

ISSUES PERTAINING TO MINISTRY OF ENVIRONMENT & FOREST

S.No.	Name of the Company and Location	Issues in Brief	Action to be taken
1	<p>SAIL Gua Ore Mines, Jharkhand</p>	<p>Expert Appraisal Committee (EAC), MOEF considered the Environment Clearance (EC) proposal on 24.2.11 and recommended for grant of EC for Duargaiburu lease of Gua ore mines. Grant of Environment Clearance is awaited from MoEF. The Mine is closed since 15.6.11.</p>	<p>Environmental Clearance to be granted at the earliest to resume the operations at mine.</p>
	<p>Chiria Iron Ore Mine (Sukri-Latur lease), Jharkhand</p>	<p>Expert Appraisal Committee (EAC) of MoEF considered the environment clearance proposals of Sukri-latur lease of Manoharpur (Chiria) Iron Ore Mine 21.12.2009 and recommended for grant of environment clearance. Grant of environment clearance is awaited. The mine is closed since 21.3.09</p>	<p>Environmental Clearance to be granted at the earliest to resume the operations at mine.</p>
2	<p>Posco India ISP Project at Paradip, Jagatsinghpur, Odisha</p>	<p>Steel Plant Environment Clearance Revalidation - Current status: Expert Appraisal Committee (EAC) recommended revalidation of 4-mtpa steel plant Environment Clearance in as-it-is form in its meeting held on 14th June 2012. Revalidation recommendation has, however, been awaiting MoEF approval till date.</p>	<p>This EC should be revalidated immediately to avoid unnecessary noises raised by NGO and anti-project entities etc during the implementation of land acquisition by GoO.</p>
3	<p>Jindal Steel & Power Ltd Angul Project, Odisha</p>	<p>Issues of Iron Ore Slurry Pipeline Project</p>	<p>Being a linear project it should be exempted from the MOEF clearance: Recommendations of the Report of the Committee constituted under the Chairmanship of Shri J.M. Mauskar, Additional Secretary to examine the comments / suggestions on the Draft Amendments to EIA Notification, 2006 for slurry Pipeline should be enforced.</p>

	Asanbani Project	Environmental clearance & Stage-I Forestry Clearance	Environmental clearance & Stage-I Forestry Clearance is awaited for Jeraldaberu Iron Ore mine from MoEF.
	Expansion Project at Raigarh Plant	Environmental and Forest Clearance	Environmental Clearance and Forest Clearance should be cleared within the time limit prescribed in EIA Note dt 14/9/96 and guidelines under FC Act,1980 respectively.

ISSUES PERTAINING TO MINISTRY OF RAILWAYS

S.No.	Name of the Company and Location	Issues in Brief	Action to be taken
1	<p>SAIL</p> <p>Rowghat development of mine and rail line project, Chhattisgarh</p>	<p>Rowghat deposit 'F', Chhattisgarh was reserved for SAIL in 2006 and after grant of FC&EC in 2009 the lease was granted in favour of SAIL in Oct'09. The area was to be handed over to SAIL for development after felling of trees by forest department but it could not be done due to law and order problem in the area.</p> <p>An MOU was signed in Dec'07 for 235 Km length rail line project from Dalli Rajhara to Jagdalpur via Rowghat between Govt of Chhattisgarh, Ministry of Railways, SAIL & NMDC. Rail line development work was also affected due to security reason in the area. MHA has assured for providing security for the development of Rowghat Rail line and Mining project and SAIL to provide infrastructure facilities to the force deployed for security of these projects. The rail line work which was at halt since May'12 has resumed in Nov'12.</p> <p>Initial estimate suggests that a total cost of Rs.417 crores will be spent on building infrastructure and other arrangements for deployment of security forces, out of which about Rs.217 crores is on rail line security. Railways is going to be beneficiary in future due to transportation of various minerals and forest produce from all over the Bastar region.</p> <p>In view of the above, Railways was approached for consideration of inclusion of the cost of rail line security in the cost of the rail line project. This is necessary so that the expenditure can be capitalized and financial impact on SAIL is staggered over a period of time..</p> <p>However, the proposal for inclusion of cost of security of rail line in the overall cost of the rail project is not being considered favourably by Railway.</p>	<p>Railway to include cost of security for rail line project (Rs. 217crore) for development of rail line.</p>

2	<u>NMDC Ltd.</u> NMDC Iron & Steel Plant at Nagarnar, Chhattisgarh	b) Rail connectivity between Jagdalpur and Raipur needs to be established to facilitate dispatch of Iron Ore from Bailadila to the northern part of Chhattisgarh and transportation of iron and steel products from the 3 MTPA Integrated Steel Plant of NMDC at Nagarnar to Central & other parts of India. A Memorandum of Understanding (MoU) was signed between the Ministry of Railways and Government of Chhattisgarh, Steel Authority of India (SAIL), NMDC to implement the construction of Dalli-Rajhara-Rowghat-Jagdalpur (235Km) Broad gauge line project on cost sharing basis. This 235 Km line was planned to be constructed in two phases. In first phase, Dalli-Rajhara is to be linked to Rowghat over a distance of 95 KMs. In the second phase, the line will be extended till Jagdalpur which is at a distance of 140 Km from Rowghat. Construction of rail line between Dalli-Rajhara to Rowghat has been started.	Rail connectivity between Rowghat and Jagdalpur needs to be expedited by Railways. Comments Ministry of Railways: An MOU was signed between the Ministry of Railways and Government of Chhattisgarh, SAIL, NMDC to implement the construction of Dalli-Rajhara-Rowghat-Jagdalpur (235 Km) Board gauge line project on cost sharing basis. The final detailed project report is still awaited from NMDC for approval by Railway.
		c) To facilitate road transportation of iron ore from NMDC mines to small and medium sponge iron plants in the State a public railway siding to be established at Jagdalpur.	Construction of a public railway siding at Jagdalpur is to be taken up by Railways.
3	<u>JSW Steel Ltd.</u> Sonahatu Block, District Ranchi, Jharkhand	Private Railway siding for loading of iron ore at Manoharpur Station in Chakradharpur Division of SER.	To accord in-principle approval from SAIL for slewing of SAIL's iron ore railway siding at Manoharpur by 3.0 mts. Ministry of Railways (MoR) – to accord in principle approval from South Eastern Railway, Kolkata for setting of private railway siding. Comments of Ministry of Railways: No such proposal has been received in Ministry of Railways.
4	VISA STEEL LIMITED Distt Jajpur, Kalinganagar	At present Railways gives priority to movement of raw materials under CBT category for Integrated Steel Plants with Capacity of 1.0 MTPA or above. The	Ministry of Steel to take up this issue with Railways Ministry

	(Odisha)	<p>same should be 0.5 MTPA as lots of new Green Field Plants are coming up and increase in capacity to this level of 1.0 MTPA takes time.</p> <p>Railways to accord priority to local units at Paradeep and Dhamra Ports as these units solely depend on these ports for their imported material. Railways at present follow policy of core and non-core category on “first-cum-first serve basis”.</p>	Matter needs to be taken with the Railways as well as State government.
		Problem in construction of private railway siding and new railway lines due to land related issues.	Odisha State and Railways to jointly help in this issue.
	Chhattisgarh Project	The public siding constructed near Kotriya Railway Station in district Raigarh should be exclusively reserved to cater to need of inward and outward movement of their raw material and finished product.	Matter to be taken up with Ministry of Railway
5	Jindal Steel & Power Ltd.	Issues concerning Railways and Railway connectivity to Steel Plant	<p>a) Doubling of Angul to Sambalpur (171 kms) railway line which is already approved by traffic for the project</p> <p>b) Faster land acquisition by East Coast Railway(102 Kms) for Angul-Sukhida Railway Ltd</p> <p>c) To expedite construction of new railway line between Haridaspur –Paradeep</p> <p>d) Linking of Banspani and Bimlagarh by new railway line to shorten the distance to Angul by 80 kms</p> <p>e) Railway Line connecting Kerjang Railway Station to JSPL Plant site for which 19.20-Acre land of 50m wide corridor has been acquired and given to them by IPICOL. Landowners have not given physical possession and built unauthorized structures.</p>
	a) Angul Project (Odisha)		
		Issues of Iron Ore Slurry Pipeline Project	The Ministry of Railways

			should help in processing applications for crossing on an early date.
	b) Patratu Project, Jharkhand	Issues concerning Railways	Doubling of Bhurkunda-Jarangdihi (80 Kms) railway line is necessary to meet the requirement of traffic for the project.
	c) Expansion Project at Raigarh Plant	Issues concerning the Railways	Expeditious completion of balance work of 3 rd line and approval for laying of 4 th line from Bilaspur to Jharsuguda (205 Kms)
6	Bhushan Steel Ltd.	<p>RAILWAYS</p> <p>Paradip being nearest to their Plant, they bring most of our raw material imports at Paradip Port. However, they are not getting sufficient rakes at most of the times for shifting the material from Port to Plant. Due to which they have to transport the material through road which is 4 times higher than Rail mode effecting the viability of the Plant. Railways may provide adequate rakes for transportation of iron ore and coal.</p> <p>From February, 2013 when their 2nd Blast Furnace will be operational, iron ore requirement would be around 11 MTPA which in turn would require around 8 rakes per day, i.e. 240 rakes per month for movement of Iron Ore. For movement of Coal, they require 2 rakes per day, i.e. 60 rakes per month. The above load on Railways would necessarily require strengthening of Railway network.</p>	<p>Railways may arrange to allot and supply adequate number of rakes to BSL for movement of Iron Ore and Coal for the Plant from both mines area and ports.</p> <p>Urgent action for strengthening of Railway infrastructure required to cater to the huge volume of traffic.</p>

ISSUES PERTAINING TO MINISTRY OF MINES

S.No.	Name of the Company and Location	Issues in Brief	Action to be taken
1	<p>SAIL</p> <p>Iron ore mines- regarding low grade ore & slimes</p>	<p>SAIL is operating nine captive iron ore mines in the states of Jharkhand, Odisha and Chhattisgarh for supply of iron ore to its five integrated Steel Plants.</p> <p>During the years of operations, large stocks of low grade iron ore fines and slimes have accumulated at mine dumps and tailing pond respectively. Utilization of these would require an improved beneficiation and pelletisation facilities at mines. SAIL is in the process of setting of these facilities at mines.</p> <p>Till setting up of these units, SAIL had decided to convert these low grade iron ore fines and slimes to beneficiated fines and pellets. Under this SAIL has been procuring pellets from KIOCL. So far KIOCL has supplied SAIL about 4 lakh tonnes of pellets. For every tonne of pellet supplied by KIOCL, SAIL is to supply iron ore fines @1.1 times. The supplies of iron ore fines to KIOCL has been stopped on account of restriction imposed by Ministry of Mines, GoI vide letter dated 19.9.2012 according to which “The entire ore produced in the mining operations shall be used exclusively for own consumption in iron or steel making and cannot be either sold in India or exported to other countries.”</p> <p>This has resulted in non- utilization</p>	<p>Clarification to be issued by Ministry of Mines, GoI for getting the low grade iron ore, Slimes and tailings beneficiated and pelletized through external agencies for captive use at its Steel Plants.</p>

		of dumped low grade iron ore fines/slimes. Utilization of low grade fines/slimes is not only important from mineral conservation point of view but also for protection of the environment through avoiding possible land / water degradation through better management of low grade fines and slimes.	
2	Jai BalaJi Industries Ltd.	Iron ore is being purchased from high volatile market at exorbitant price	Iron ore Linkage/ Allocation of Captive Iron ore mine is urgently needed from Ministry of Mines
	Brown Field Mangalpur, P.O Bakhtarnagar, Distt Burdwan, West Bangal	Due to scarcity of iron ore, Jai Balaji Industries are compelled to run operational plants with very low capacity utilization, which ultimately badly affects the entire project viability. (No. of PL application for Iron ore mining is pending with Government of Odisha, Government of Jharkhand, Government of Chhattisgarh)	
	Brown Field Banskopa, P.O Rajbandh, Distt Burdwan, WB	Iron ore is being purchased from high volatile market at exorbitant price. Due to scarcity of iron ore, they are compelled to run operational plants with very low capacity utilization, which ultimately badly affects the entire project viability. (No. of PL application for Iron ore mining is pending with Government of Odisha, Jharkhand and Chhattisgarh)	Iron ore Linkage/ Allocation of Captive Iron ore mine is urgently needed from Ministry of Mines
	Green field Project at Raghunathpur, Distt Rict Purulia, WB	No arrangement of Iron ore Linkage (No. of PL application for Iron ore mining is pending with Govt. of Odisha and Government of Jharkhand	Iron ore Linkage/ Allocation of Captive Iron ore mines is urgently needed from Ministry of Mines
3	VISA STEEL LIMITED	Mining lease should be granted to steel companies having MOU with State Govt. and having established their Plants on priority in preference to those who are only making Projections. Bidding/auction to be exempted for steel companies for Iron Ore reserve requirement for the	Steel Ministry should take up this matter with Ministry of Mines.
	Distt. Jajpur, Kalinganagar (Odisha)		

		capacity of steel established upto date of commencement of MMDR Bill.	
4		Formulation of policy on RML for Iron Ore leases should favour existing steel units having MOU with Govt. of Odisha.	Steel Ministry should take up this with the Odisha State and Ministry of Mines.
	Chhattisgarh Project	Visa Steel has signed an MOU with Chhattisgarh State for setting of 2.5 MTPA Steel Plant. A PL of Iron Ore in village Kurvanghat has been recommended by the State in Dec,09 which is pending for approval with the central Government.	Steel Ministry to impress upon the Mines Ministry for speedy approval of the recommended PL.
	Monnet Ispat & Energy Ltd.	Grant of Prospecting License for Dantewada iron ore mines.	Ministry of Mines be advised to grant the prospecting license immediately.
	1.5 MTPA Integrated Steel Plant at Raigarh, Chhattisgarh	Recommendation for grant of prospecting license has been sent by the State Government of Ministry of Mines on 22/6/2009, matter is pending with Ministry Mines now.	

ISSUES PERTAINING TO ROAD TRANSPORT AND HIGHWAYS

S.No	Name of the company and location	Issues in Brief	Action to be Taken
1	NMDC Ltd.	Road from Raipur to Nagarnar via Jagdalpur runs through Keskhal Ghat (hilly terrain). This road will be extensively used by trucks/trailers to facilitate transport of equipments and construction materials for the steel plant at Nagarnar. For transporting over dimensional consignments (ODC) required for the steel plant it will be difficult to use the present road facility. . It is necessary to have alternate route/by pass road to avoid Keskhal Ghat so that there will be no hindrance in transportation of the supplies and materials.	NHAI has to take up the construction of alternate/by pass road immediately.
	NMDC Iron & Steel Plant at Nagarnar, Chhattisgarh		
		Imported Coking coal, machineries and other materials from Vishakhapatnam port and transport of finished products will be done through Nagarnar to Vishakhapatnam NH-43 road.	For smooth transportation of plant equipments, construction materials, and machineries etc. the road from Nagarnar to Vishakhapatnam needs to be maintained properly by NHAI
2	Jindal Steel & Power Ltd.	Issues of Iron Ore Slurry Pipeline Project	The Ministry of Road Transport should help in expediting acquisition of ROU corridor along National Highways and exempt license fee of Rs 250 per sq.
	Angul Project (Odisha)		

			M and annual fee.
		Issues concerning Roads	<p>1. Angul to Budhupal (NH -42 to NH-200) route of 50 kms is to be four laned</p> <p>2. State Highway-63 is to be four laned or to be declared part of National Highway</p> <p>3. Koirā to Kalaipose-41 Kms to be converted from single to double lane</p> <p>4. Sambalpur to Maguli Chhak stretch of approx. 297 kms of NH -55 to be four laned.</p> <p>5. Widening & strengthening of Duburi- Paradeep Express Highway (NH-5A)</p>

ISSUES PERTAINING TO MINISTRY OF COAL

S.No.	Name of the Company and Location	Issues in Brief	Action to be taken
1	JSW Steel Ltd. Sonahatu Block, District Ranchi, Jharkhand	JSW have achieved the major milestones prescribed in allocation letter given by Ministry of Coal (MoC) for Rohne Coal Mining Project and are ahead of the targeted schedule in most of the millstones. In some of the milestones, JSW are behind the schedule due to non-receipt of clearances from MoEF within the validity period, which are beyond the control of LoA holders.	Suitably modified milestones of Rohne Coal Block, North Karanpura Coal Field, Hazaribagh District, Jharkhand allotted to JV Company "Rohne Coal Company Pvt. Ltd" are to be formulated by the Ministry of Coal to take care of the delays in getting the clearances from MoEF.
		Extension of exploration period in the unexplored area of 420.00 ha of Rohne Coal Block allotted to the JV company "Rohne Coal Company Pvt. Ltd.". On receipt of the permission under FC Act from MoEF, JSW will execute the PL deed and thereafter only JSW can start the exploration work by drilling.	MoC to permit JSW to complete the exploration in the unexplored area of 420.00 ha and prepare the Geological Report within 27 months from the date of execution of Prospecting License (PL) and submit the revised Mining Plan as directed by the MoC.
		NoC from M/s Central Coalfield Ltd (CCL) for development of Rohne Railway Infrastructure, conveyor corridor and R&R Colony.	Ministry of Coal to: i) Grant permission to block allocates for Right of Passage for connecting the proposed Railway Siding and utilization

			<p>of the defunct infrastructure facilities or formations developed by CCL.</p> <p>ii) Issue NoC for utilization of the non-coal bearing area, which falls in CCL's command area, to establish the railway siding, conveyor corridor and R&R colony.</p>
		<p>In order to sort out the problem being faced by Block Allocatees, close monitoring with the concerned State Government and MoEF at the level of MoC/Coal Controller may be initiated.</p>	<p>Regular meetings with Coal Controller/MoC and representative of State and Block Allocatees may be organized every 3 months. Forming a monitoring sub-committee in this regard at the Ministry level may be considered.</p>
2	<p>Jindal Steel & Power Ltd. a) Patratu Project, Jharkhand</p>	<p>Coking Coal and Non Coking Coal:</p> <p>Part of Amarkonda-Murgadangal non coking coal block has been allocated on 17.01.2008 by Ministry of Coal, Govt. of India to cater the requirement of 1000 MW Captive power plant.</p>	<p>This is a regionally explored coal block and needs further exploration work to be done by JSPL to prepare Geological Report and Mining Plan. Due to local law and order problems, they are unable to start exploration work. They have already applied for long term coal linkage to Ministry of Coal on 6.6.2011 for the 1320 MW CPP for the intervening period till the coal mine is developed.</p>
	<p>b) Asanbani Project</p>	<p>Coking Coal and Non Coking Coal:</p> <p>Jitpur coal block has been</p>	<p>Already applied to MOC on 31.12.2010 Requirement of Non-Coking coal is 300</p>

		allocated on 20/02/2007 to cater the requirement of 1000 MW Captive power plant. As per EC dt. 18.5.2009 only 2.5 MT/yr of coal can be mined. Long term coal linkage required for balance 4.2 MT/yr	MT (D grade) and Coking Coal is 150 MT(Steel Grade -1) for 30 years for both steel and power projects
3	Jai BalaJi Industries Ltd.	Existing coal linkage for Sponge Iron Plant has come under tapering linkage, and thus shortage of coal for existing operation	Existing coal linkage (full quantity) to be maintained till the linked coal block, i.e. Ardhamgram is in full swing operation- from Ministry of Coal.
	Brown Field Mangalpur, P.O Bakhtarnagar Distt Burdwan, West Bengal		
	Green field Project at Raghunathpur, Distt Rict Purulia, WB	Application for Coal Linkage – Long Term is pending	Early grant of Coal Linkage from Ministry of Coal.
4	VISA STEEL LIMITED	Adequate Coal linkages from MCL to DRI and CPP units. Tapering linkage policy should be amended so that associate companies allotted coal blocks under option 111 by the coal Ministry must get 100% linkage till commencement of coal production by Leader Company.	This issue may be taken up with the Coal Ministry.
	Distt Jajpur, Kalinganagar (Odisha)		
	Chhattisgarh Project	Long Term Coal Linkage is required for upcoming CPP of 2x150 MW.	Coal Ministry should hold SLC meeting for giving the long term Coal Linkages
		The differentiation in coal pricing adopted by CIL for supplies to Independent Power Plant (IPP) and Captive Power Plant (CPP) is unjustified. The same price should be applicable for supply to both CPP and IPP.	Action required by Ministry of Coal.
	Chhattisgarh Project	Coal Linkage is required for the proposed CPP of 4X135 MW.	Coal Ministry should hold the SLC meeting at the earliest and award the linkages.
5	Bhushan Steel Ltd	COAL RATES:	Same rate as of IPP's or State Power/ Distribution
		i) CIL is charging higher	

		<p>rates for coal supply to Captive Power Plant than IPP's or State Power/Distribution Companies.</p> <p>Linkages of consumers whose Coal Blocks development is delayed are tapered after completion of 3 years and consumers are being charged 40% add-on price putting a further burden on steel plants.</p>	<p>companies.</p> <p>CIL should be directed not to charge additional Add-on-price @ 40%.</p>
		<p>ii) Coal prices being increased unilaterally by Government effecting the viability of the plant seriously, whereas quality of supplied in the e-auctions is never as per the GCV ranges</p>	<p>Ministry of Coal should ask CIL for 3rd party quality inspection to ensure quality as per price charged for the GCV ranges. In case of non-conformity, CIL should give discount as per industry standards.</p>
		<p>There is acute shortage of coking coal of desired quality in India. Coking Coal is being imported from Australia at very high and volatile price</p>	<p>Ministry of Coal should immediately allocate Urtan Coking Coal Block which has been recommended by the Screening Committee of Ministry of Coal.</p>
6	<p>Monnet Ispat & Energy Ltd.</p> <p>1.5 MTPA Integrated Steel Plant at Raigarh, Chhattisgarh</p>	<p>Coking coal and iron ore linkage required. Even after meeting the raw material requirements from captive mines there remains a shortfall</p>	<p>The State Government and Ministry Coal are advised to provide required linkages.</p>
		<p>Land acquisition for Rajgamar Dipside (South of Phulkadih Nala) Coal Block. Total mining Lease Hold Area is 625 Ha, out of which 450 Ha of area already acquired by SECL under CBA Act. They have requested for SECL to transfer the land on 21/1/2011. In this process, joint</p>	<p>SECL should be advised to transfer the land immediately as the mining lease can be signed only after land acquisition.</p>

		<p>survey of the mine by the surveyors of Monnet and SECL has been completed on 15/2/2012. Detailed Land schedule is prepared and further action for surrender of Mineral Rights for overlapped land is pending with SECL.</p>	
7	<p><u>Electrosteel Steels Limited (ESL), Bokaro, Jharkhand</u></p>	<p>Use of Coal from Parbatpur Coal Mine allocated to Electrosteel Castings Limited (ECL) in the Steel Plant of Electrosteel Steels Limited (ESL):</p> <p>(ESL): (ESL): ECL had been allocated the Parbatpur Coal Block for its pig iron facilities in Khardah (West Bengal) and Kalahasti (Andhra Pradesh) by the Ministry of Coal, Govt. of India vide their letter No.13016/34/2004-CA-I dated 7th July, 2005.</p> <p>Meanwhile, ECL incorporated on SPV by the name of Electrosteel Steels Limited (ESL) (erstwhile Electrosteel Integrated Limited), for setting up a 3 mtpa Integrated Steel Plant in the state of Jharkhand. ECL is the owner and also the largest shareholder with more than 26% equity holding in ESL.</p> <p>Steel Project of ESL is at an advanced stage of completion of Phase I of the project, having an installed capacity of 2.51 mtpa, at a project cost of Rs.9562 Crores, out of which Rs. 9000 Crores have already been spent. It has started trial production in November, 2012 and to be ramped upto full capacity in 9/12 months.</p> <p>No coal block has been allotted for ESL's Integrated steel Plant.</p>	<p>Since the Parbatpur Coal Block is within the promoters group of companies and since ECL is the promoter and will maintain a shareholding of more than 26% at all times in ESL, ESL's Integrated Steel Plant may be notified as end use project for the Parbatpur Coal Block.</p>

ISSUES PERTAINING TO MINISTRY OF SHIPPING

S.No.	Name of the Company and Location	Issues in Brief	Action to be taken
1.	Jindal Steel & Power Ltd. Patratu Project, Jharkhand	Requirements at the Port	Berth at Haldia Port is required to be allocated for import of coking coal and export of finished products for successful implementation of their project. Up-gradation of Haldia Port to handle 80000 -120000 DWT Vessels
	Expansion Project at Raigarh Plant	Requirements at the Port	Berth at Paradip port is required to be allocated for import of coking coal and export of finished products - vital for successful implementation of their project.
2	<u>JSW Ispat Steel Ltd.</u> , Geetapuram Dolvi, Tal-Pen, Dist. Raigad, Maharashtra	Port and inland waterways	Dredging of 'Mumbai Port' and 'Amba River Channel' to increase cargo handling capacity.

