

Performance of IWAI in North-East Region

1498. DR. ARUN KUMAR SARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the amount allocated and actual amount utilised by the Inland Waterways Authority of India in the NW-II during the Eighth Plan and during 1997-98;

(b) the details of the facilities created from the utilised amount;

(c) whether very low strength of the

(a) 8th plan (1992-97)
Allocation Rs. 4.44 crores
Expenditure Rs. 4.27 crores

executing staff is one of the reasons for low performance of IWAI in the North-East; and

(d) if so, the steps initiated for strengthening the executing manpower and the action plan for development of water transport system in the North-East region during Ninth Plan as well as during current financial year?

THE MINISTER OF STATE IN THE
MINISTRY OF SURFACE
TRANSPORT (DR. DEBENDRA
PRADHAN):

1997-98
Rs. 2.78 crores
Rs. 2.64 crores

(b) The Navigational channel of 2m depth, day navigation marks and floating terminals at Dhubri, Jogighopa, Pandu, Tejpur and Neamati have been provided.

(c) The delay in taking up development schemes on NW-2 after its decalration was partly due to shortage of staff

(d) Staff Inspection Unit has conducted the study for requirement of additional strength.

The development of IWT system in NE-region in 9th plan envisages improvement of IWT infrastructure in NW-2 i.e. navigational channel with minimum 2m depth through bandalling and dredging, floating and permanent terminals, channel marks, 24 hrs. navigational aids upto Dibrugarh, acquisition of dredgers and allied vessels, vessel repair facilities etc. Further cargo vessel operators such as CIWTC and Assam IWT are being persued to increase their operation on NW-2. Enunciation of IWT policy including incentives for private sector involvement in IWT infrastructure and operation of vessels is also under process.

During current financial year, maintenance of navigational channel with minimum 2m depth by bandalling, channel marks, maintenance of floating

terminals, provision of floating terminals at Sadiya and Saikhowa, and commencement of schemes for 24 hr. navigational aids in Dhubri-Guwahati sector and acquisition of water injection dredger are some of the important activities.

Improvement of National Highways in Assam

1499. DR. ARUN KUMAR SARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the amount allocated during the Ninth Five Year Plan under various heads for improvement, widening, repair and upkeep of the different National Highways separately running through the State of Assam;

(b) the progress of work made so far,

(c) whether the provisions for by passes at North Lakhimpur and Tinsukia is included in the Ninth Five Year Plan;

(d) if so, the details of alignment and the time schedule; and

(e) the reasons for failure of his Ministry to improve the deplorable condition of the National Highway No. 52 stretching from Tezpur to Jenai during the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) to (d) The Ninth Five Year Plan is yet to be finalised.

(e) The Ministry is fully conscious of the needs of NH-52 and have sanctioned works amounting to nearby Rs. 17 crores. However, the Assam Govt. have not been able to complete the works despite the matter having been continuously pursued.

Cargo Handled by Major Ports

1500. SHRI BHAGABAN MAJHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total cargo traffic handled by

Port	(in Million Tonnes)		
	1995-96	1996-97	1997-98
Calcutta	6.12	6.02	7.92
Haldia	15.39	17.10	20.19
Paradip	11.26	11.58	13.30
Visakhapatnam	32.82	34.50	36.02
Chennai	30.72	31.85	35.53
Tuticorin	9.29	9.18	9.97
Cochin	11.50	11.74	12.17
New Mangalore	8.88	12.45	15.28
Mormugao	18.10	17.31	21.18
J.L. Nehru	6.87	8.07	8.90
Mumbai	34.05	33.73	32.08
Kandla	30.34	33.73	38.90
TOTAL	215.34	227.26	251.44

(c) and (d) Yes, Sir During the IXth Five year Plan (1997—2002), it is proposed to enhance the cargo handling capacity of Major Ports by around 122 Million tonnes. The Port-wise and year-wise traffic projections for Major Ports for the current financial year 1998-99 as per the Table given below. However, no traffic targets have been fixed for the year 1999-2000.

Port	(in Million Tonnes)	
	1998-99	
Calcutta	9.50	
Haldia	20.50	

different major ports during the last three years;

(b) the port-wise details thereof;

(c) whether Government have a proposal to increase the handling of cargo traffic during the coming years; and

(d) if so, the port-wise and year-wise target fixed till the end of 2000 A.D.?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) and (b) The cargo traffic handled by the Major Ports during the last three years are as under:—

Port	(in Million Tonnes)	
	1998-99	
Paradip	13.35	
Visakhapatnam	36.00	
Chennai	36.50	
Tuticorin	10.20	
Cochin	12.25	
New Mangalore	15.50	
Mormugao	20.20	
J.L. Nehru	10.00	
Mumbai	34.00	
Kandla	40.00	
TOTAL	258.00	