तिजारा में 27 खानें सीज़
उच्चतम न्यायालय के आदेश पर प्रशासन की बड़ी कार्रवाई

अन्ततः उच्चतम न्यायालय के आदेश के बाद प्रशासन ने पुलिस को निर्देश दिए और पुलिस ने तत्त्वांशिक निलम्बित कश्मीरी, जो उत्तराखंड के बाहर आया था, को पुलिस गैंडी के पर तोंता रखा।

पुलिस ने एक बड़ी शाखा के नेतृत्व में जा रहा शाखा, जो कीचक, जलवेयूर और कई इलाकों की पुलिस गैंडी पर पैदल चला।

धेरादून ने एक प्रकार का उस्कल्ल क्षेत्र में अर्जन-अलग स्थानों पर चार पोलिस पट्टिक लगाए।

पुलिस की पट्टिक से इन क्षेत्रों की पूरी तरह पहुंचने पर जिसमें भी भारी तेज़ी से होता रहा।

इसके अलावा पश्चिम गंगापुर जिले के कुछ इलाकों को भी विशेष दिया गया।

सन्दर्भानुसार प्रशासन का प्रावधान में तिजारा क्षेत्र में 27 लाख नागरिकों को पता चला जाएगा।

केंद्रीय प्रबंधक रहित्मी (सीई) ने इन खानों के बारे में उच्चतम न्यायालय में सिपहोंने रहित्मी की थी और न्यायालय ने इसके स्वीकार किया है।

हरियाणा में 18, यादवपुर में 8 और वीणाथपुर में 5 खानों की बांटी गई है। सभी खानों में वाहनीयों के साथ बंदरू है।

भिषणों की पुलिस ने कहा कि लगभग सभी खानों में खाने की तैयारी है।
लंडन में कॉपर उच्च स्तर से हटा

न्यूयॉर्क • कॉपर दुर्गा और चीन में निराकरणक कर्मचारी 12 दिनों पूरे करने पर उच्च स्तर की भाषा में एक सेमेन्ट कार्यालय की जाति बदल दिया गया। चीन के निराकरणक कार्यालयों से उसने निर्माण क्षेत्र में कॉपर की उपस्थिति कम होने के संकेत दिखाये थे। चीन में कॉपर की मंग कम होने की संभावना से विकल्पों देस में कॉपर के दाम की अनुमान 10 पौंड से बढ़ गए थे। लेकिन एचसिएसरी में परम्परागत मैनेजर इंकास (एनएसआई) ने न्यूयॉर्क में 48.8 पौंड पर रहने के संकेत दिए। 50 पौंड से ऊपर की पौंड आई होने पर खराब बढ़ने की संभावना कम मानी जाती है। उच्च मूल्य स्तर पर निवेशकों ने भी बिजनेस तेज कर दी। शुक्रवार को लंडन में एचसिएसरी में तीन मह डिजीटल कॉपर 1.6 पौंड पर निर्यात 8225 डॉलर प्रति टन रह गए। गुडब्राउ ने इसका भाव 8360 डॉलर प्रति टन रखा था। हालांकि शुक्रवार को वाणिज्यिक के दौरान कॉपर का भाव 20 जनवरी के बाद के उच्च स्तर 8428.50 डॉलर प्रति टन तक चला गया था। (रॉयटर्स)
विदेश में संसाधन खरीदने को बनी समिति

उन्नीसवीं शताब्दी में अंतर्राष्ट्रीय व्यापार धाराके संसाधनों और सामग्रियों के लिए विदेशी स्रोतों से खरीदना आवश्यक है। इसके लिए सरकार ने 2008 में विदेशी संसाधन खरीदने के लिए अधिकृत समिति स्थापित की।

सरकार ने इस समिति के लिए विदेशी संसाधनों को उपलब्ध कराने के लिए विदेशी स्रोतों से अपने अधिकृत प्रत्येक अवधि के लिए प्राप्त करने के लिए कामयाबी प्राप्त की।

इस समिति के लिए विदेशी स्रोतों से संसाधन खरीदने के लिए सरकार अधिकृत प्रत्येक अवधि के लिए आपूर्ति करने के लिए समय रहा है। इस समिति का लक्ष्य विदेशी स्रोतों से संसाधन खरीदने के लिए आपूर्ति करने का काम है।
Vedanta to meet MoEF officials
Vedanta Aluminium plans to meet officials of the Environment Ministry "soon" to chalk out a strategy for expansion of its alumina refinery in Orissa, following rejection of its review petition by the Orissa High Court last week.
JSW explores slurry pipeline ore supply for Bengal steel unit

SHUBHASHISH
Mumbai, 22 January

JSW Steel is said to be in talks with both NMDC and Stemcor India for iron ore supply to its upcoming Bengal steel plant.

An official source said, "Stemcor is building a slurry pipeline for supplying iron ore (from Orissa) to steel makers in the eastern parts. Since JSW is the biggest company, with its plant under construction, there have been talks between the two."

Matthew Stock, managing director, Stemcor India Pvt Ltd, told Business Standard, "We are looking to build the pipeline and supply ore to companies making steel in the eastern region. Obviously, there are companies who need iron ore and logistically, road transport is non-viable." Stock declined to say if the company was talking to JSW Steel Bengal. He said transporting ore by road or rail is very expensive in India and a pipeline can be a viable option.

Jayant Acharya, director (commercial and marketing), JSW Steel, said, "It is too premature to talk about it at this point." He said they were actively looking to secure iron ore linkages for the plant and exploring options to get ore from Chhattisgarh, as well as Orissa.

Seeshagiri Rao, joint managing director and group chief financial officer, said, "We are waiting for the clearances from the government which should come in the current quarter. We will then start the work on the plant, immediately." JSW Steel is yet to achieve financial closure for the plant as the state government is yet to transfer the land required. The first phase plan is for steel capacity of three million tonnes a year and a 300 MW power plant.

Stemcor is already building a 230-km slurry pipeline to connect its iron ore mine to its four million-tonne pellet plant in Orissa. It has been stuck over a short distance because of forest clearance permission and this is expected by the end of February. Essar Steel also has a slurry pipeline, 267 km, linking its beneficiation plant in Chhattisgarh’s Bailadilla to the pellet plant at Andhra Pradesh’s Visakhapatnam.
MINING ECONOMY

Based on the overall trend, the Index of Mineral Production for 2010-11 shows a growth of 7.43% compared to 2009-10. India is endowed with huge resources of many metallic and non-metallic minerals. Mining sector is an important segment of the Indian economy. Since independence, there has been a pronounced growth in the mineral production both in terms of quantity and value. India produces as many as 87 minerals, which include 4 fuel, 10 metallic, 47 non-metallic, 3 atomic and 23 minor minerals (including building and other materials).

VALUE OF MINERALS PRODUCTION (BY GROUPS)

Rs 2,06,609.38 CRORE worth mineral production (excluding atomic minerals) took place during 2010-11. This shows an increase of about 11.83% over that of the previous year. Rs 1,35,243.81 crore of fuel minerals is estimated to have been produced as part of metallic minerals during 2010-11. Rs 41,828.44 crore or 20.85% of the total value and non-metallic minerals including minor minerals were also produced.

THE ADVANCE estimates of GDP (at 2004-05 prices) for the year 2010-11 in respect of mining and quarrying sector accounted for about 2.26% of GDP.
Vedanta to meet ministry officials on Orissa refinery

NEW DELHI: Vedanta Aluminium plans to meet officials of the environment ministry “soon” to chalk out its strategy related to expansion of alumina refinery in Orissa, following rejection of its review petition by the Orissa high court last week. “There is no stricture against us by the high court. Now, we will have to sit with ministry of environment and forests (MoEF) to decide further course of action,” Vedanta Aluminium president Mukosh Kumar said.  PTI
IRON ORE MOVEMENT

A case for lower rail freight rates

High rail freight rates are making export of iron ore fines unviable. There is a need to rationalise the rates, with the export freight rate being, at the most, twice the domestic freight rate.

P. K. Mishra

Iron ore mining in India seems to be at the crossroads today. Many mines remain closed, throwing thousands of workers out of jobs. The road transportation of ore has come down drastically, giving rise to fears of widespread default in repayment of loans taken to finance the purchase of thousands of trucks. The tortuous enforcement of various regulations makes transport of ore to railway sidings extremely cumbersome.

Accumulation of iron ore fines poses serious constraints to mining operations. High freight on iron exports makes export of iron ore fines a losing proposition for the miners. Yet the Odisha Government is of the view that the iron ore industry is making super-normal profits on a scale unheard of in any other industry. Since this view about 'high profit' is in the context of the export of iron ore fines, the issue calls for informed analysis.

The change in the international ore scene has also impacted the Indian iron ore mining industry. Prices have fallen drastically. For example, the FOB price of iron-ore fines (Fe-63/62) fell from $156 on September 30, 2011 to $121 on November 30. The price of fines (Fe 61/60) declined from $144 to $110 during the same period. The fall is 22 per cent for Fe 63/62 and 24 per cent for Fe 61/60.

The slowdown in China's demand and aggressive arrivals of Australian and Brazilian ore in the international market on a spot basis are responsible for huge inventory and consequential fall in prices. Consequently, miners in Odisha are now incurring a loss in export of iron ore fines.

LOW REALISATION

For example, price realisation per tonne of fines of Fe-63/62 on September 30, 2011 was Rs 7,739 ($156). It came down to Rs 6,323 ($121) on November 30. Rail freight for movement from Jarodi to Halda is Rs 2,093 (47 per cent of the realisation of Rs 6,323).

After including export duty of 20 per cent; port duty; moisture loss of 8.5 per cent; port operation cost of 15 per cent and royalty of 10 per cent, the loss was Rs 729 per tonne on November 30, whereas there was a net profit of Rs 310 on September 30, when the realisation was Rs 156 per tonne.

For lower-grade fines, the loss is even more. Except for iron ore fines of 63/62 per cent Fe, exported from Jarodi railway station through Paradip and Visakhapatnam ports, where there is a nominal profit, export of fines from all other stations in the eastern sector results in loss.

In the export of fines of 60 per cent Fe and 58 per cent Fe, the industry is incurring losses from all dispatching stations.

Why, then, should the miners continue to export iron ore if they are making a loss? The reason is that unless fines are evacuated from the mines constantly, there cannot be sustained production of lumps to be supplied to the domestic sponge iron/pig iron/steel industry. The price of lumps being good in the domestic market, it helps the industry make good tonne loss incurred on exports of fines.

In such a situation, the possibility of 'super-normal' profits of 80 per cent of the sales revenue, as indicated by the Government of Odisha, seems remote. To ensure supply of calibrated lump ore (CLO) to domestic steel companies, export of iron ore fines is unavoidable. In the mining process, iron ore is produced in the form of lumps and fines. In the last five years, the production ratio of fines to lumps has been increasing.

HIGHER GENERATION

The proportion of lumps has come down from 60 per cent in 2006-07 to 47 per cent in 2010-11, whereas the proportion of fines has increased from 40 to 53 per cent in the same period. This means that, as one mines deeper, there is a higher generation of fines.

While calibrating as well as handling (loading and unloading) lumps for supply to sponge iron (6mm-18mm) and steel plants (10mm-40mm), there is further generation of fines. The ultimate proportion of fines works out to 70 per cent in Odisha.

Unless fines are evacuated from the mines, there cannot be further production of iron ore for supply to domestic industries. Since domestic demand for fines is limited, the only alternative is to export. The export of fines, therefore, is not by choice but out of compulsion.

For a distance of 660 km from Barbil to Paradip, the Railway charges Rs 910 for a tonne of iron ore supplied to domestic steel plants but for exports, the charges are Rs 2,389 - Rs 1,969 more.

Similarly, for the 805 km from Barbil to Halda, the charges are Rs 887 if supplied to a domestic steel industry and Rs 2,842, or Rs 2,255 more. Such a high rate of freight is making export of iron ore fines unviable. There is, therefore, an urgent need to bring the freight rate to a reasonable level.

Export freight rate may be, at the most, twice the domestic freight rate. The recent hikes in the development and season surcharge should also be rolled back.

The author is former Coal Secretary to the Government of India.