

- (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?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Captive Cargo Handling Berths have been set up by private parties at some of the major ports in the past as per the guidelines issued by the Ministry of Shipping on Private Sector Participation for development of port infrastructure in 1996. These guidelines include broad guidelines on development of captive berths at Major Ports under the administrative control of the Ministry.

(b) and (c) The policy for the Captive Use of Major Ports is at present under consideration in the Ministry under a Committee constituted for recommending various steps for increasing the efficiency of the ports and for encouraging the private enterprise to take part in the functioning of the ports. With the aforesaid objectives in mind, the Committee is also looking into the subject to recommending guidelines for creation of captive use facility by port based industries within the Major Ports. The proposed policy is likely to bring in private investment in the port sector.

(d) and (e) No, Sir.

Development of Machilipatnam Port

1944. SHRI M.V. MYSURA REDDY:

SHRI NANDAMURI HARIKRISHNA:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the consortium for construction of Machilipatnam Port has not so far submitted its financial disclosure even after about three months of deadline;

(b) if so, the reasons therefor;

(c) whether it is also a fact that Government is planning to retender the Machilipatnam project along with other twenty port projects that it is proposed to award in the current fiscal; and

(d) if so, the details thereof and the reasons therefor?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (d) Machilipatnam Port is a Non-Major Port in the State of Andhra Pradesh. Under the Indian Ports Act, 1908, the responsibility for development of Non-Major Ports vests with the respective State Government. Accordingly, the development of Non-Major Ports in the State of Andhra Pradesh is taken up by the Government of Andhra Pradesh.

Development of Kollam Port

1945. SHRI A. VIJAYARAGHAVAN: Will the Minister of SHIPPING be pleased to state:

(a) whether the Competent Authority of Kerala had taken up the Port Development of Kollam (Thangassery) Port *vide* letter dated 30 April, 2009 and 11 March, 2009;

(b) if so, the action taken thereon;

(c) whether the proposals for additional works have been approved;