

[8th August, 2000]

RAJYA SABHA

TRANSPORT (SHRI HUKUMDEO NARAYAN YADAV): (a) Water transport is not unsafe during rainy season as mechanised inland vessels are constructed with proper design for safety. However, sometimes incident of boat accidents occur due to non observance of safety precautions.

(b) The passenger inland water transport is the State subject and, therefore, operation and regulation of ferry services is controlled by the respective State Governments. Nevertheless, for safe navigation of inland vessels, the Inland Waterways Authority of India, a nodal agency for development of Inland Waterways, has initiated action to conduct a study on improving of safety measures for river boats.

(c) As far as Central Government/Inland Waterways Authority of India is concerned, no such proposal is under consideration.

Sharing of income from Kandla Port

1815. SHRIMATISAVITA SHARDA: SHRI

LALITBHAI MEHTA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Vadinar Port in Gujarat was to be an oil import terminal for IOC, as per the agreement entered into between the Central Government and the Government of Gujarat in 1977;

(b) whether Government *vide* letter No. PGK 44/74 dated 10th October, 1977 addressed to Chairman, KPT approved the Agreement referred to in part (a) above;

(c) whether the KPT is handling cargo other than the oil imports at Vadinar;

(d) if so, whether the income arising therefrom to KPT is passed on to the Government of Gujarat; and

(e) if not, whether this is a clear violation of agreement entered into as referred to in part (a)?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI HUKUMDEO NARAYAN YADAV): (a) No agreement has been executed so far between the Government of India and the Government of Gujarat in respect of Vadinar.

(b) Yes, Sir. However, the Government of Gujarat have not executed

said agreement.

(c) No, Sir.

(d) Does not arise.

(e) As no agreement has been executed between the Kandla Port Trust and the Government of Gujarat, violation of agreement does not arise.

Joint venture of LNG Transportation

1816. SHRI SANTOSH BAGRODIA:

SHRI GHULAM NABI AZAD:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the LNG transportation market is beginning to hot up with most of the leading domestic liners initiating talks with foreign shipping companies while lobbying against smaller companies;

(b) whether lobbying has brought angry protests from the other serious Indian contenders to the deal; and

(c) if so, the reasons for the protest with details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI HUKUMDEO NARAYAN YADAV): (a) LNG Transportation is required to be done in special tankers. None of the Indian Shipping Companies either own LNG tankers or have experience in handling LNG transportation. In the emerging LNG transportation market, the various Indian shipping lines are, therefore, trying to acquire competencies to enter into LNG transportation field. This is being done by Indian Shipping lines by joining hands with foreign companies having expertise in LNG Transportation.

The Shipping Corporation of India Limited (SCI), a Public Sector Undertaking under the administrative control of this Ministry has already entered into a joint venture with Mitsui OSK, Japan and Enron for Transportation of LNG for the Dabhol Power Company. Further, the SCI has also joined the consortium comprising Mitsui OSK lines and NYK and K line in order to bid for the Petronet LNG Transportation Project of the Ministry of Petroleum and Natural Gas. It is learnt that private shipping companies have also entered into similar arrangements with foreign shipping companies. The exact details are not available in this Ministry.