

Development of Vadinar Port

1940. SHRI NATUJI HALAJI THAKOR:

SHRI KANJIBHAI PATEL:

Will the Minister of SHIPPING be pleased to state:

(a) whether Government is aware that the Kandla Port Trust (KPT) has given an advertisement inviting global expression of interest for development of port facilities at Vadinar;

(b) if so, whether it is not contrary to the understanding arrived at between the Union Government and the State Government of Gujarat to develop Vadinar Port in joint venture;

(c) whether the State Government has also separately requested the Union Government to develop Vadinar Port in joint venture; and

(d) if so, the status of the proposal?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir.

(b) to (d) The Government of Gujarat requested the Union Government to develop Vadinar Port as joint venture. However, it has been decided that the development of Vadinar will be taken up by the Kandla Port Trust.

Development of ports

1941. SHRI PARSHOTTAM KHODABHAI RUPALA: Will the Minister of SHIPPING be pleased to state:

(a) whether the State Government of Gujarat had submitted proposals to the Central Government regarding developing Hagdalla, Navlakhi, Porbandar, Veraval and Bedi Ports to facilitate coastal shipping in 2005 and 2006;

(b) if so, the action taken by the Central Government so far on the proposals;

(c) whether the Central Government awarded consultancy work to Tata Consultancy Services to identify suitable location for coastal cargo, who submitted their report as back as 2003; and

(d) if so, the reasons for such a delay in according the approval on these proposals?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (d) According to the Indian Ports Act, 1908, responsibility for development of non-major ports vests with respective State Government. However, one non-major port from each Maritime State, including Magdalla in Gujarat, was identified for development for promoting coastal shipping under the National Maritime Development Programme. Tata Consultancy Services also submitted a report in December, 2003, on the development of coastal shipping and non-major ports. With a view to develop coastal shipping the following two schemes had been proposed in the working group report on Eleventh Five Year Plan document of Ministry of Shipping:—

- (i) Coastal Shipping Development Fund for soft lending for the purpose of acquisition of coastal vessels.
- (ii) Centrally Sponsored Scheme for development of coastal shipping infrastructure. The budgetary support required in Eleventh Five Year Plan for above two schemes was Rs. 500 crore each. But since no fund could be allotted for the purpose in the Eleventh Five Year Plan, the development of non-major ports may be taken up by the respective states themselves with public private participation.

Vessel Traffic Monitoring System

1942. SHRI PARSHOTTAM KHODABHAI RUPALA:

SHRI NATUJI HALAJI THAKOR:

Will the Minister of SHIPPING be pleased to state:

- (a) whether the project for setting up of Vessel Traffic Monitoring System (VTMS) in the Gulf of Kutchh has been completed;
- (b) if so, whether the exercise for regulating the shipping traffic has been started;
- (c) if not, the reasons for delay; and
- (d) by when the project would be completed?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) No, Sir.

(b) Does not arise.

(c) The delay is due to the remoteness of sites and slow progress of civil engineering works.

(d) The re-scheduled date for completion of the project is 31.3.2010.

Captive cargo handling at major ports

1943. DR. T. SUBBARAMI REDDY:

SHRI JESUDASU SEELAM:

Will the Minister of SHIPPING be pleased to state:

- (a) whether Government has allowed private parties to set up captive cargo handling berths at twelve existing major ports in the country;
- (b) whether policy allowing captive berthing locations is being finalized by Ministry of Transport;
- (c) whether it will help private investment in port sector;
- (d) if so, whether UK companies have offered know-how for port development; and
- (e) whether his Ministry has agreed to give financial powers up to Rs. 500 crores to Port Trust so that this move may help to speed up smaller projects to enhance capacity?