



File No.: J-11015/435/2006-IA.II(M)
Government of India
Ministry of Environment, Forest and Climate
Change
IA Division



Dated 27/10/2025



To,

Sh. Kaushik Chakraborty
M/s. Western Coalfields Limited
Coal Estate Civil lines, Nagpur-440001 Coal Estate Civil lines, Nagpur-440001, , NAGPUR,
MAHARASHTRA, Civil Lines, Nagpur, 440001
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Subject: **Sasti Expansion OCP (having capacity 2.50 MTPA within ML area of 1120.48 Ha) by M/s Western Coalfields Limited, located at villages: Sasti & Mathra; Tehsil: Rajura; District: Chandrapur; State: Maharashtra - Amendment in Environment Clearance – regarding**

Sir/Madam,

This is with reference to your online application vide proposal no. IA/MH/CMIN/549928/2025 dated 07/09/2025 seeking for Amendment in Environmental Clearance accorded by the Ministry vide letter dated 13.09.2023 under the provisions of EIA notification 2006 and as amended therein for the project mentioned above.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC25A0101MH5433808A
(ii) File No.	J-11015/435/2006-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	Sasti Expansion OCP for increase in ML area from 919.69 ha to 1120.48 ha keeping the existing production capacity of 2.50 MTPA located in Sasti & Mathra village, teh Rajura, Dist Chandrapur, Maharashtra
(viii) Location of Project (District, State)	CHANDRAPUR, MAHARASHTRA
(ix) Issuing Authority	MoEF&CC
(x) EC Date	13/09/2023

(xi) Applicability of General Conditions
(xii) Status of implementation of the project

NO

3. M/s. Western Coalfields Limited has made an online application vide proposal no. IA/MH/CMIN/549928/2025 dated 07/09/2025 seeking for amendment in Environmental Clearance granted vide Letter dated 13.09.2023.

4. The instant proposal was considered in 32nd EAC meeting held on 24th-25th September 2025. The MoM for the same may be seen using the web link: parivesh.nic.in.

Details submitted by the PP

5. The instant proposal is for seeking amendment in Environment Clearance granted to M/s Western Coalfields Limited vide letter no. J-11015/435/2006-IA.II(M) dated. 13.09.2023 for Sasti Expansion OCP (having capacity 2.50 MTPA within ML area of 1120.48 Ha), located at villages: Sasti & Mathra; Tehsil: Rajura; District: Chandrapur; State: Maharashtra.

6. 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-11015/435/2006-IA.II(M)	Expansion EC	2.5	919.69	17.05.2007	Implemented
2.	J-11015/435/2006-IA.II(M)	Expansion EC	2.5	1120.48	13.09.2023	Being Implemented

The actual production details of the Sasti Expansion OC mine, from the commencement of operations in 1985 onwards. CTO renewal has been obtained from Maharashtra Pollution Control Board vide letter no. Format1.0/CAC/UAN No.MPCB-CONSENT-0000241482/CR/2509001066, dated 11.09.2025, valid up to 31.03.2027.

Year	EC Sanctioned capacity (MTPA)	Actual Production (MTPA)	Excess production beyond the EC sanctioned capacity
2007-08	2.50	1.46	Nil
2008-09	2.50	1.67	Nil
2009-10	2.50	1.70	Nil
2010-11	2.50	1.59	Nil
2011-12	2.50	1.64	Nil
2012-13	2.50	1.55	Nil
2013-14	2.50	1.58	Nil
2014-15	2.50	1.74	Nil
2015-16	2.50	1.73	Nil
2016-17	2.50	1.61	Nil
2017-18	2.50	1.56	Nil
2018-19	2.50	1.62	Nil
2019-20	2.50	1.68	Nil
2020-21	2.50	1.79	Nil
2021-22	2.50	1.35	Nil
2022-23	2.50	2.45	Nil
2023-24	1.88	2.50	Nil
2024-25	2.01	2.50	Nil

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

Specific/ General condition no.	Details of conditions as per EC	Amendment sought	Justification
Specific condition no. 1.5	PP shall implement dedicated in-pit conveyor belt with silo loading system till railway siding on or before December 2025. Accordingly, SPCB may grant CTO strictly comply this	PP shall implement dedicated off-pit conveyor belt with silo loading system till railway siding by June'2027. Accordingly, SPCB may grant CTO strictly comply this condition.	The construction work for the Silo was awarded to the contractor on 15.05.2025, with a scheduled completion date of 13.12.2026 as per the LOA. However, due to delays in OB re-handling, drawing clearances, and the impact of the monsoon, an amendment is being sought to extend the construction period up to June 2027.
Specific condition no. 1.16	PP shall increase the bed capacity of the existing hospital from 25 to 50 bedded at Sasti Township and allow local villager to avail the hospital facility. Quarterly health check-up campaign shall be conducted in all the villages located in 10km buffer area.	This condition may be considered for exemption.	The average daily occupancy of the area hospital is approx. 30%. Further the presence of a 25-bedded Ballarpur Area Hospital at Sasti , along with two dispensaries and access to the Rajura Government Hospital , ensures that both employees and the local population have timely and effective access to medical care . This network of facilities is adequately equipped and staffed to meet routine as well as emergency healthcare needs in the region.
Specific condition no. 1.11	Implement the integrated transportation system with Dhuptala OC mine locating near to the existing mine owned by M/s western Coalfields Limited	This condition may be considered for exemption.	An integrated SILO system has been approved for nearby three mines Gauri-Pauni expansion OC, Pauni-II expansion OC and Sasti expansion OC with a capacity of 10 MTPA. Further, this system cannot accommodate the additional load of Dhuptala OC. Further as per the approved PR of Dhuptala OC, the coal is to be transported to nearby Ballarpur siding (approx 4.5 km).

8. Justification for extension in timeline for installation of in-pit conveyor belt and Silo Loading System and railway siding:

i. Chronology of the activities undertaken and in progress

S. No.	Date	Activity
Note: It is pertinent to mention that the chronology of the EC acquired in the case of the Gauri-Pauni Expansion OC (3.5 MTPA) and Pauni-II Expansion OC (3.25 MTPA) has also been included, as the decision for an integrated SILO for all three mines — Gauri-Pauni Expansion OC, Pauni-II Expansion OC, and Sasti Expansion OC — was developed at a later stage		
1	13.03.2020	EC for Pauni-II expansion OC has been granted by MoEF&CC for a production capacity of 3.25 MTPA in mine lease area of 1095.52 Ha.

S. No.	Date	Activity
2	01.12.2020	Amendment in EC specific condition regarding extension in construction of SILO has been granted by MoEF&CC for a production capacity of 3.25 MTPA in mine lease area of 1095.52 Ha.
3	27.12.2022	EC for Gauri-Pauni expansion OC has been granted by MoEF&CC for a production capacity of 3.5 MTPA in project area of 1296.42 Ha (1291.42 Ha within mine lease area +5 Ha outside mine lease area)
4	08.04.2023	Approval of Project Report for Gauri-Pauni (Production Capacity: 5.25 MT) by WCL board with a capital provision for installation of SILO with rapid loading system.
5	July'2023	Railway coordinates and Rail top are finalised
6	August'2023	Final NIT has been received from CMPDI (capital of CHP Rs. 283.79 Cr) with linear railway.
7	14.09.2023	Award of Work to IPRCL for construction of railway siding by WCL
8	13.09.2023	EC for Sasti Expansion OC was granted by MoEF&CC for a production capacity of 2.5 MTPA in Mine lease area of 1120.48 ha.
9	09.12.2023	Approval of Project Report for Amalgamated Gauri- Pauni (production capacity: 9 MTPA) by WCL board with a capital provision for installation of SILO with belt conveyor.
10	January'2024	The option of merry-go-round railway system has been explored as per the suggestions of South central railway.
11	March'2024	Revised NIT has been received from CMPDI (capital of CHP Rs. 336.96 Cr) with Merry-go-round.
12	May'2024	Due to the higher cost of the CHP, WCL made a few modifications to the NIT. The final NIT, along with the estimate, was sent by CMPDI to WCL HQ, including the capital cost of the CHP (Rs. 291.12 Cr) and the Merry-go-round railway line.
13	June'2024	Due to change of railway line from Merry-go-round to linear system, WCL sent to new rail top and co-ordinates.
14	July'2024- August'2024	Final NIT With estimate sent by CMPDI to WCL HQ (Capital of CHP Rs. 311.74 Cr) with linear railway line.
15	10.09.2024	Tender floated on CIL e-procurement portal
16	14.11.2024	Technical bid (Cover-1) opened
17	15.05.2025	LOA issued to selected bidder
18	02.06.2025	Site handover
19	14.06.2025	Commencement of work
Note: The capital provision for the construction of the railway siding has been included in the approved Project Report (PR) of the Sasti Expansion OC, while the capital provision for the construction of the SILO has been included in the approved PR of the Amalgamated Gauri-Pauni Expansion OC		
20	23.07.2025	An amendment in EC of Gauri-Pauni expansion OC was granted by MoEF&CC regarding the extension of SILO construction up to June'2027.

ii. Justification for the extension of timeline

In line with approved project report, NIT for SILO loading system with belt conveyor has been prepared by CMPDI and tender has been floated by WCL on 10.09.2024 and LOA issued on 15.05.2025. Further, the site has been handed over to the contractor on 02.06.2025 and date of commencement of work as per the site handover letter is 14.06.2025.

S. No.	Activity	Timeline
1	System drawing clearances from CMPDI	31.12.2025
2	Construction period As per the NIT time period for construction of plant including Trail, Run, PGT & commissioning is 548 days (ie upto 13.12.2026 from date of commencement of work). But Considering the hampering of work in monsoon season (6 months cumulative for 2025, 2026 & 2027), delay in drawing clearances, site clearance works like OB rehandling	30.06.2027

S. No.	Activity	Timeline
	etc., additional timeline is proposed.	
	Total extension in timeline required	30.06.2027 (in line with extension granted by EAC in respect of Gauri-Pauni expansion OC vide EC amendment letter Dt. 23.07.2025)

As per the NIT conditions, the total time required for the construction of the plant, including trial runs, Performance Guarantee Test (PGT), and commissioning, is 548 days from the date of execution of agreement.

The work involves Planning, design, Engineering, Construction, Fabrication, Erection, Supply, Installation, testing, trial Run, and Commissioning of the following:

- One number RCC Silo of 4,000 te capacity with Rapid Loading System outfits with average loading rate of 4500-8500 TPH
- Automatic sampling unit
- Two sets of Truck Receiving stations
- RCC overhead bunker of 12,000 te with plough feeders and associated belt conveyors
- With dust suppression system
- Fire Fighting System
- Landscaping
- Service roads etc.,

iii. Present status of installation of Silo Loading System and Railway Siding

The work order for construction of Railway track and Siding at Sasti-Pandharpauni line to facilitate Coal evacuation from proposed CHP/ SILO at Sasti OCM, Ballarpur Area” was awarded to IPRCL on 14.09.2023 with proposed capital investment of Rs 133.16 Crore. However, as per approved DPR, the total capital investment is Rs.156.20 Crore including GST.

The initial date of commencement of work was 14.09.2023 with proposed completion date of 13.03.2026. The route length of the railway track is 3.3 km. At present the work is undergoing in full swing with physical progress of 25%. The ground preparation work, material delivery are under progress. Further, financial progress of 18.60% has been completed. Based on the current situation, the tentative timeline for commissioning of Silo Loading system is proposed to be June’2027 and completion of construction of railway siding by March’2026.

9. Justification for seeking exemption in the condition pertaining to implementation of Integrated Transportation System between Sasti Expansion OC and Dhuptala OC mine (Specific Condition No. 1.11):

Dhuptala expansion OC is an existing mine with a production capacity of 1.7 MTPA covering an area of 1300.91 ha as per the EC granted by MoEF&CC vide letter no.J-11015/538/2008-IA.II(M),Dt.10.01.2013. However, the project could not take off due to want of cost-plus customer. After signing of cost-plus agreement in October 2021, mining operations commenced in May’2022. Below are the reasons why the feasibility of implementing an Integrated Transportation System between Sasti Expansion OC and Dhuptala OC mine is not possible:

i. Coal grade mismatch:

The Dhuptala OC mine operates under a cost-plus agreement for the supply of G-11 grade coal. In contrast, Sasti OC, Gauri-Pauni Expansion OC, and Pauni-II OC produce G-9 grade coal. As mixing of different coal grades is not permissible under the cost-plus agreement, blending coal from Dhuptala OC with that from these other mines is not feasible. Therefore, integrating Dhuptala OC coal into the proposed 10 MTPA SILO system—designed exclusively for G-9 grade coal—would lead to grade dilution, making such integration unfeasible.

ii. Capacity Constraints at Gauri-Deep Siding & proposed SILO: Presently, coal from Gauri-Pauni expansion OC, Pauni-II expansion OC, and Sasti expansion OC is being transported to the Gauri-Deep siding. A proposed SILO with a handling capacity of 10 MTPA along with railway siding at sasti is being planned specifically to cater to these three projects. Additionally, the existing coal transportation road leading to the Gauri-Deep siding and the proposed SILO does not have the capacity to handle additional coal volumes from Dhuptala OC. Therefore, routing Dhuptala OC coal through this system is not feasible.

iii. Proximity and Infrastructure: There are currently two railway sidings in the Ballarpur area viz. Gauri Deep railway

siding and Ballarpur railway siding. The Ballarpur siding, located approximately 4.5 km from the Dhuptala OC mine, is the nearest and most suitable for coal dispatch.

As per the approved Project Report, coal transportation from Dhuptala OC is to be carried out by trucks/dumpers to Ballarpur Railway Siding. Currently, coal from the following mines is transported to this siding:

- Ballarpur OC (Capacity: 0.625 MTPA)
- Ballarpur UG (Capacity: 0.26 MTPA)
- Dhuptala OC (Existing Capacity: 1.7 MTPA; Proposed Capacity: 2.5 MTPA)

It is important to note that the Ballarpur OC mine is expected to exhaust its mineable reserves by FY 2027–28. Post this period, the available capacity at Ballarpur siding can be fully utilized for dispatch of coal from Dhuptala OC, thereby ensuring the siding infrastructure does not remain underutilized.

Logistically and contractually, the two mines i.e Sasti OC & Dhuptala OC are aligned with different infrastructure and consumer commitments. Integrating transportation between them would disrupt existing agreements and overload the dispatch system intended for Sasti Expansion OC, Gauri-Pauni OC & Pauni-II OC

10. Justification for the condition pertaining to increasing the bed capacity of the existing hospital (specific condition no. 1.16):

The Sasti Expansion Opencast Mine operates under the Ballarpur Area, which provides a two-tier medical facility system. These facilities ensure accessible and effective medical care for employees and their families across different locations within the area.

Medical facilities and locations:

S. No.	Facility type	Location	Distance from Sasti Mine
1	Dispensary	Gouri	300 m
2	Dispensary	Ballarpur	8 km
3	Ballarpur Hospital	Sasti township	2km

The hospital was initially established as a dispensary in 1998 and was later upgraded to a 25-bedded Ballarpur Area Hospital in the year 2000. The hospital is well-equipped and supported by trained technical staff to effectively handle a wide range of medical needs.

Hospital facilities:

i. Medical infrastructure and equipment

- Facilities like OT room, 24 hrs casualty room, labour room etc.
- Medical equipment's like ECG, cardiac multipara, oxygen concentrators, auto clave, Defibrillator gynecological examination couch etc,
- 7 life-support ambulances deployed across the Area Hospital and associated dispensaries.

ii. Medical staff and overall manpower distribution (including paramedical staff)

• Overall Manpower distribution

Total Man power	Skilled manpower	Unskilled manpower	Contractual manpower	Medical staff
112	51	32	16	13

• Medical staff distribution

Facility	Number of doctors
Ballarpur Area Hospital(Sasti)	11
Ballarpur Sub-Area dispensary	1
Gouri Sub-Area dispensary	1

Details of the admission of patients & average bed occupancy in last three years.

Details of entitled and non-entitled patients (IPD admission)

Financial Year	Entitled	Non-entitled	Total
2022-23	1723	172	1895
2023-24	2086	22	2108
2024-25	2422	86	2508
Up to July'2025	779	56	835

Financial Year	Average bed occupancy
2022-23	2659
2023-24	3709
2024-25	4275
Up to July'2025	1510

The average daily occupancy of the hospital is approx. 30%.

In addition to the medical infrastructure under Ballarpur Area, there is one government hospital- Rajura Government Hospital, located approximately 10.2 km from the Sasti OC mine.

The presence of a 25-bedded Ballarpur Area Hospital at Sasti, along with two dispensaries and access to the Rajura Government Hospital, ensures that both employees and the local population have timely and effective access to medical care. This network of facilities is adequately equipped and staffed to meet routine as well as emergency healthcare needs in the region.

During the FY 2024-25, a total of 20 nos. General Health Camps were conducted under the CSR initiative in nearby villages including Sasti, Gauri, Mathra, Chincholi, Pauni, Kadoli, Antergaon, Hirapur, Sakhri, and Manoli.

In addition, 11 specialized welfare camps were organized focusing on liver disease awareness, blood donation, National TB Eradication Program, cancer awareness, and other health-related issues.

11. Traffic Assessment Study Report:

Present and proposed Coal evacuation system of Sasti expansion OC:

Year	Rail cum road (MTPA)*	Road (MTPA)
2024-25	0.81	1.21
2023-24	1.09	0.94
*Gouri deep railway siding is located at 6km from Sasti expansion OC.		
Present coal evacuation system	Coal evacuation system up to June'2027	Coal evacuation system after June'2027
a) Road cum rail mode. The coal from the pit is transported via 6.00 km (approximately) road to the Gouri deep railway siding ensuring all the environmental control measures being enforced. b) To miscellaneous consumers by road.	a) Road cum rail mode. The coal from the pit is transported via a 6.00 km (approximately) road to the Gouri deep railway siding ensuring all the environmental control measures being enforced. b) To miscellaneous consumers by road.	a) Approximately 80% of the total dispatch will be transported via belt conveyor to the SILO loading system at the entry point to major thermal power plants. The road transport from pit head to railway siding at Gauri Deep of length 6.0 km will be reduced to 1.2 km i.e. up to proposed Truck receiving station. b) To miscellaneous consumers by road approx. 20% of the total dispatch.

In connection to the amendment of specific condition no.1.11, the traffic assessment study has been carried out for both the mines Sasti expansion OC & Dhuptala expansion OC and details are deliberated as follows:

The traffic assessment study has been carried out in accordance with IRC guidelines to evaluate the actual capacity of the existing coal transportation route, based on the current traffic volume required for dispatching the peak coal quantity.

The number of vehicles (traffic volume count on hourly basis) from the mine exit of Sasti Expansion to the Gauri-Deep siding & mine exit of Dhuptala expansion OC to Ballarpur siding has been manually recorded at one-hour intervals.

The traffic volume was divided into 2 wheelers, 3 wheelers, Passenger Vehicle and Heavy Commercial vehicles. The number of vehicles per hour were counted and converted into Passenger Car Units (PCU"s) using factor given in IRC: 106-1990.

Details	Sasti Expansion OC				Dhuptala expansion OC			
Coal dispatch arrangement	Currently through road and rail mode. The road transport from pit head to railway siding at Gauri Deep of length 6.0 km approx. The road segment overlaps with the road transportation segment of Gauri-Pauni expansion OC & Pauni-II OC at one Junction.				Currently through road & rail mode. The road transport from pit head to railway siding at Ballarpur is of length 4.5km approx.			
Details of coal transportation road	Route	Type of Road	No. of lanes	Length (km)	Route	Type of Road	No. of lanes	Length (km)
	AB	Black topped	Two	2.99	DE	Black topped	Two	4.50
	BC	Black topped	Two	2.89				
	Total			5.88				
	The AB route is converting to concrete road. Work is on-going and will be completed by Oct'2025							
Traffic volume count on hourly basis recorded at	Two locations				One location			
	Section		Description		Section		Description	
	AB		From coal stock yard of Sasti expansion OC to junction point from Gauri-Pauni expansion OC & Pauni-II expansion OC.		DE		From coal stock yard of Dhuptala expansion OC to Ballarpur railway siding.	
	BC		Junction point to Gauri-Deep railway siding.					
Traffic density on coal transportation route with max PCU/hour	570				541			
Most frequent peak hour	Section BC is 15:00 – 16:00				Section DE is 14:00 -15:00			
LOS of road (Traffic volume observed/ Capacity ratio of road)	Very good				Very good.			
Environmental receptors along the coal transportation route	a) Gauri village -1.3 km from coal transportation road. b) Goyegaon village-700m from coal transportation road.				a) Sasti village-within ML area and is proposed to be diverted. b) Ballarpur town- approx. 1km stretch			

The monitoring data of the environmental receptors along the coal transportation of Sasti Expansion OC & Dhuptala expansion OC from July’2024 to June’2025 are as follows.

Location	PM ₁₀ (g/m ³)		PM _{2.5} (g/m ³)		NO _x (g/m ³)		SO ₂ (g/m ³)	
	Max	Min	Max	Min	Max	Min	Max	Min
Gauri village (1.3 km from Sasti OC)	88	42	42	16	15	7	BDL	BDL
Goyegaon village (700m from the coal transportation road)	89	48	43	16	15	5	BDL	BDL

Sasti Village (within ML area of Dhuptala OC)	89	45	48	16	14	7	BDL	BDL
Filter plant colony (WCL Ballarpur colony)	94	48	48	15	17	6	BDL	BDL
Permissible Limit (Coal mining standards GSR 742 (E))	100		60		80		80	

The following are the control measures being enforced in the projects along the coal transportation route.

Project	Existing Control measures	Proposed control measures
Sasti Expansion OC	25 no's of fixed sprinklers at coal stock, weigh bridge 05 no's of mobile water sprinklers (16 KL to 28 KL) - Surface miner deployed which reduces coal blasting and number of transfer points. - Tyre wash system at exist of the mine - Road sweeping machine 1 no fog cannon 3 no. LNG trucks for coal transportation	3 nos of fog cannons have been procured and will be commissioned by sep'2025
Gouri deep Railway siding	16 no of fixed sprinklers at railway siding - Wind barrier of length 750m and 6m height. 2 nos of fog cannons.	
Dhuptala expansion OC	- Fixed sprinklers at coal stock and weigh bridge- 16 nos (Throw- 35m) - Mobile water sprinklers – 4 nos (Throw-100m, coverage- 360°, 250 lit/min. - Tyre wash system at exist of the mine	3 nos of fog cannons have been procured and will be commissioned by Sep'2025 1 no of CAAQMS
Ballarpur railway siding	2 no.of fog cannons 10 nos of fixed sprinklers	Profile sheet Cladding along the track with a height of 5m by Oct'2025.

12. Details of Court Cases: There is no legal issue/violation w.r.t i) Environment (Protection) Act, ii) Air(P&CP) Act, Water (P&CP), Act, Van (Sanrakshan Evam Samvardhan) Adhiniyam, Wildlife Protection Act, MMDR Act, Factories Act. Further, there is no court case on the project.

13. Written Submissions: PP during the meeting submitted the following:

S. No.	Additional details sought	Reply/ Action plan/ status
1	A technical note regarding the method to be explored for reducing the mine void of 286.90 ha with a depth of 200 m, which is proposed to be converted into a water body at the end of the mine life, shall be submitted.	As per the approved mining plan by the WCL Board vide Resolution No. WCL/Office of CS/BM-345/2022-23/499 dated 29.09.2022, coal reserves are to be extracted from a depth of 200 meters. Accordingly, the final depth of the water body will be 200 m. The existing mine lies entirely within the Sasti Geological Sub-block and partially within the Mathara Geological Sub-block. To minimize land degradation and avoid external OB dumping (within ML area), around 93% of the overburden is being backfilled within the mine. Backfilling is carried out up to a height of 90 m over 275.80 ha, out of the total excavation area of 544.79 ha. If the present mine doesn't expand beyond 200m depth in future, around 35 Mm³ of OB will be utilized to fill the mine up to 150 m depth from internal dump of Sasti OC. It is also pertinent to mention that, in this case, a portion of the proposed void area may be partially backfilled with OB. However, the backfilling will not reach the original ground level. Accordingly, the total void area has been detailed in the post-mining land use plan. The mine cross section showing the final mine void of 150 m depth is submitted. Further, it is to be noted that all efforts will be made to reduce the void area by utilizing overburden from future expansions, depending on the quantity of coal and OB to be

		extracted.
2	The water utilisation for various activities shall be submitted.	According to the Comprehensive Hydrogeological Report with modelling study report, the projected groundwater inflow is 2,613 m³/day, and the rainwater accumulation in the mine pit is 7,938 m³/day, resulting in a total groundwater abstraction of 10,551 m³/day. Out of the total mine water, 3,377 m³/day is utilized for industrial purposes such as dust suppression (via mobile tankers, fixed sprinklers, and fog cannons), firefighting, tyre washing, and other operational uses. Additionally, 28 m³/day is used for domestic purposes at service buildings and offices. The remaining excess mine water, after treatment, is discharged into nearby natural watercourses. This discharge also contributes to maintaining the environmental flow (E-flow) of the natural water courses. It is pertinent to mention that, the application for renewal CGWA NOC for the estimated quantity has been submitted for approval and is under process. Status of CGWA NOC: The NOC for ground water abstraction from Sasti OC Mine has been obtained by NOC no. CGWA/NOC/MIN/REN/1/2024/10301 dated 11.12.2024 with validity from 03.08.2023 to 02.08.2025. The CGWA renewal application for duration from 03.08.2025 to 02.08.2027 has been submitted on 02.08.2025 in BhuNeer application code-10877-MIN/MH/2025/8178/R-2. The proposal has been considered in 237th EAC meeting held on 02.09.2025, minutes of the meeting uploaded on 17.09.2025, Compliance of EAC directives/ ATR on MoM submitted on 22.09.2025. The proposal has been considered in 239th EAC meeting scheduled on 30.09.2025. The renewal application is under process at CGWA.

Observations and deliberation of the Committee:

14. The EAC noted the following:

i. MoEF&CC originally accorded EC for Sasti Expansion OCP vide letter dated 03.04.1989 for the production capacity of 1 MTPA within the ML area of 674.09 Ha. Later EC for expansion was granted vide letter dated 19.05.2005 for the production capacity of 1.6 MTPA within the ML area of 714.09 Ha, 17.05.2007 for the production capacity of 2.5 MTPA within the ML area of 919.69 Ha, 13.09.2023 for the production capacity of 2.5 MTPA within the ML area of 1120.48 Ha.

ii. The above-mentioned project has been implemented.

iii. PP submitted an application for seeking amendment in specific condition no. 1.5, 1.16 & 1.11 of EC dated 13.09.2023.

iv. Specific Condition no. 1.5 of EC dated 13.09.2023, stipulated that, “PP shall implement dedicated in-pit conveyor belt with silo loading system till railway siding on or before December 2025. Accordingly, SPCB may grant CTO strictly comply this condition.”

PP sought extension in timeline for implementation of the same till June 2027. Committee deliberated on the delay in implementation of in-pit conveyor belt and Silo Loading System and railway siding. PP submitted that, due to delays in OB re-handling, drawing clearances, and the impact of the monsoon, the work has been delayed and is anticipated to be completed by 23.07.2025.

Committee deliberated on the present status of the work completed and observed that, The route length of the railway track is 3.3 km. At present the work is undergoing in full swing with physical progress of 25%. The ground preparation work, material delivery are under progress. Further, financial progress of 18.60% has been completed. Based on the current situation, the tentative timeline for commissioning of Silo Loading system is proposed to be June’2027 and completion of construction of railway siding by March’2026.

v. Specific Condition no. 1.16 stipulated that, “PP shall increase the bed capacity of the existing hospital from 25 to 50 bedded at Sasti Township and allow local villager to avail the hospital facility. Quarterly health check-up campaign shall be conducted in all the villages located in 10 km buffer area.”

PP sought an exemption for the said condition, stating that the average daily occupancy of the area hospital is approx. 30%. Further the presence of a 25-bedded Ballarpur Area Hospital at Sasti, along with two dispensaries and access to the Rajura Government Hospital, ensures that both employees and the local population have timely and effective access to medical care. This network of facilities is adequately equipped and staffed to meet routine as well as emergency healthcare

needs in the region.

Committee opined that instead of fully exempting the said condition, PP shall strengthen the existing hospital and shall introduce 2 nos of ICUs in the said 25 bedded hospital at Sasti, within 1 year from the date of grant of EC amendment.

vi. Specific Condition no. 1.11 stipulated that, "Implement the integrated transportation system with Dhuptala OC mine locating near to the existing mine owned by M/s Western Coalfields Limited." PP sought exemption for the said condition, stating that, an integrated SILO system has been approved for nearby three mines Gauri-Pauni expansion OC, Pauni-II expansion OC and Sasti expansion OC with a capacity of 10 MTPA. Further, this system cannot accommodate the additional load of Dhuptala OC. Further as per the approved project report of Dhuptala OC, the coal is to be transported to nearby Ballarpur siding (approx 4.5 km). PP also submitted certain other reasons coal grade mismatch, capacity constraints at Gauri Deep Siding & proposed silo, proximity and infrastructure as discussed in para 32.10.5 mentioned above.

vii. Further Committee deliberated on the traffic assessment study report of the said project and the present and proposed coal evacuation system. Committee observed that currently, 0.81 MTPA of the coal production is being transported via 6.00 km (approximately) road to the Gouri deep railway siding ensuring all the environmental control measures being enforced. Remaining 1.21 MTPA coal is being transported to miscellaneous consumers via road. Post implementation of in-pit conveyor belt with silo loading system till railway siding 80% of the total dispatch will be done via belt conveyor to the SILO loading system at the entry point to major thermal power plants. The road transport from pit head to railway siding at Gauri Deep of length 6.0 km will be reduced to 1.2 km i.e. up to proposed Truck receiving station. And remaining 20% of the coal production will be done by road to the miscellaneous consumers.

viii. Committee deliberated on the AAQ and noise quality parameters of the coal transportation road and observed that, all the parameters are found to be within the permissible limits. Committee opined that the PP shall continue to implement the existing control measures and shall also procure and commission 3 nos of fog cannons by September 2025. Committee further opined that PP 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, PP shall make sure that all the pollution control equipments are in good working condition and maintenance of those equipments is regularly carried out.

ix. Committee also opined that PP shall do intense plantation with the native species on both the side of the coal transportation road to further control the dust and noise pollution.

x. There is no legal issue/violation w.r.t i) Environment (Protection) Act, ii) Air(P&CP) Act, Water (P&CP), Act, Van (Sanrakshan Evam Samvardhan) Adhiniyam, Wildlife Protection Act, MMDR Act, Factories Act. Further, there is no court case on the project.

xi. Committee also sought a plan for reducing the mine void of 286.90 ha with a depth of 200 m, which is proposed to be converted into a water body at the end of the mine life. PP submitted the same and proposed the final mine void to be converted to water body of a depth of 150 m. Committee opined that PP shall accordingly make the changes in the mine plan and get the same approved by the competent authority.

Recommendations of the Committee:

15. 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-11015/435/2006-IA.II(M) dated 13.09.2023, as detailed below, subject to stipulation of additional specific conditions (**Annexure-I**).

Conditions as per EC dated 13.09.2023	Description as per approved EC dated 13.09.2023	Recommendation of EAC
Specific condition no. 1.5	PP shall implement dedicated in-pit conveyor belt with silo loading system till railway siding on or before December 2025. Accordingly, SPCB may grant CTO	Agreed. With regard to the changes in the said condition, Committee is of the agreed to amend the same as follows:

Conditions as per EC dated 13.09.2023	Description as per approved EC dated 13.09.2023	Recommendation of EAC
	strictly comply this	<i>“PP shall implement the dedicated in-pit conveyor belt with silo loading system till railway siding by June 2027. Thereafter only 20% of the coal production shall be allowed to be transported by road to the nearby local consumers.”</i>
Specific condition no. 1.16	PP shall increase the bed capacity of the existing hospital from 25 to 50 bedded at Sasti Township and allow local villager to avail the hospital facility. Quarterly health check-up campaign shall be conducted in all the villages located in 10km buffer area.	Agreed. Committee recommended to delete the condition.
Specific condition no. 1.11	Implement the integrated transportation system with Dhuptala OC mine locating near to the existing mine owned by M/s Western Coalfields Limited	Agreed. Committee recommended to delete the condition.

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 13.09.2023 as mentioned in table of above Para 15, under the provisions of Environmental Impact Assessment Notification, 2006 and its amendments subject to stipulation of some additional specific conditions (**Annexure-I**).

17. All other terms and conditions prescribed in EC letter dated 13.09.2023 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'

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Email- r.sundar@nic.in

Copy To

1. The Secretary, Ministry of Coal, Shastri Bhawan, New Delhi.
2. The Principal Secretary, Department of environment, Government of Maharashtra-15th Floor, New Admin Bldg, Madam Cama Road, Mantralaya, Mumbai-32, Maharashtra.
3. The Deputy Director General of Forests (C), Regional Office, Ministry of Environment, Forest and Climate Change, Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur- 440 001,
4. The Chairman, Maharashtra State Pollution Control Board, Kalapataru Point, 3rd & 4th Floors, Sion, Matunga Scheme Road No 8, Opp. Cine Planet Cinema, Near Sion circle, Sion (E) Mumbai-2.
5. The Member Secretary, Central Ground Water Authority (CGWA),18/11Jamnagar House, Man Singh Road, New Delhi-11001.

6. The Member Secretary, Central Pollution Control Board, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32.
7. The Member Secretary, State Pollution Control Board, Kalpataru Point, 3rd and 4th floor, Opp. PVR Cinema, Sion Circle, Mumbai-400 022, Maharashtra.
8. The Regional Director, Central Ground Water Board, Central Region, N.S. Building, Civil Lines, Nagpur 440 001 Maharashtra.
9. District Collector, Chandrapur, Government of Maharashtra.
10. PARIVESH Portal.

Annexure 1

Specific EC Conditions for (Mining Of Minerals)

1. Additional Specific Conditions

S. No	EC Conditions
1.1	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, PP shall make sure that all the pollution control equipments are in good working condition and maintenance of those equipments is regularly carried out.
1.2	Additional air pollution control measures should be taken along roads being used for the transport of coal including e-/CNG/LNG vehicles.
1.3	Project proponent shall carryout intense plantation with the native species on both the side of the coal transportation road to further control the dust and noise pollution.
1.4	Project proponent shall introduce two number of Intensive Care Units (ICU) in the already existing 25 – bedded hospital at Sasti, within 1 year from the date of grant of EC amendment.
1.5	Project proponent shall procure and commission 3 nos of fog cannons by September 2025, as committed.

Signature Not Verified

Digitally Signed by : Sundar Ramanathan
Member Secretary, MoEFCC (EC)

Date: 27/10/2025