File No.: J-11015/104/2011-IA-II(M)
Government of India
Ministry of Environment, Forest and Climate Change
IA Division
****

Dated **10/10/2026**

To,

Shri Awnish Kumar
M/s Tata Steel Limited
Bombay House, 24 Homy Modi Steet, Fort, MUMBAI, MAHARASHTRA, 400001
tsl.env@tatasteel.com

Subject: **Noamundi Iron ore Mine (within ML area of 1160.06 Ha in total Project area of 1230.42 Ha) with Iron Ore production capacity of 19 MTPA (ROM) and total excavation of 27 MTPA along with Iron Ore beneficiation plant capacity of 27 MTPA by M/s Tata Steel Limited located at Villages Mahudi, Balijore, Korta, Noamundi, Sarbil and Barabalijori, Tehsil: Noamundi, District: West Singhbhum, Jharkhand - Amendment in Environmental Clearance - regarding**

Sir/Madam,

This is in reference to your application submitted to MoEF&CC vide proposal number IA/JH/MIN/581566/2026 dated 21/07/2026 for grant of an amendment in prior Environmental Clearance (EC) accorded for the project mentioned above under the provisions of the EIA Notification 2006-and as amended thereof.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC26A0000JH5327683A
(ii) File No.	J-11015/104/2011-IA-II(M)
(iii) Clearance Type	Amendment in EC
(iv) Category	A
(v) Schedule No./ Project Activity	1(a) Mining of minerals
(vi) Sector	Non-Coal Mining
(vii) Name of Project	Amendment in Environmental Clearance granted to Noamundi Iron Mine of Tata Steel Limited
(viii) Location of Project (District, State)	WEST SINGHBHUM, JHARKHAND
(ix) Issuing Authority	MoEF&CC
(x) EC Date	06/09/2021
(xi) Applicability of General Conditions	YES
(xii) Status of implementation of the project	

3. The instant proposal is for Amendment in EC letter dated 29.10.2021 for Noamundi Iron ore Mine (within ML area of 1160.06 Ha in total Project area of 1230.42 Ha) with Iron Ore production capacity of 19 MTPA (ROM) and total excavation of 27 MTPA along with Iron Ore beneficiation plant capacity of 27 MTPA **by M/s Tata Steel Limited** located at **Villages Mahudi, Balijore, Korta, Noamundi, Sarbil and Barabalijori, Tehsil: Noamundi, District: West Singhbhum, Jharkhand.**

4. The details of the project submitted by the Project Proponent are given under:

i. The existing project of Noamundi Iron Ore Mine of Tata Steel Limited was granted environment clearance from Ministry vide letter no. J-11015/104/2011-IA.II(M) dated 6th September 2021 for Iron Ore production capacity of 19 MTPA (ROM) and total excavation of 27 MTPA along with Iron Ore beneficiation plant capacity of 27 MTPA (Throughput) and amended on 29th October 2021 for permission for interim arrangement for mineral to be transported by road to other railway siding (Bokaro Siding and Line no. 5 Siding) for onward rail transport.

ii. The implementation status of the existing EC is as follows

S. No	Details	As per EC dated 06.09.2021 and amendment dated 29.10.2021	As per CTO dated 17.07.2025	Balance Quantity
1	Mining- 19 MTPA (ROM)	Fully Implemented	Fully implemented	Nil
2	Mineral Beneficiation Plant- 27 MTPA	Implemented 25 MTPA	Implemented 25 MTPA	2 MTPA (Plant has been established. CTO for its operation has already been applied)
3	Dispatch as per EC amendment dated 29.10.2021- Interim arrangement for dispatch of 4 MTPA	Partially Implemented – Upto 2 MTPA of product out of the permitted 4 MTPA product is being dispatched by adjacent Noamundi (Bokaro) public railway siding.	Partially Implemented – Upto 2 MTPA of product out of the permitted 4 MTPA product is being dispatched by adjacent Noamundi (Bokaro) public railway siding.	Remaining 2 MTPA of product, via Noamundi (Line No.5) public railway siding, is unable to be dispatched.

It may be noted that, the infrastructure development within the project area to be undertaken by Tata Steel for enabling Logistics and Dispatch has been completed such as-

- Installation of new Material Handling System/ Overland Conveying System in FY24.

- Installation of additional fully mechanized bedding and blending plant in FY24.

- Installation of new Stacker and reclaimer facility in FY25.

- Installation of new Rapid Loading System (RLS-3) in FY25 taking the overall dispatch capability of Noamundi private rail siding from 13 to 24 MTPA installed capacity.

- However, full production and dispatch potential as per Environment Clearance of Noamundi mine could not be achieved because of short supply of railway rakes and delay in implementation of infrastructures to be undertaken by Railways.

- While the installed capacity of the material handling system and private railway siding at Noamundi has been augmented to 24 MTPA of product, it is also capable to handle and dispatch 30 MTPA of product after minor debottlenecking if Railways allots enough number of rakes and completes the on-going & proposed infrastructure projects.

iii. Compliance status to the EC conditions based on six monthly compliance report/ CCR- All the conditions are complied with.

iv. Justification for the proposed EC amendment:

Provision in existing EC-

Noamundi Iron Mine was granted EC on 06.09.2021. Further, an amendment in the EC was granted on 29.10.2021 wherein vide point No. 8, the following has been mentioned in the amended EC-

"8. The matter has been examined in the Ministry in accordance with the Environmental Impact Assessment Notification, 2006 and further amendments thereto and the undersigned is directed to say that the Ministry of Environment, Forest & Climate Change after accepting the recommendation of EAC during its 38th EAC (Non-Coal) meeting held during 29th – 30th September, 2021, ***hereby accords the Amendment in Environmental Clearance (EC) granted on 06.09.2021 for inclusion of interim arrangement of road dispatch till Bokaro Siding (1.5 km from lease) and Line no. 5 Siding (2.3 km from lease) for Noamundi Iron Ore Mine with total excavation of 27 MTPA over mining lease area 1160.06 ha along with increase of Iron ore beneficiation plant capacity (Feed to Plant) from 18 MTPA to 27 MTPA in the total project area of 1230.42 ha located at Mahudi, Balijore, Korta, Noamundi, Sarbil and Barabalijori villages, West Singhbhum District, Jharkhand by M/s Tata Steel Limited***

Constraints in dispatch of material from Noamundi as per EC-

- Shortfall in Dispatch: While the installed capacity of the material handling system and private railway siding at Noamundi have been augmented to 24 MTPA of product, Railways have not been able to allot enough number of rakes resulting in a dispatch shortfall.

o The actual rail dispatch (from both Noamundi private and Noamundi public sidings) in FY26 was 18.639 MT against a target of 22.6 MT.

o In FY26, there was an average shortage of 2.7 rakes per day.

o Noamundi (Line No. 5) Public Siding could not be used and is expected to remain unutilized due to incomplete Railway infrastructure by Railways.

It may be noted that, this shortfall in dispatch through rakes has resulted in accumulation of iron ore inventory at the mine pit head as detailed below:

Year	**Closing Stock at Noamundi & Katamati Iron Mine (in Million Tonnes)**
2022-2023	1.34
2023-2024	1.74
2024-2025	3.14
2025-2026	2.50

- Delay in completion of on-going & proposed infrastructure projects by Indian Railways: Projects of Indian Railways such as Noamundi Y connection, 3rd & 4th line from Dangoaposi to Sukinda and 4th line from Dangoaposi to Adityapur are delayed.

o Noamundi Y connection: For all outbound rakes from Noamundi to end-users in Odisha (Tata Steel Kalinganagar, Tata Steel Meramandali, NINL Steel Plant, BRPL), currently engine needs to be reversed at Dangoaposi Railway Station located in Jharkhand. As a resultant, the turn-around time of rakes and engine increases. Hence South-Eastern Railway Zone is constrained to fulfil our entire requirement of rakes for iron ore transport to Odisha circuit. Had "Y-connection" been constructed, rakes towards Odisha circuit (i.e Tata Steel Kalinganagar, Tata Steel Meramandali, NINL Steel Plant, BRPL) would have increased.

o 3rd & 4th line from Dangoaposi to Sukinda: Had this railway line been completed till Sukinda, more number of rakes would have been placed for loading and dispatch, thus meeting our plan for 100% rail dispatch.

o 4th line from Dangoaposi to Adityapur: Had this project been implemented, there would not have been any deficit of rakes bound to Tata Steel Jamshedpur, Tata Steel Gamharia and Tata Steel Metalliks Division, Kharagpur.

- Expansion in steel plants of Tata Steel:

o Steel plants of Tata Steel have ramped up/in process of ramping up their crude steel capacities, however commensurate with this expansion, we have not been able to cater to their iron ore requirements.

o With the proposed amendment, Noamundi (along with Katamati mine) will be able to dispatch up to 32 MTPA material and support the end use plants.

o The end-use steel plants/ units of Tata Steel Limited to which Noamundi Iron Mine has to increasingly cater to and dispatch Iron ore product are:

§ Odisha: Tata Steel Kalinganagar (Expansion done; more capacity planned)
§ Odisha: Tata Steel Meramandali (EC for expansion in progress)

§ Odisha: NINL Steel Plant (EC for expansion granted; more capacity planned)
§ Odisha: BRPL (New unit added)

- Quality issues: The ore characteristics vary from mine to mine. We need to optimize two of the major quality parameters (i.e Alumina & Silica) by supplying ore from different mines (i.e Noamundi, Katamati, Joda East and Khondbond) and blending at the steel plants end.

o All our integrated steel plants work on prepared burden concept where raw material from different captive sources (Noamundi, Katamati, Joda East and Khondbond Iron Mines) is blended as per the customer needs (Captive Steel plants) in varying proportion for optimized productivity, reduced slag rates and reduced CO2 emissions.

o Currently, iron ore supply from Noamundi is skewed heavily towards Tata Steel Jamshedpur, Tata Steel Gamharia & Tata Steel Metaliks Kharagpur (80%) and less towards Tata Steel Kalinganagar & Tata Steel Meramandali (20%).

Material Balance after proposed amendment in EC of Noamundi Mine:

- The total product generated from plants at Noamundi is **~24 MTPA** (after beneficiating 27 MTPA ROM including Katamati ROM of 8.2 MTPA).

- Another **3.3 MTPA** product after processing at Katamati mine is transported from Katamati mine to Noamundi mine for further dispatch through Noamundi Railway siding.

- Hence a total of **27.3 MTPA** is expected to be dispatched from Noamundi through rail.

- Inspite of timely augmentation of loading and dispatch facilities at Noamundi, unavailability of requisite number of rakes within Noamundi Private Siding is constraining the entire dispatch through this siding.

- Noamundi (Bokaro) Public Siding is currently bridging this gap. **Hence it is essential for us to continue use of this siding for dispatching upto 2 MTPA of product.**

- So as to make up for the short supply of rakes, **2 MTPA of product needs to be dispatched by road from Noamundi mine directly to the end use plants.** Upto 0.5-1.0 MTPA will be transported by road to either Jamshedpur/Gamharia/Kharagpur plants and upto 1.0-1.5 MTPA will be transported by road to Kalinganagar/Meramandali/NINL/BRPL plants.

- This road transport (upto 2 MTPA) directly to end use plants will be carried out for a period upto 5 years till Indian Railways allots us the required number of rakes.

Hence the material balance is summarized as below:

- Noamundi private siding – 23.3 MTPA
- Noamundi public (Bokaro) siding – 2 MTPA
- Direct to destination by road from Noamundi mine – 2 MTPA
- Direct to destination by road from Katamati mine – 4.7 MTPA

Capacity of Railway Siding	**Mine (EC Capacity)**	**ROM Production, (MTPA)**	**Iron Ore Production, (MTPA)**	**Dispatch from Noamundi Private Siding, (MTPA)**	**Alternate dispatch, (MTPA)**
Noamundi Private Railway Siding @24 MTPA	Noamundi (19 MTPA ROM)	19	24	23.3 (This is as per the rake availability @16 rakes/ day)	2 (Through Noamundi Bokaro public siding)
					2 (Through road dispatch)
	Katamati (16.2 MTPA ROM)	16.2 (Includes 8.2 ore sent to Noamundi for processing)	8 (Includes 3.3 product sent to Noamundi for dispatch)		4.7 (Through road dispatch)
Total			**32**	**32 (23.3 + 2 +2 + 4.7)**	

v. The details of the condition for which amendment is sought and justification for the same is as follows:

Amendment in EC is sought for replacing:

- Existing clause vide Point no. 8 in Noamundi EC Amendment letter dated 29.10.2021: ***inclusion of interim arrangement of road dispatch till Bokaro Siding (1.5 km from lease) and Line no. 5 Siding (2.3 km from lease).***
- Proposed clause to be added:

a. Mineral transportation of 2 MTPA by road from pit head to Noamundi (Bokaro) railway siding located adjacent to Noamundi private railway siding for onward rail dispatch.

b. Mineral transportation of 2 MTPA by road from Noamundi mine directly to the end use plants.

Condition No	Details of Conditions as per ToR/EC	Amendment Sought	Justification
Clause vide Point no. 8 in Noamundi EC Amendment letter dated 29.10.2021	***"inclusion of interim arrangement of road dispatch till Bokaro Siding (1.5 km from lease) and Line no. 5 Siding (2.3 km from lease)."***	Proposed clause to be added: a. Mineral transportation of 2 MTPA by road from pit head to Noamundi (Bokaro) railway siding located adjacent to Noamundi private railway siding for onward rail dispatch. b. Mineral transportation of 2 MTPA by road from Noamundi mine directly to the end use plants.	It is being provided in Sl No. iv.

vi. Summary of court cases

S. No	Case No/ Title	Name of the Court	Brief summary of the case	Last date of hearing	Next date of hearing	Direction/ Action taken by the PP
1	WP (C)3768 OF 2015	High Court, Jharkhand	This is case of Noamundi mine lease extension.	29.07.2026	19.08.2026	The court vide its order dated 28.06.2018 directed the State Government to decide the representation of Tata Steel which is already pending before the State of Jharkhand in accordance with law and in light of Section 8A(5) of the MMDR Act 1957. The matter is under consideration of State Government

						for extension/ renewal of the lease.

vii. Name of the EIA consultant: Not Applicable as it is an Amendment Proposal.

5. Observation of Committee

i. The proposal is for amendment in Environmental Clearance of Noamundi Iron ore Mine (within ML area of 1160.06 Ha in total Project area of 1230.42 Ha) with Iron Ore production capacity of 19 MTPA (ROM) and total excavation of 27 MTPA along with Iron Ore beneficiation plant capacity of 27 MTPA by M/s Tata Steel Limited located at Villages Mahudi, Balijore, Korta, Noamundi, Sarbil and Barabalijori, Tehsil: Noamundi, District: West Singhbhum, Jharkhand.

ii. The PP submitted that the present proposal pertains to amendment of Environmental Clearance (EC) conditions with respect to the mode and route of mineral transportation. The amendment has been sought for modification of Existing Clause vide Point No. 8 of the EC Amendment Letter dated 29.10.2021.

iii. The details of amendment sought by PP is given below as:

Subject	Details of Conditions as per ToR/EC	Amendment Sought
Clause vide Point no. 8 in Noamundi EC Amendment letter dated 29.10.2021	***"inclusion of interim arrangement of road dispatch till Bokaro Siding (1.5 km from lease) and Line no. 5 Siding (2.3 km from lease)."***	Proposed clause to be added: ·Mineral transportation of 2 MTPA by road from pit head to Noamundi (Bokaro) railway siding located adjacent to Noamundi private railway siding for onward rail dispatch. ·Mineral transportation of 2 MTPA by road from Noamundi mine directly to the end use plants.

iv. EAC noted that Amendment in EC was issued on 29.10.2021 for inclusion of interim arrangement of road dispatch of 4 MTPA of iron to Bokaro Siding (also known as Noamundi public siding 1.5 Km from lease) and Line no. 5 siding (2.3 Km from Lease) for a period of five years.

v. In view of the above conditions, EAC asked PP to provide the justification for using road transportation.

vi. PP submitted the following justification for seeking amendment in the existing EC:

- PP submitted that Environmental Clearance for the Noamundi Iron Ore Mine was granted on 06.09.2021 and subsequently amended on 29.10.2021. The amended EC, vide Point No. 8, provided for inclusion of an interim arrangement of road dispatch till Bokaro Siding (1.5 km from the lease area) and Line No. 5 Siding (2.3 km from the lease area) for dispatch of mineral from the mine.

- PP submitted that constraints are being faced in dispatch of material from Noamundi Mine as per the existing EC arrangement. It was informed that, although the installed capacity of the material handling system and private railway siding at Noamundi has been augmented to handle 24 MTPA of iron ore product, adequate rake allotment by Indian Railways has not been forthcoming, resulting in a dispatch shortfall. The PP informed that the actual rail dispatch from Noamundi Private Siding and Noamundi Public Siding during FY 2025-26 was 18.639 MT against a target of 22.6 MT and that there was an average shortage of 2.7 rakes per day during the year. It was further submitted that Noamundi (Line No. 5) Public Siding could not be utilized due to incomplete railway infrastructure and is expected to remain unutilized until the requisite railway facilities are developed.

- PP submitted that the shortfall in dispatch through rail has resulted in accumulation of iron ore inventory at the mine pit head. The closing stock at Noamundi and Katamati Iron Mines increased from 1.34 million tonnes in FY 2022-23 to 1.74 million tonnes in FY 2023-24 and 3.14 million tonnes in FY 2024-25, while the closing stock during FY 2025-26 stood at 2.50 million tonnes.

- PP further submitted that a number of railway infrastructure projects being undertaken by Indian Railways, including the Noamundi Y-Connection, the 3rd and 4th railway lines from Dangoaposi to Sukinda, and the 4th railway line from Dangoaposi to Adityapur, have not yet been completed. According to the PP, completion of these projects would facilitate improved rake movement and availability, reduce turnaround time of locomotives and wagons, and enable enhanced rail evacuation of iron ore from the mine. The PP stated that the delay in implementation of these railway projects has adversely impacted the availability of rakes required for transportation of iron ore to various end-use plants.

- PP also submitted that Tata Steel Limited has undertaken and is undertaking expansion of its steel manufacturing facilities, resulting in increased demand for iron ore from captive mines. The PP informed that the proposed amendment would facilitate dispatch of up to 32 MTPA of material from Noamundi and Katamati Mines to meet the requirements of the end-use plants, including Tata Steel Kalinganagar, Tata Steel Meramandali, NINL Steel Plant and BRPL.

- PP further submitted that ore characteristics vary from mine to mine and that optimization of major quality parameters such as alumina and silica requires blending of iron ore sourced from different captive mines, namely Noamundi, Katamati, Joda East and Khondbond. It was informed that all integrated steel plants of Tata Steel operate on a prepared burden concept wherein ore from different sources is blended in varying proportions to achieve optimum productivity, reduced slag generation and lower CO_2 emissions. The PP submitted that the present dispatch pattern is heavily skewed towards Tata Steel Jamshedpur, Tata Steel Gamharia and Tata Steel Metalliks, Kharagpur,

whereas the proposed amendment would facilitate improved supply to steel plants located in Odisha.

- With regard to material balance, the PP submitted that approximately 24 MTPA of product is generated from the beneficiation facilities at Noamundi after processing 27 MTPA of ROM, including 8.2 MTPA of ROM received from Katamati Mine. In addition, about 3.3 MTPA of processed product from Katamati Mine is transported to Noamundi for onward dispatch. Accordingly, a total quantity of about 27.3 MTPA is proposed to be dispatched from Noamundi.

- PP submitted that despite augmentation of loading and dispatch infrastructure at Noamundi, non-availability of the requisite number of rakes at the Noamundi Private Railway Siding continues to constrain dispatch operations. It was therefore submitted that continued utilization of Noamundi (Bokaro) Public Siding for dispatch of up to 2 MTPA of iron ore is essential. Further, in order to compensate for the shortfall in rake availability, the PP proposed transportation of up to 2 MTPA of iron ore by road directly from Noamundi Mine to the end-use plants. The PP informed that out of the proposed road dispatch quantity, approximately 0.5–1.0 MTPA would be transported to Jamshedpur, Gamharia and Kharagpur plants, while about 1.0–1.5 MTPA would be transported to Kalinganagar, Meramandali, NINL and BRPL plants. It was further submitted that such road transportation would be undertaken for a period of up to five years or till the required number of rakes is allotted by Indian Railways.

- Accordingly, the PP submitted the following proposed dispatch arrangement:

(i) Noamundi Private Railway Siding – 23.3 MTPA;

(ii) Noamundi (Bokaro) Public Siding – 2.0 MTPA;

(iii) Direct dispatch by road from Noamundi Mine to end-use plants – 2.0 MTPA; and

(iv) Direct dispatch by road from Katamati Mine – 4.7 MTPA.

- PP submitted that the proposed amendment is intended to address the existing constraints in rail evacuation, facilitate efficient dispatch of iron ore to end-use plants, and ensure optimum utilization of the approved production capacity of the mine.

vii. EAC noted the submission of PP and opined that PP should have installed OLBC leading upto Bokaro Railway Siding (1.5 km from the lease) as per the conditions stipulated in EC amendment letter dated 29.10.2021. EAC further enquired about the distance of steel plant from the Noamundi mine. PP submitted the following: -

SL No.	Location	Distance from Noamundi Iron Mine (KM)
1	Tata Steel Jamshedpur	155
2	Tata Steel Gamharia	145
3	Tata Steel Kalinganagar / NINL	198
4	BRPL, Tonto	26
5	Tata Steel Meramandali	248
6	Iron Ore Sales	Upto 200 KMs

viii. EAC reviewed the submission of PP and asked whether PP has conducted the carrying capacity study of existing road network. PP submitted they will dispatch the 2.0 MTPA product from Noamundi through the Murga Mahadev- NH520 road route. As part of Tata Steel's expansion proposal of Katamati Iron Mine, 2.7 MTPA product from Katamati is also proposed to be sent by road to end use plants through this route. In total, the technical proposal envisages 4.7 MTPA of product movement using the Murga Mahadev Road (mine dispatch road) to fulfil end-user requirements. The combined 4.7 MTPA equates to approximately 376 trucks per day (≈752 trips/day) on a 365-day operating basis. A baseline traffic assessment was conducted along the Murga Mahadev Road (Jojo Camp-T1) to NH-520 (T2) to document existing traffic volumes, composition, hourly patterns, and Level of Service (LOS) before introducing any incremental project traffic. The study followed IRC:64-1990 methodology for rural two-lane roads, with continuous 24-hour classified counts and conversion of observed volumes to Passenger Car Units (PCU) using IRC equivalency factors to reflect mixed traffic effects. Counts were processed in hourly intervals and aggregated to 24-hour totals for each vehicle class (cars/jeeps/vans, buses, trucks/dumpers, tractors, two-wheelers, three-wheelers, and bicycles). The study indicated the LOS of T1 will change from "Excellent" to "Very Good" and LOS of T2 will remain as "Very Good". This remains well below the 15,000 PCU/day design service volume for a two-lane road in plain terrain (IRC:641990), corresponding to LOS "B", which represents stable and uncongested flow conditions. Thus, the existing public road network is adequately capable of accommodating the projected truck movement without adverse impacts on regional traffic.

ix. EAC noted the submission of PP advised PP to take adequate measures to prevent the pilferage of minerals during transportation. All dumpers should be covered with tarpaulin during transportation. Water sprinkling may also be undertaken at dust prone areas along the transportation route on regular basis leading to end users. Traffic monitors may also be engaged at busy intersection and also near the Truck drivers, helpers, Operators, Supervisors, and contractor personnel should be properly trained on environmental aspects. A record of the above training of the personnel, supervisor/ officials should be submitted to the regional office of MoEF&CC. EAC also advised PP to install conveyer system till Bokaro Siding (1.5 Km from the lease area) within 2 years. No transportation by road to Bokaro siding (1.5 Km from the lease area) shall be permitted thereafter.

6. Recommendation of Committee

Based on the discussions held, the EAC in its meeting held during 24th -25th August 2026 under the provisions of EIA Notification, 2006 and its subsequent amendments therein; **recommended** the proposal for amendment in EC dated 29.10.2021 of Noamundi Iron ore Mine within ML area of 1160.06 Ha in total Project area of 1230.42 Ha with Iron Ore production capacity of 19 MTPA (ROM) and total excavation of

27 MTPA along with Iron Ore beneficiation plant capacity of 27 MTPA by M/s Tata Steel Limited located at Villages Mahudi, Balijore, Korta, Noamundi, Sarbil and Barabalijori, Tehsil: Noamundi, District: West Singhbhum, Jharkhand subject to following additional specific conditions given at Annexure (1). All other terms and conditions mentioned in the EC letter dated 06.09.2021 and its subsequent amendments shall remain unchanged.

Details of Conditions as per ToR/EC	**Amendment Sought**	**Recommendation by EAC**
Clause vide Point no. 8 in Noamundi EC Amendment letter dated 29.10.2021 ***"interim arrangement of road dispatch till Bokaro Siding (1.5 km from lease) and Line no. 5 Siding (2.3 km from lease) for Noamundi Iron Ore Mine with total excavation of 27 MTPA over mining lease area 1160.06 ha along with increase of Iron ore beneficiation plant capacity (Feed to Plant) from 18 MTPA to 27 MTPA in the total project area of 1230.42 ha located at Mahul, Balijore, Korta, Noamundi, Sarbil and Barabajibiri villages, West Singhbhum District, Jharkhand by M/s Tata Steel Limited with the following additional specific conditions:*** I. After this road is brought into utilization for transport, 6 monthly monitoring reports as well as videography of the transportation undertaken to be submitted to Ministry. II. The project proponent is advised to undertake a videography of 10.5 Km road for those who are already using this road for transportation of the mineral other than M/s Tata Steel Limited from their respective mines to Jamda site and submit to the Ministry for information. III**.** It was also mentioned by the project proponent that they are willingly accepting not to use Jamda siding and this will stay till the information on Jamda transportation availability is submitted to the Ministry and within 5 years project proponent must bring conveyor system till railway siding and stop using road.	Proposed clause to be added under point no. 8 iv. Mineral transportation of 2 MTPA by road from pit head to Noamundi (Bokaro) railway siding located adjacent to Noamundi private railway siding for onward rail dispatch. Further, mineral transportation of 2 MTPA by road from Noamundi mine directly to the end use plants.	**EAC recommended to add the following clause under point no. 8** iv. Mineral transportation of 2 MTPA by road from pit head to Noamundi (Bokaro) railway siding located adjacent to Noamundi private railway siding for onward rail dispatch is permitted till September, 2028. Thereafter, transportation of iron ore to Noamundi (Bokaro) railway siding shall be allowed through conveyer belt. Further, mineral transportation of 2 MTPA by road from Noamundi mine directly to the end use plants is permitted for five years.

7. The Ministry has accepted the recommendations made by the EAC in the 11th EAC meeting held on 24-25 Aug 2026 and hereby grants amendment in Environment Clearance (EC) for the project titled ***"Noamundi Iron ore Mine (within ML area of 1160.06 Ha in total Project area of 1230.42 Ha) with Iron Ore production capacity of 19 MTPA (ROM) and total excavation of 27 MTPA along with Iron Ore beneficiation plant capacity of 27 MTPA by M/s Tata Steel Limited located at Villages Mahudi, Balijore, Korta, Noamundi, Sarbil and Barabalijori, Tehsil: Noamundi, District: West Singhbhum, Jharkhand"*** under the provisions of EIA Notification 2006 (as amended) as mentioned at para 6 above subject to following additional specific conditions given at Annexure (1). All other terms and conditions mentioned in the EC letter dated 06.09.2021 and its subsequent amendments shall remain unchanged.

8. This issues with the approval of Competent Authority.

Copy To

1. The Secretary, Ministry of Mines Government of India, Shastri Bhawan New Delhi-110 001., New Delhi, Delhi, secy-mines@nic.in
2. The The Controller General , Indian Bureau of Mines, Indira Bhavan Civil Lines Nagpur-440 001. , Nagpur, Maharashtra, cg@ibm.gov.in
3. The The Director General & CIM , Directorate General of Mines Safety, Hirapur Dhanbad Jharkhand-826001, Dhanbad, Jharkhand, dg@dgms.gov.in
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8. The Deputy Director General, Regional Office, Deputy Director General Of Forests (C) Ministry Of Environment Forest And Climate Change Regional Office 2nd Floor Headquarters- Jharkhand State Housing Board Harmu Chowk Ranchi Jharkhand - 834002 Ranchi, N/A, N/A, ro.ranchi-mef@gov.in
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10. The Director, Department of Mines & Geology (Geology) Govt of Jharkhand, Yojna Bhawan 3rd Floor Nepal House Doranda Ranchi 834002, Ranchi, Jharkhand, director-mines@jharkhandmail.gov.in
11. The Member Secretary, SPCB/PCC, T.A. Building Hec P.O. Dhurwa, Ranchi, Jharkhand, jspcb@jharkhandmail.gov.in
12. The Secretary, Department of Forest Environment & Climate Change, Nepal House Doranda Ranchi Jharkhand 834002, Ranchi, Jharkhand, cf-wpranchi@gov.in

Annexure 1

Specific EC Conditions for (Mining Of Minerals)

1. Additional Specific Conditions

S. No	EC Conditions
1.1	PP needs to install conveyer system till Noamundi (Bokaro) Siding (1.5 Km from the lease area) by September, 2028. No transportation by road to Noamundi (Bokaro) siding (1.5 Km from the lease area) shall be permitted thereafter.
1.2	PP to take adequate measures to prevent the pilferage of minerals during transportation. All dumpers should be covered with tarpaulin during transportation. Water sprinkling may also be undertaken at dust prone areas along the transportation route on regular basis leading to end users. Traffic monitors may also be engaged at busy intersection and also near the Truck drivers, helpers, Operators, Supervisors, and contractor personnel should be properly trained on environmental aspects. A record of the above training of the personnel, supervisor/ officials should be submitted to the regional office of MoEF&CC.
1.3	PP is permitted to transport 2 MTPA of iron to the following steel plants/end users for a period of

S. No	EC Conditions
	five years. After that, entire transportation has to carried out through railway siding. SL No. Location Distance from Noamundi Iron Mine (KM) 1 Tata Steel Jamshedpur 155 2 Tata Steel Gamharia 145 3 Tata Steel Kalinganagar / NINL 198 4 BRPL, Tonto 26 5 Tata Steel Meramandali 248 6 Iron Ore Sales Upto 200 KMs

Signature Not Verified
Digitally Signed by : Sundar Ramanathan
Member Secretary, MoEFCC (EC)
Date: 10/10/2026