



File No.: J-11015/310/2006-IA.II(M)
Government of India
Ministry of Environment, Forest and Climate
Change
IA Division



Dated 22/07/2026



To,

Sh. Awadhesh Kumar Sharma
M/s. THDC India Limited
House no. 100, Harrai East Opposit Baghel Petrol Pump Vindhyanagar road, Waidhan Dist. Singrauli,
Madhya Pradesh-486886
E-mail: thdcameliacoalblock@gmail.com

Subject: **Amelia Coal Mining Project (ML area: 1180.2 ha having production capacity of 5.6 MTPA), by M/s THDC India Limited, located at village: Pidarwah; Tehsil: Singrauli; State: Madhya Pradesh – Amendment in Environmental Clearance – Regarding**

Sir/Madam,

This is with reference to your online application vide proposal no. IA/MP/CMIN/580594/2026 dated 29/05/2026 along with written submission dated 08.07.2026 seeking for Amendment in Environmental Clearance accorded by the Ministry vide letter dated 03/08/2021 and its subsequent amendment granted therein under the provisions of EIA notification 2006 as amended therein for the project mentioned above.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC26A0101MP5784948A
(ii) File No.	J-11015/310/2006-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	Amelia Coal Mine Project
(viii) Location of Project (District, State)	Sidhi, Singrauli, Madhya Pradesh
(ix) Issuing Authority	MoEF&CC
(x) EC Date	03/08/2021
(xi) Applicability of General Conditions	NO

3. The instant proposal is for amendment in Environment Clearance granted to M/s THDC India Limited accorded vide Letter no J-11015/310/2006-IA. II(M) Dated 30/05/2025 w.r.t the original Environmental Clearance granted by MoEF&CC vide its letter no. J-11015/310/2006-IA. II(M) Dated 03/08/2021 for Amelia Coal Mining Project (ML area: 1180.2 ha having production capacity of 5.6 MTPA) located at village: Pidarwah; Tehsil: Singrauli; State: Madhya Pradesh. The application for the instant amendment proposal was submitted by the Project Proponent on the PARIVESH portal on 29.05.2026. The proposal was considered in 45th EAC Meeting held during 16-17th June, 2026. The MoM for the same may be seen using the web link: parivesh.nic.in.

Details submitted by the PP

4. Details of all the prior ECs including the EC for which amendment is sought:

S. No.	Details of letter No.	EC/ Expansion EC/ Amendment in EC/ Validity extension/ Transfer of EC	Capacity (MTPA)	Area (ha)	Date of issuance	Status of implementation
1	J-11015/310/2006-1A.II(M)	EC granted to M/s MPSMDCL based on approved Mining Plan for an opencast & an underground mine	8.4	1619.10	27.03.2008	Cancellation of Coal Block as per Hon'ble Supreme Court judgement dated 25/08/2014 & order dated 24/09/2014. Before the operations could commence the block was deallocated. It was reallocated to M/s THDCIL by MOC vide F.No. 103/11/2016-NA dated 17-01-2017.
2	J-11015/310/2006-1A.II(M)	Transfer with amendment of EC granted to M/s THDCIL as per Revised Mining plan for an opencast mine only duly approved by MOC on 13.03.2020	5.6	1180.20	03.08.2021	Mine started operations in November 2022 after obtaining the statutory approvals.
3	J-11015/310/2006-1A.II(M)	Amendment of Specific Condition no. (xi),(v) & (vii)	5.6	1180.20	30.05.2025	Being implemented

W.r.t the previous approvals, PP submitted the mine became operational from November 2022 onwards and the actual production details since inception of the concerned mine is given in the table below. CTO renewal has also been obtained from MPPCB and is valid up to 31.08.2026.

Year	Actual Coal Production in MTPA	Planned Coal production in MTPA as per Environmental Clearance	Excess Production
2022-23	0.31	5.6	NIL
2023-24	1.25	5.6	NIL

Year	Actual Coal Production in MTPA	Planned Coal production in MTPA as per Environmental Clearance	Excess Production
2024-25	3.80	5.6	NIL
2025-26	4.50	5.6	NIL

5. Details regarding amendment sought in the EC amendment dated 30.05.2025:

Specific/ General Condition No	Details of the Conditions as per EC	Amendment Sought	Justification
Specific Condition no. (v) of EC dated 03.08.2021, further modified by EC dated 30.05.2025	<u>Condition as per EC dated 03.08.2021:</u> Transportation of coal from Coal Handling Plant shall be through mechanized covered trucks for 2 years. No transportation by trucks after 2 years and proposed railway siding should be constructed within 2 years of mine operations. <u>Condition as per EC Amendment dated 30.05.2025:</u> The proposed railway siding shall be developed by June 2026, as committed by the PP. Till then the transportation of coal through Coal Handling Plant shall be through mechanized covered trucks. No road transportation of coal will be allowed after June 2026 as committed.	“The proposed railway siding shall be made fully operational by March 2027, as committed by the PP. Till then the transportation of coal through Coal Handling Plant shall be through covered trucks. No road transportation of coal will be done after March 2027 as being committed now.”	1. Unexpected Rainfall during June 2025 to Oct 2025 - Further, the construction activities were significantly affected due to unexpected and prolonged rainfall during the period from June 2025 to October 2025. The average rainfall increased to 1800 mm against the normal range between 1100 — 1200 mm. The continuous adverse weather conditions hampered excavation, civil works, material handling, transportation, and other allied construction activities at site. The excessive rainfall resulted in restricted site accessibility and reduced working hours, leading to an overall slowdown in project works. 2. Delay in Railway Safety & Signaling/ Telecommunication Clearances-The silo loading system involves integration with railway infrastructure requiring statutory approvals, inspection and clearances from Railway authorities, particularly relating to signaling systems, siding safety protocols, interlocking arrangements and operational safety compliance. The project involves synchronized commissioning of conveying, silo loading and railway interface system requiring sequential testing, safety validation and integrated operational trials. Such activities require completion of all statutory clearances and availability of all interconnected systems simultaneously. The approval process takes considerable time due to multiple stages of scrutiny, technical modifications and compliance requirements. Post completion of the basic infrastructure (which a pre-requirement for applying for CRS approval, application seeking CRS approval was submitted on 18.03.2026. Approval from the Railway Authorities/CRS is expected by December 2026. Further, addressal of tethering issues (if any), stabilization of the system and ramping up of operations to the peak rated scale of dispatch and loading of wagons may take another three months i.e. till March 2027. Thus, it is envisaged that by March 2027, the CES would be operational at its peak rated capacity of 5.6 MTPA in all respects. 3. Pradhan Mantri Gram Sadak Yojana (PMGSY) Road Diversion Approval - The application for diversion of the PMGSY road was submitted on 20.03.2024 but the approval was received only in March 2026. An MoU between THDC India Ltd. and Madhya Pradesh Rural Road Development Authority (MPRRDA) for diversion of the 147m PMGSY road near Deoragram Railway Station was executed on 12.03.2026. The diversion work was completed in April 2026. After road diversion, the work for construction of foundation of remaining pillar was started. 4. Global Supply Chain Disruptions & Procurement Delays- The project execution has been adversely affected by disruptions in global and domestic supply chains arising out of

Specific/ General Condition No	Details of the Conditions as per EC	Amendment Sought	Justification
			the ongoing geopolitical instability and recent West Asia crisis. Shortage and Delayed availability of Industrial fuels including LPG, essential for fabrication, erection and commissioning activities, have been adversely impacted during the recent international crisis, leading to interruption in erection schedules.
Specific Condition no. (vii) of EC dated 03.08.2021, further modified by EC dated 30.05.2025	<u>Condition as per EC dated 03.08.2021:</u> Mining shall be carried out only by surface miners for the project and silo loading through in-pit conveyor should be installed to stop road transportation in 2 years of mine operations. <u>Condition as per EC Amendment dated 30.05.2025:</u> Mining shall be carried out by Surface miners for the project and also Silo Loading through in-pit conveyors should be installed and road transportation of coal will not be allowed after June 2026 as committed	 and also Silo Loading through in-pit conveyors should be installed and road transportation of coal will not be done after March 2027 as being committed now.”.	Unexpected Rainfall during June 2025 to Oct 2025 -Further, the construction activities were significantly affected due to unexpected and prolonged rainfall during the period from June 2025 to October 2025. The average rainfall increased to 1800 mm against the normal range between 1100 — 1200 mm. The continuous adverse weather conditions hampered excavation, civil works, material handling, transportation, and other allied construction activities at site. The excessive rainfall resulted in restricted site accessibility and reduced working hours, leading to an overall slowdown in project works. Delay in Railway Safety & Signaling/ Telecommunication Clearances-The silo loading system involves integration with railway infrastructure requiring statutory approvals, inspection and clearances from Railway authorities, particularly relating to signaling systems, siding safety protocols, interlocking arrangements and operational safety compliance. The project involves synchronized commissioning of conveying, silo loading and railway interface system requiring sequential testing, safety validation and integrated operational trials. Such activities require completion of all statutory clearances and availability of all interconnected systems simultaneously. The approval process takes considerable time due to multiple stages of scrutiny, technical modifications and compliance requirements. Post completion of the basic infrastructure (which a pre-requirement for applying for CRS approval, application seeking CRS approval was submitted on 18.03.2026. Approval from the Railway Authorities/CRS is expected by December 2026. Further, addressal of tethering issues (if any), stabilization of the system and ramping up of operations to the peak rated scale of dispatch and loading of wagons may take another three months i.e. till March 2027. Thus, it is envisaged that by March 2027, the CES would be operational at its peak rated capacity of 5.6 MTPA in all respects. 1. Pradhan Mantri Gram Sadak Yojana (PMGSY) Road Diversion Approval - The application for diversion of the PMGSY road was submitted on 20.03.2024 but the approval was received only in March 2026. An MoU between THDC India Ltd. and Madhya Pradesh Rural Road Development Authority (MPRRDA) for diversion of the 147m PMGSY road near Deoragram Railway Station was executed on 12.03.2026. The diversion work was completed in April 2026. After road diversion, the work for construction of foundation of remaining pillar was started. 2. Global Supply Chain Disruptions & Procurement Delays-The project execution has been adversely affected by disruptions in global and domestic supply chains arising out of the ongoing geopolitical instability and recent West Asia crisis. Shortage and Delayed availability of Industrial fuels including

Specific/ General Condition No	Details of the Conditions as per EC	Amendment Sought	Justification
			LPG, essential for fabrication, erection and commissioning activities, have been adversely impacted during the recent international crisis, leading to interruption in erection schedules.

6. Present status of CHP, Silo Loading System and Railway Siding:

S. No.	Facilities		Current Status	Targeted Date of Completion
1	Feeder Breaker	3 Nos	Completed	Not Applicable
2	Local Control Stations	4 Nos	Completed	Not Applicable
3	Civil Works		Completed	
4	Overland Conveyor (Phase I)	11.40 kms	Completed	
5	Transfer Points	09 Nos	8 Nos. completed	June 2026
6	Overland Conveyor (Phase II)	2.34 kms	90 % Completed	August 2026
7	Coal Bunker	15000 Tons	92% Completed	August 2026
8	Silo & Rapid Loading System	2000 Tons	90% Completed	September 2026
9	Railway Track Laying	5.6 Kms	93% Completed	September 2026
10	Operationalization of CES		Trial / Dry run	December 2026
11	Ramping up to full capacity	5.6 MTPA		March 2027

Present and proposed system for coal evacuation:

Currently, coal evacuation is carried out through a road-cum-rail mode. The coal is transported from the mine pit to Deoragram Railway Siding via 11 Km dedicated road corridor (4.6 km within mining lease and balance outside mining lease), ensuring all the environmental control measures. Traffic surveys were conducted to assess the mode-wise traffic composition observed near village Tenduha at a distance of 7 km from mine and thereby examine the capacity of the road facility for their efficient and safe operation.

7. Environmental parameters of the coal transportation road:

To assess the impact of existing coal transportation activities on the air quality and noise levels of the area, ambient air quality and ambient noise level monitoring has been carried out at 3 nos of selected locations situated along the coal transport road. The particulars of the monitoring locations and corresponding monitoring results are presented in the table below:

Ambient air quality monitoring results, May 2026

S. No.	Location	PM ₁₀	PM _{2.5}	SO _x	NO _x
1	Devragram village	76.2	46.1	22.0	32.4
2	Tenduha village	82.4	48.5	24.2	34.1
3	Barijhariya village	84.8	45.6	25.7	33.2
	NAAQS	100	60	80	80

Ambient Noise Level monitoring results, May 2026

S. No.	Location	Ambient Noise Level dB(A)		Standards dB(A)	
		Day time	Night Time	Day time	Night Time
1	Devragram village	62.5	52.2	75	70
2	Tenduha village	53.4	43.8	55	45
3	Barijhariya village	52.2	42.6	55	45

Details of existing and Additional air pollution control measures are as follows:

- **CHP** – The Coal Handling Plant (CHP) has been designed with comprehensive environmental dust control measures to ensure environmentally sustainable and safe operation of the coal evacuation system. The system includes installation of an advanced Deluge Valve System in the bunkers for effective control of dust and fire hazards, de-dusting arrangements in the silo and plough feeder areas to minimize fugitive dust emissions, and a Dust Suppression System across all conveyor networks for controlling airborne particulate matter during coal handling and transportation. These integrated pollution

control measures have been incorporated to maintain compliance with environmental norms and to ensure clean and efficient operation of the CHP infrastructure.

- **CAAQMS** – Additional One CAAQMS has been procured & another one is in under procurement stage.
- **Additional Pollution Control Measures** - No drilling & crushing of coal is involved. Four Nos. pressurized water tanker is being deployed at coal transportation corridor to suppress the dust emission. Two (2) nos. of truck mounted Fog Canon throw of 30 m (1800 rotation) have been deployed. Additional two (2) Fog Canons (180degree) are under procurement stage. Transportation of coal has been carried for a distance of 11.0 km (4.6km within mining lease) through dedicated corridor up-to Rly Siding. All trucks are tarpaulin covered and all control measures are maintained and operated.

8. **Written Submission:** During the meeting PP submitted the following:

I. Present and proposed status of plantation:

Present Status of Plantation:

As part of the progressive mine reclamation, ecological restoration, and greenbelt development programme, a comprehensive plantation activity over cumulative area of 16.70 Ha has been completed. Total of 30093 saplings dominantly of local species (Karanj, Kadam, Arjun, Jamun, Casicoli, Neem Mango etc.) had been planted along the mine lease boundary and North External Dump as part of the greenbelt development and dump stabilization measures. Area wise plantation activities undertaken are tabulated as under:

S. No.	Site Location	Area (ha)	No. of Saplings	Status
1	Along M L Boundary Greenbelt	10.50	17,750	Plantation completed and established
2	North External Dump Reclamation Area	6.20	12,343	Plantation completed as part of dump stabilization program
Plantation Completed		16.70	30093	Survival rate >85%

Proposed Action Plan for FY 2026-27:

During FY 2026 – 27 (Monsoon Season, June–September), area of 26.60 Ha is planned to be brought under plantation program. Planned area mainly include mining area, associated infrastructure area as well as dedicated coal corridor.

It is planned to plant native, site-specific, and pollution-tolerant species (Karanj, Kadam, Arjun, Jamun, Casicoli, Neem Mango etc.) to enhance biodiversity, strengthen carbon sequestration potential, reduce fugitive dust emissions, improve slope stability, and establish a sustainable green cover in accordance with approved mine closure and environmental management objectives. Saplings of around 2 ft – 4 ft with microbiological good health shall be planted. Routine monitoring activities shall be conducted to maintain and enhance plant survival rate by deploying sufficient manpower. It is proposed that around twenty-five thousand saplings shall be planted during Q 2 FY 26 – 27 while fifteen thousand shall be planted during Q 3 FY 26 - 27.

Regular maintenance and gap plantation shall be undertaken to achieve a minimum survival rate of 85% and ensure long-term ecological sustainability of the areas.

Location wise details of plantation plan are tabulated as under:

S. No.	Site/ Location	Area (ha)	Plantation Density (Saplings/ha)	No. of Saplings
1	South Dump	6.2	1,500	9,300
2	North Dump	8.7	1,500	13,050
3	Coal Conveyor – C3	9.6	1,500	14,400
4	Coal Conveyor – C4	1.9	1,500	2,850
5	Coal Conveyor – C5	0.2	1,500	300
Plantation Planned FY 26 – 27		26.6	1500	39,900

Say around 27 Ha area with around 40,000 saplings

Budgetary provision of around INR 1,05,00,000 (Including contingency) has been kept for this activity.

Clarification regarding Forest Clearance granted to M/s THDC India Limited for diversion of 843.76 ha of forest land:

Amelia Coal Mine allocated to THDC India Limited by the Nominated Authority, Ministry of Coal vide Order No. 103/11/116-NA dated 17.01.2017 as a captive mine to fulfill the fuel requirement of Khurja STPP (1320 MW) at Khurja located in Bulandshahar, UP.

THDCIL Amelia Coal Mine was granted In Principle/ Stage-I Clearance approval of Central Government under Section-2 of the Forest (Conservation) Act, 1980, for diversion of 843.76 ha of forest land for Coal Mining in Amelia Coal Block on 12-12-2018.

Subsequently, Final approval/ Stage-II Clearance of Central Government vide File No. J8-06/2007-FC of MoEF&CC (Ministry of Environment, Forest and Climate Change) dated 15-02- 2021 for diversion of 843.76 ha of forest land.

The approved forest land diversion area of 843.76 ha is distributed as follows:

S.no	Area (Ha.)	Activity
1.	796.74* ha	Mining of coal reserves.
2.	47.02 ha	Other allied mining activities.
Total Area: 843.76 ha		

*As per approved mining plan

Observations and deliberation of the Committee:

9. The EAC noted the following:

i. The instant proposal is for amendment in the Environmental Clearance granted to M/s THDC India Limited for the Amelia Coal Mine Project located at village Pidarwah, Tehsil Singrauli, District Singrauli, Madhya Pradesh, having an approved production capacity of 5.6 MTPA within a mine lease area of 1180.20 ha.

ii. The Committee deliberated on the chronology of Environmental Clearances granted to the project and noted that the project was initially accorded Environmental Clearance to M/s Madhya Pradesh State Mining Development Corporation Limited (MPSMDCL) for an opencast-cum-underground coal mine with a production capacity of 8.4 MTPA within a mine lease area of 1619.10 ha vide letter dated 27.03.2008. The Committee further noted that, consequent upon de-allocation of the coal block pursuant to the Hon'ble Supreme Court judgment dated 25.08.2014 and subsequent re-allocation to M/s THDC India Limited by the Ministry of Coal vide order dated 17.01.2017, the Environmental Clearance was transferred with amendment to M/s THDC India Limited for an opencast coal mine having a production capacity of 5.6 MTPA within a mine lease area of 1180.20 ha vide letter dated 03.08.2021. The Committee also noted that amendment in Specific Condition Nos. (xi), (v), and (vii) of the Environmental Clearance was subsequently granted vide letter dated 30.05.2025.

iii. The Committee noted that the instant proposal pertains to amendment of Specific Condition Nos. (v) and (vii) of the Environmental Clearance dated 03.08.2021, as subsequently amended on 30.05.2025, in respect of the timeline prescribed for commissioning of the railway siding, in-pit conveyor system, and cessation of road transportation of coal.

iv. The Committee noted that as per the amended EC dated 30.05.2025, the Project Proponent was required to develop and operationalize the proposed railway siding, in-pit conveyor system, and silo loading arrangement by June 2026 and discontinue road transportation of coal thereafter. The Committee further noted the submission of the Project Proponent seeking extension of the timeline up to March 2027 for commissioning and stabilization of the coal evacuation system, while continuing transportation of coal through covered mechanized trucks during the intervening period.

v. The Committee deliberated upon the justification submitted by the Project Proponent for the delay in commissioning of the railway siding and conveyor-based coal evacuation system over a distance of 11 Kms covering total area of 39.82 Ha (21.59 Ha within mining lease and balance 18.23 Ha outside mining lease). The Committee noted the submission that the project execution was affected due to prolonged and unusually high rainfall during the period June 2025 to October 2025,

resulting in disruption of excavation, civil works, material handling, and construction activities. The Committee further noted that statutory approvals relating to railway safety, signalling, telecommunication, interlocking systems, and Commissioner of Railway Safety (CRS) clearances are under process and that the application seeking CRS approval was submitted on 18.03.2026. The Committee also noted the delay in approval and execution of diversion of the PMGSY road required for the project infrastructure, as well as delays arising out of procurement constraints and supply chain disruptions affecting availability of critical equipment and materials required for commissioning of the system.

vi. The Committee further noted the submission of the Project Proponent regarding the substantial progress achieved in development of the conveyor system, silo loading facilities, railway siding infrastructure, and associated coal evacuation arrangements. The Committee also noted that coal transportation during the extended period shall continue through mechanized covered trucks along the approved transportation route and that the Project Proponent has committed to continue and strengthen all pollution control and environmental management measures during the extended period.

vii. After detailed deliberations, the Committee was of the view that the reasons cited by the Project Proponent for delay in commissioning of the railway siding and conveyor-based evacuation system appear to be attributable to statutory approvals, infrastructure constraints, and other factors beyond the direct control of the Project Proponent. The Committee, therefore, agreed to recommend amendment of Specific Condition Nos. (v) and (vii) of the Environmental Clearance dated 03.08.2021, as amended on 30.05.2025, by extending the timeline for commissioning of the railway siding, silo loading arrangement, and conveyor-based coal evacuation system up to March 2027, subject to the condition that no further extension of timeline shall ordinarily be considered and that the Project Proponent shall ensure completion and operationalization of the entire rail-based coal evacuation infrastructure within the revised timeline.

viii. The Committee further opined that during the extended period of road transportation, the Project Proponent shall continue transportation of coal only through covered mechanized trucks and shall implement all requisite environmental safeguards, including regular water sprinkling, operation and maintenance of pollution control systems, covered transportation, mechanized road cleaning, traffic management measures, ambient air quality monitoring, and maintenance of transportation roads, so as to minimize adverse environmental impacts on nearby habitations and sensitive receptors. The shoulders of the road shall be strengthened to avoid fugitive emissions due to movement of coal transportation vehicles.

ix. The Committee deliberated on the existing and proposed air pollution control measures adopted for the project and noted that the Coal Handling Plant (CHP) has been provided with comprehensive dust mitigation systems, including deluge valve arrangements, de-dusting systems at silo and feeder locations, and dust suppression measures along the conveyor network. The Committee further noted the installation and augmentation of Continuous Ambient Air Quality Monitoring Stations (CAAQMS) and the deployment of additional pollution control measures such as pressurized water tankers, fog cannons, covered transportation of coal, and dedicated transportation corridors. The Committee observed that no drilling or crushing operations are involved in the project. The Committee opined that the Project Proponent shall continue to strengthen the air pollution control infrastructure and ensure effective operation and maintenance of all dust suppression and monitoring systems so as to maintain ambient air quality within the prescribed standards during the extended period of road transportation and throughout the operation of the project.

x. The Committee deliberated on the plantation and greenbelt development activities undertaken by the Project Proponent and observed that the progress of plantation and maintenance activities was not commensurate with the commitments made under the Environmental Clearance conditions. The Committee expressed concern over the inadequate development and upkeep of the plantation areas and opined that the Project Proponent shall substantially strengthen its plantation programme through a time-bound action plan, with emphasis on gap filling, maintenance, survival of saplings, and development of dense greenbelt using native species. Committee opined that PP shall comply with the action plan submitted for the same.

Recommendations of the Committee:

10. In view of the foregoing and after the detailed deliberations, the Committee **recommended** the instant proposal for grant of amendment in the EC granted vide letter no. J-11015/310/2006-IA.II(M) dated 30.05.2025 w.r.t the original Environmental Clearance granted by MoEF&CC vide its letter no. J-11015/310/2006-IA.II(M) dated 03.08.2021, as detailed below, subject to stipulation of additional specific conditions (**Annexure-I**)

Specific/ General	Details of Conditions as per EC Amendment dated 30.05.2025	Recommendation of EAC
Specific Condition no. (v) of EC dated 03.08.2021, further modified by EC dated 30.05.2025	The proposed railway siding shall be developed by June 2026, as committed by the PP. Till then the transportation of coal through Coal Handling Plant shall be through mechanized covered trucks. No road transportation of coal will be allowed after June 2026 as committed.	Agreed. The EAC agreed to change the same as follows: <i>"The proposed railway siding, conveyor-based coal evacuation system, and associated silo loading facilities shall be fully commissioned and made operational by March 2027, as committed by the Project Proponent. Till such time, transportation of coal from the Coal Handling Plant shall be undertaken only through mechanized covered trucks and with implementation of all requisite pollution control and traffic management measures. No road transportation of coal shall be permitted beyond March 2027, and the entire coal dispatch shall thereafter be undertaken through the approved rail-based evacuation system."</i>
Specific Condition no. (vii) of EC dated 03.08.2021, further modified by EC dated 30.05.2025	Mining shall be carried out by Surface miners for the project and also Silo Loading through in-pit conveyors should be installed and road transportation of coal will not be allowed after June 2026 as committed.	Agreed. The EAC agreed to change the same as follows: <i>"Mining shall be carried out by Surface Miners for the project and the in-pit conveyor system along with silo loading and the railway siding-based coal evacuation infrastructure shall be commissioned and made fully operational by March 2027. Till such time, transportation of coal shall be undertaken only through mechanized covered trucks with all requisite pollution control and environmental management measures in place. No road transportation of coal shall be permitted beyond March 2027, and the entire coal dispatch shall thereafter be undertaken through the approved conveyor-cum-rail-based evacuation system."</i>

Decision of MoEF&CC:

11. 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 letter dated 30.05.2025 w.r.t the original Environmental Clearance granted vide letter dated 03.08.2021 as mentioned in table of above **Para 10**, under the provisions of Environmental Impact Assessment Notification, 2006.

12. All Other terms and conditions prescribed in EC dated 03.08.2021 and its subsequent amendments dated 30.05.2025 shall remain unchanged.

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

14. 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 Monitoring Cell, Ministry of Environment Forest and Climate Change, Indira Paryavaran Bhawan Jor Bagh Road New Delhi, Raipur, Chhattisgarh, monitoring-ec@nic.in

2. The Member Secretary, CGWA, 18/11 Jamnagar House Man Singh Road, Central, Delhi, cgwa@nic.in

3. The Member Secretary, CPCB, Parivesh Bhawan Cbd-Cum-Office Complex East Arjun Nagar, East, Delhi, mscb.cpcb@nic.in
4. The Monitoring Cell MoEFCC, Compliance & Monitoring Division, Indira Paryavaran Bhawan Jor Bagh Road New Delhi, South, Delhi, moefcc-monitoring@gov.in
5. The Member Secretary, SPCB/PCC, Paryavaran Parisar Sector E-5 Arera Colony, Bhopal, Madhya Pradesh, achyutmishra-mspcb@mp.gov.in
6. The District Collector, DC Office, Office Of District Collector Collectorate Building Near Majan Mod District Singrauli Mp, Singrauli, Madhya Pradesh, dmsingrauli@mp.gov.in
7. The Deputy Director General, Regional Office, "Ministry Of Environment Forest And Climate Change Regional Office E-5 Central Paryavaran Bhawan E-5 Arera Colony Link Road-3 Ravi Shankar Nagar Bhopal – 462016", N/A, N/A, rowz.bpl-mef@nic.in
8. The Secretary, Ministry of Coal, Shashtri Bhawan New Delhi., New Delhi, Delhi, secy.moc@nic.in

Annexure 1

Specific EC Conditions for (Mining Of Minerals)

1. Additional Specific Condition

S. No	EC Conditions
1.1	In addition to the existing air pollution control measures already provided at the Coal Handling Plant (CHP), conveyor network, and transportation corridor, the Project Proponent shall, as committed, further strengthen the air quality monitoring system by deployment of fog cannons, regular operation of pressurized water tankers for dust suppression, and continued covered transportation of coal through tarpaulin-covered vehicles till coal is being transported by road. The initiatives shall be taken to strengthen the shoulders of the road to avoid fugitive emissions due to movement of coal transporting vehicles.
1.2	The Project Proponent shall, as committed, undertake plantation over an area of about 27 ha during FY 2026–27, including mine infrastructure areas, overburden dumps, and the dedicated coal transportation corridor, by planting approximately 40,000 native, site-specific, and pollution-tolerant saplings of not less than 2 meter height. Adequate budgetary provision of about 105 lakh or more shall be earmarked and utilized for plantation, protection, maintenance, gap filling, monitoring, and survival assessment of the saplings. The Project Proponent shall ensure a minimum survival rate of 85% through regular watering, maintenance, and casualty replacement, and shall submit annual progress reports, including geo-tagged photographs and survival rate details, as part of the six-monthly compliance reports submitted to the Ministry's Regional Office.