



J-13012/122/2008-IA.II (T)
Government of India
Ministry of Environment, Forest and Climate Change

Indira Paryavaran Bhawan, Jor Bagh Road
Aliganj, New Delhi-110003

Dated: 09.10.2019

To

M/s Usha Martin Ltd.
2A, Shakespeare Sarani,
Kolkata- 700 071.

Tel. No. 033-22823985/39800300; Fax: 033-22829029/39800400.

Sub: Coal Based Captive Thermal Power Plant of 2x10 MW at Village Tatisilwai, District Ranchi in Jharkhand by M/s. Usha Martin Ltd. – reg. amendment of EC regarding permission to transport coal by road, sourcing of coal, land requirement and ash content in coal.

Sir,

This has reference to your online application No. **IA/JH/THE/10337/2011** dated 25.02.2015 and 16.1.2015 and the documents submitted vide your letters dated 26.4.2018 and 11.6.2019 on the above subject. It is noted that Environmental Clearance (EC) for the above project was accorded vide letter dated 07.04.2011. As per the said EC, the coal shall be obtained from captive Lohari coal block in Jharkhand and road transportation of coal was permitted for a limited period of three years only. Vide your application dated 25.2.2015, it has been requested for sourcing of coal through e-auction and extension of permission for temporary road transportation of coal for three years Further, you have also requested for corrections in the EC as per EIA/EMP report regarding land requirement and ash content in coal.

2. The specific condition 4A(i) of the EC dated 7.4.2011 stipulates as follows:

Road transportation of coal shall be permitted for a limited period of 36 months only. The project proponent shall shift to railway transportation thereafter. The project proponent shall be vicariously responsible for liabilities incurred for road transportation such as accidental damages to public, coal fines emission from transporting trucks etc. The project proponent shall immediately start its action plan for rail transportation with consultation with the Railways and shall submit half yearly action taken report to the Ministry on the matter."

3. It has been informed that Unit-1 (1x10 MW) and Unit-2 (1x10 MW) have been commissioned in March, 2012 and December, 2012 respectively. The coal requirement for the project is 1.25 Lakh Tonnes per annum (500 Tons/day involving 20 trucks with 25 ton capacity). Nearest railway stations are Tatisilwai (1 km) and Hatia (15 km). The Hatia station has only outward transport facility and Tatisilwai has no siding for coal loading and unloading.

4. It has been informed that the Lohari coal block, Jharkhand which was allocated for this captive power plant has been de-allocated by the Supreme Court. The coal is currently procured through e-auction carried by M/s Central Coalfields Ltd. or M/s Jharkhand State Mineral Development Corporation since the commissioning of the power plant.

5. The coal has been transported by the road since commissioning of the power plant. The distance of road transportation is in the range of 83-100 km depending upon coal mine.

6. It has been informed that the quantity of coal transported by road since its commissioning is as follows:

Sr.No	Year	Quantity (MT)
1	FY13	63,782
2	FY14	67,480
3	FY15	1,12,995
4	FY16	1,14,883
5	FY17	1,17,258
6	FY18	1,25,134
Total		6,01,532

7. It has been informed that the Hatia Railway station is at 15 km and there is no infrastructure to deal with inward coal rakes. Further, Hatia railway station is situated in populated area and road transportation from Hatia to Tatisilwai will be through Ranchi city during limited hours. The Tatisilwai Railway station is at 01 km from the power plant and the required infrastructure to deal with inward coal is not available.

8. The additional information sought by the Ministry has not been submitted. Accordingly, the proposal dated 25.2.2015 has been delisted from the pendency of the Ministry. As the coal transportation has been taken place by road without Ministry's approval after 31.3.2015, the Ministry directed Jharkhand State Pollution Control Board to take a credible action u/s 19 of E(P) Act, 1986. Subsequently, Jharkhand State Pollution Control Board vide letter dated 7.6.2019 informed that a complaint vide No.2472/10 has been filed in the Court of Chief Judicial Magistrate for transporting coal by road without formal approval from the Ministry.

9. It has been noted that the proposal for further extension of permission for road transportation till the railway infrastructure is established, has been submitted in the Ministry.

10. It has been informed that the requirement of coal for the present power plant (2x10 MW) is in the range of 1.25 Lakh Tonnes per annum. It is not feasible to establish a railway siding within the plant area as it requires additional land acquisition. The area of captive power plant is 22.437 acres out of which main plant occupies 12.278 acres and rest of the area is occupied by the utilities such as coal yard, rain water harvesting system, plantation, ash dyke, weigh bridge and reservoir, etc. Further, there is no private land available adjacent to the plant area.

11. It has been informed that the Lohari coal block (near Daltonganj, Jharkhand) which was linked to the plant for coal supply has been de-allocated by the Supreme Court. Hence, there is no definite source available now and company is procuring coal through e-auction from M/s Central Coalfields Ltd. (M/s CCL) and M/s Jharkhand State Mineral Development Corporation. Further, all coal mines of M/s CCL are in the vicinity as well as within the 200 km from the plant. The e-auction coal is supplied only by road mode based on low priority given for Captive Power Plant as non-core consumer.

12. It has been informed that the peak coal requirement is 500 TPD at 100% Plant Load Factor (PLF). M/s CCL has issued a circular and informed that the

lifting of coal from its mines shall be through Road mode only to non-core consumers. The Circular of M/s CCL dated 9.9.2014 states that the allotment of coal from October, 2014 onwards will be made by rail mode only nearby consumers of Captive Power Plant/sponge iron.

13. It has been noted that M/s Mecon Ltd., Ranchi has carried out feasibility study for laying railway siding and line from the nearest take off point and submitted the report on 13.5.2019. The report has mentioned that coal unloading facilities at plant to accommodate full rake, the area of 870 m length x 25 m width (21,750 m²/ 2.175 Ha) is required. Whereas, the plant area of 22.437 acres measures 345 m (West- East) x 325 m (South-North) and hence construction of private siding is not possible. It has concluded that the plant cannot accommodate full or half rake unloading railway yard as well as 8 wagons unloading yard on present land profile of the plant. Further, there is no vacant private land available for siding beyond railway boundary. The coal rake from Tori/Barkakana end on existing up line cannot enter in to the plant which is located on down side.

14. It has been informed that the quantity of coal required is only 4 rakes per month (500 Tons/day). Considering the low quantities, establishing private railway siding is not economically viable and the asset may end up in the category of Non Performing Assets (NPA) and will also make the Wire Rope plant unviable.

15. The three routes proposed for road transportation are viz. Route-1: Sikni mines-124.4, Route-2: Magadh Mine- 145.5 km and Route-3: Amrapali Mine-141.9 km.

Route No.	From	Length of the route (km)	Remarks
Route-1	Sikni Mines to Plant	124.4 km	NH-5: 83 km NH-75: 46 km 6-lane Ring road: 23.5 km
Route-2	Magadh Mine to Plant	145.5 km (Route-1: 124.4 km+ 21.1 km)	Additional 21 km is NH-99
Route-3	Amrapali mine to Plant	141.9 km	NH-33: 84 km SH-7: 47 km

16. The maximum part of the route considered is a highway passing through rural areas. These highways are NH-75, NH-99, NH-33 and SH-7, which are considered as an all-purpose road, with no control of access and with heterogeneous mix of fast and slow-moving vehicles. Width of the roads in the proposed route is provided as below:

Route	Length	Lane				Type of road
		Single Lane (<5.5 m)	Intermediate Lane (5.5-7 m)	Two Lane (7-10 m)	Multi lane (≥10 m)	
Route-1	124.4 km	0.9 km	4.2 km	33.4 km	85.9 km	Black Top: 63% Concrete: 37%
Route-2	145.5 km	2.9 km	4.2 km	53.2 km	86.2 km	Black Top: 68%

						Concrete: 32%
Route-3	141.9 km	0.9 km	Nil	46.6 km	94.4 km	Black Top: 100%

17. The daily coal requirement is 500 MT/day which involve 25 trucks (50 to and fro) with the capacity of 20 Tons. The percentage utilisation of the roads including the project traffic is in the range of 48.5-96.8%. Thus the roads at all points have sufficient capacity to accommodate present and proposed traffic for next three years.

18. All the three routes considered for the study are capable to support existing as well as projected traffic loads at LoS C in rural as well as urban areas. Only at one census point, Tati village, movement is and shall be restricted to night hours only. The projected traffic volume after five year plus, with its natural growth, shall be vary between 14.3% to 165.3% of DSV on roads passing through Urban areas.

19. The maximum ground level concentrations due to proposed traffic have been computed by using a dispersion modelling software and the details are as below:

Parameter	Highest AAQ baseline ($\mu\text{g}/\text{m}^3$)	Incremental Values ($\mu\text{g}/\text{m}^3$)	Resultant concentrations ($\mu\text{g}/\text{m}^3$)	National Standard ($\mu\text{g}/\text{m}^3$)
PM ₁₀	82.2	4.41	86.61	100
PM _{2.5}	47.8	1.07	48.87	60
SO ₂	13	0.27	13.27	80
NO ₂	22.2	1.92	24.12	80

20. It has been informed that the vehicles will be covered with tarpaulin sheet, have PUC and have spill-proof transportation. Vehicles having fitness certificate shall be allowed to ply.

22. It has been noted that a Committee involving MoC, MoP, M/s CIL Ltd., Railway Board and other major stakeholders, has been constituted to review the status of rail connectivity infrastructure at the plant site & pit head/coal mines area and need for extension of road transportation for various power projects and coal mines.

21. The matter was placed before the Re-constituted Expert Appraisal Committee (Thermal Power) in its meetings held during 19th-20th May, 2015/27.03.2019 and 26.6.2019. In acceptance of the recommendations of the EAC in its meeting held on 26.6.2019 and in view of the information/documents/clarifications furnished by you, with respect to the above mentioned power project, **the Ministry hereby accords the following:**

a) Ex-post facto permission for sourcing of coal through e-auction and transportation by road for a period of three years i.e. till 31.03.2018;

b) Permission to transport coal by road for further period of three years, i.e. till 31.03.2021; A final decision to allow road permanently will be taken after the recommendations of the Committee constituted for formulating the policy on coal transportation.

c) Amendments regarding sourcing coal through e-auction, land requirement of the project shall be 22.437 acres instead of 12.278 acres and restriction of ash content in coal shall be 41.7% instead of

34% are allowed.

21. The following additional conditions are stipulated for compliance.
- i. The status of the complaint No.C-2472/19 filed before the Chief Judicial Magistrate, Ranchi by the Jharkhand State Pollution Control Board for transporting coal by road without Ministry's permission is to be furnished along with Six Monthly Compliance Report.
 - ii. The status of complaint No.C-2472/19 filed before the Chief Judicial Magistrate, Ranchi by the Jharkhand State Pollution Control Board u/s 19 of Environment (Protection) Act, 1986 for transporting coal by road without Ministry's permission shall be submitted along with Six Monthly Compliance Report. Copies of the orders passed by the Chief Judicial Magistrate shall also be submitted.
 - iii. Coal shall be procured through e-auction only and not from open market.
 - iv. The transportation by road shall be through mechanically covered trucks to the extent feasible, else through trucks firmly covered by tarpaulin sheet.
 - v. Possibility of upgrading road shoulders into pakka road in consultation with the State Govt. be explored.
 - vi. Periodic maintenance of the road shall be done by the project proponent at its own cost and shall also facilitate the traffic control on the road in consultation with the State Govt.
 - vii. Avenue plantation shall be carried out in consultation with Social Forestry Department and NHAI or PWD along the routes proposed for transportation. The progress report such as number of saplings planted, length of road covered, survival rate, expenditure on maintenance (tree guard, watering and manure supply) shall be submitted along with six monthly compliance report.
 - viii. The PP shall advertise in the local leading newspapers and place on the website, the temporary permission accorded by the Ministry as a part of public information.
 - ix. The SO₂ and NO_x emissions from the flue gas shall be restricted to below 600 mg/Nm³ and 600 mg/Nm³, respectively.
22. All other conditions mentioned in the EC vide dated 07.04.2011 shall remain the same.

This issues with the approval of the Competent Authority.

Yours faithfully,



(Dr. S. Kerketta)
Director, IA.I

Copy to:

1. The Secretary, Ministry of Power, Shram Shakti Bhawan, Rafi Marg, New Delhi 110001.
2. The Chairman, Central Electricity Authority, Sewa Bhawan, R.K. Puram, New Delhi-110066.
3. The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi-110032.

4. The Deputy Director General of Forests (C), Ministry of Environment, Forest and Climate Change, Regional Office (ECZ), Bungalow No. A-2, Shyamali Colony, Ranchi- 834002.
5. The Secretary (Environment), Forests and Environment Department Government of Jharkhand.
6. The Chairman, Jharkhand State Pollution Control Board, TA Building, HEC Complex, P.O. Dhurwa, Distt. Ranchi.
7. The District Collector, Ranchi District, Govt. of Jharkhand.
8. Guard file/Monitoring file.
9. Website of MoEF&CC.



Director, IA.I