline</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>High Pressurized Mobile Water Tanker</td> <td>5 nos.</td> <td>10</td> <td>May 2026</td> </tr> <tr> <td>2</td> <td>Mist Type Fixed Sprinklers (40 m throw)</td> <td>100 nos.</td> <td>7</td> <td>May 2026</td> </tr> <tr> <td>3</td> <td>Fixed Fog Cannons (100 m Throw)</td> <td>8 nos.</td> <td>2.5</td> <td>March 2026</td> </tr> <tr> <td>4</td> <td>Road Sweeper</td> <td>1 no.</td> <td>2</td> <td>March 2026</td> </tr> </tbody> </table>	Sl. No.	Pollution control measures	Quantity	Budget (Cr)	Timeline	1	High Pressurized Mobile Water Tanker	5 nos.	10	May 2026	2	Mist Type Fixed Sprinklers (40 m throw)	100 nos.	7	May 2026	3	Fixed Fog Cannons (100 m Throw)	8 nos.	2.5	March 2026	4	Road Sweeper	1 no.	2	March 2026
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	5	Wind Barrier	700 meters	5	September 2026
1.8	Project proponent shall abide by all orders and judicial pronouncements, made from time to time by Sub-Divisional Judicial Magistrate, Jharsuguda in case no. 170 of 2013.				

