

### Upgradation of waterways

1357. SHRI N. BALAGANGA: Will the Minister of SHIPPING be pleased to state:

- (a) the number of waterways in the country;
- (b) the details of the steps to upgrade these waterways to international standard; and
- (c) the details of the revenue accrued from these waterways during last three years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MUKUL ROY): (a) to (c) Five waterways have so far been declared as National Waterways (NWs). First three NWs *i.e.* NW - 1, 2 and 3 are being developed as per the projected requirement for shipping and navigation by providing basic transport infrastructural facilities. These include navigational channel with targeted depth and width for most part of the year, aids for day and night navigation and terminals at selected locations for berthing and loading/unloading of vessels.

Since substantial cargo is yet not being transported on NWs, not much revenue is generated/accrued on these NWs. Inland Waterways Authority of India however collects charges such as pilotage charges, berthing charges, storage charges as well charges for transporting cargo under demonstrative cargo services. During 2008-09 the revenue generated from these charges was Rs. 5.32 lakhs.

### Protection of cargo in ports

1358. SHRI SITARAM YECHURY: Will the Minister of SHIPPING be pleased to state:

- (a) the projections of cargo for the period of 2010-2015 in the various parts in India;
- (b) the details of warehousing capacity to manage the cargo port-wise;
- (c) whether the current warehousing infrastructure is able to meet the requirements;
- (d) if so, the details thereof; and
- (e) if not, the measures proposed by Government to augment the additional warehousing capacity at ports?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Projection of Cargo

(In Million Tonnes)

Name of the Port	2010-11	2011-12	2012-13	2013-14	2014-15
1	2	3	4	5	6
Kolkata	45.58	48.05	50.84	53.60	56.50
Paradip	62.00	68.20	74.80	80.80	86.30
Visakhapatnam	72.80	79.30	89.40	95.00	105.00

1	2	3	4	5	6
Chennai	65.20	68.46	71.88	75.48	79.25
Mumbai	53.00	57.00	66.00	71.50	73.50
Jawaharlal Nehru	54.70	61.18	68.80	76.93	90.93
Tuticorin	23.11	26.77	30.37	31.94	33.59
Cochin	17.52	21.18	26.22	28.21	30.37
New Mangalore	38.00	41.80	45.98	50.57	55.63
Mormugao	50.72	51.53	52.32	52.71	54.24
Kandla	78.00	80.00	84.50	88.00	92.50
Ennore	13.20	22.10	30.20	30.25	39.65

(b) Existing warehousing capacity

Name of Port	Warehousing capacity
Kolkata	1,55,000 Sq. m
Paradip	23,771 Sq. m
Visakhapatnam	65,326 Sq. m
Chennai	45,766 Sq. m
Mumbai	1,78,457 Sq. m
Jawaharlal Nehru	JNPT has no warehousing facility inside the port area. Warehousing facility is available at all container fright stations (CFS's) in and around on JN port. At present 22 CFS's are operational in and around JN Port having capacity of 1.5 million TEUs per annum.
Tuticorin	1,07,104 Sq. m.
Cochin	64,000 Sq. m
New Mangalore	21,000 tonnes
Mormugao	35,348 Sq. m
Kandla	1,44,000 Sq. m
Ennore	Nil

(c) and (d) Current warehousing infrastructure in respect of Paradeep, Chennai, Mumbai, Jawaharlal Nehru, Visakhapatnam, Tuticorin, Cochin, New Mangalore and Mormugao Ports is able to meet the requirements. Current warehousing infrastructure in respect of Kolkata and Kandla ports is not able to meet the requirement and needs to have more warehousing facilities.

In Ennore Port the nature of cargo handled at present and projected to be handled during the next 5 years does not require warehousing infrastructure to be developed in Ennore.

(e) In Kolkata port possibility of expanding the warehouse facility in the vicinity of the dock is being explored in consultation with customs authority. At Haldia Dock Complex (HDC) warehousing capacity is able to meet the cargo being presently handled. However, keeping the increased requirement of storage area action has already been initiated for creation of additional storage area. Kandla port is regularly constructing new godowns and open plots to meet the cargo storage requirements. At some ports Container Freight Station's (CFS's) to cater the future need of exim traffic are being developed.

#### **Development of Vizhinjam Port in Kerala**

1359. PROF. P.J. KURIEN: Will the Minister of SHIPPING be pleased to state:

(a) whether the State Government of Kerala has approached the Central Government for assistance for the development of the Vizhinjam Port in Kerala;

(b) if so, the details thereof; and

(c) the reaction of Government thereto?

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

(b) and (c) Vizhinjam Port is a Non-Major Port. As per Indian Ports Act, 1908, Non-Major Ports are under the overall jurisdiction of the respective State Governments. The responsibility for development of Vizhinjam Port, therefore, vests with the Government of Kerala.

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**PAPERS LAID ON THE TABLE**

#### **Report and Accounts (2008-09) of the Pasteur Institute of India, Coonoor**

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): Sir, I lay on the Table, a copy each (in English and Hindi) of the following papers:—

(a) Annual Report and Accounts of the Pasteur Institute of India, Coonoor, for the year 2008-09.

(b) Annual Accounts of the Pasteur Institute of India, Coonoor, for the year 2008-09, together with the Auditor's Report thereon.

(c) Review by Government on the working of the above Institute.

(d) Statement giving reasons for the delay in laying the papers mentioned at (a) and (b) above.

[Placed in Library. See No. L.T. 1742/15/10]

....(Interruptions)....