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Responsible business practices that have always been the hallmark of Tata Steel focus on social and environmental sustainability, embracing the principles of inclusive growth. At the moment therefore, the prime focus of the Company is the happiness and security of Tata Steel Parivar members over and above the furtherance of technical work at the plant.

Tata Steel has developed three rehabilitation and resettlement colonies as well as five transit camps at Kalinganagar to ensure that relocated families do not face any inconvenience whatsoever.

Facts at a glance

- No. of families rehabilitated : 993
- No. of rehabilitated persons trained for employment: 498
- Estimated Project Cost (as per MOU)
 - » Rs 10,300 Cr for Module 1
 - » Rs 5000 Cr for Module 2
 - » Rs 3300 Cr For Module 3

Community opted R&R facility at Ramathenga

After setting up three modern rehabilitation colonies at Trijanga, Sansailo and Gobarghati, Tata Steel has introduced yet another innovative approach to make relocation smooth. The initiative is aimed at enabling the displaced people resettle in the locality of their choice near Kalinganagar.

Tata Steel is developing a rehabilitation and resettlement set up at Ramathenga, the location opted for by the displaced families themselves near Kalinganagar. The development of this independent rehabilitation set-up located at about 3 km from Duburi has been taken up to fulfill the aspirations of those displaced families who did not want to live in the three designated rehabilitation colonies set up by Tata Steel. The company has provided water, electricity, transportation, amenities security and temporary shed till they have their own house, free grocery, medical facilities and school admission for children among others.

Besides road and drainage systems, a pipeline network, community centre, barbed wire fencing with entrance gates, street lights and power connectivity to individual houses, plantations, Jaherstan, Balwadi Centre are also being developed.

In all 31 families have opted for R&R set up at Ramathenga. Further, to provide sustainable sources of livelihood for relocated families in Kalinganagar, the Company has chalked out plans to create various avenues of income generation.

Along with this, work for the support systems for the main plant is going on with orders having been placed for other civil structural work.

Environment Sustainability

A green belt covering at least 33% area within and around the plant premises has been proposed in consultation with DFO. The Company has also obtained the clearance from the MoEF. Upon completion the plant would ensure nearly zero pollution by adopting various environment friendly techniques like -

- Initiatives to restrict Air Pollution
- Initiatives to recycle Water
- Waste Management
- Recycle of Gases
- Initiatives to Restrict Noise Pollution

For details, please [click here](#).

Power Sources

The proposed Steel Plant at Kalinganagar, Odisha demands great stability & control in all operating areas, including the power generation & distribution system. The plant has been designed with three separate power sources to meet large as well as small requirements -

- The captive Power plant inside the Kalinganagar plant area fuelled by the by-product gases generated by the steel making process (CPP by Tata Power)
- Orissa Grid from 220 kV New Duburi GSSII Sub Station.
- Captive Coal based Power plant at Naraj Marthapur (CPP by Tata Power).

Logistics

Logistics plays a vital role in any steel production unit and more so in a new mega steel plant project like the one at Kalinganagar, in Jajpur Odisha. Iron ore, coal and imported limestone being the prime inputs for the steel plant it is an advantage that the iron ore mines and the upcoming port at Dhamra is barely 100 km from the plant site.

Railways - The project will be served by both existing Indian Rail networks and extensive captive logistic projects that have been approved by the Railway Board and Zonal railway and are in the inception stage. Apart from internal rail yards, the Kalinganagar Project, will require a 25 km captive rail connection in mines and a 20 km rail connection for plant connectivity to the nearest serving rail stations - Baghuapal and Jakhapura.

Roadways -The Kalinganagar industrial area fortunately is also well connected by road. The Plant site is flanked by Daitari - Paradip expressway, which got converted to NH-200 recently, and on the eastern side there is the state highway leading to the Sukinda Mines. In addition a comprehensive road transport network has been planned for the proposed plant.

