

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) No, Sir. There is no proposal to privatize Ennore Port. Ennore Port Limited (EPL) is the only Major Port incorporated under the Companies Act, 1956. It commenced its operations in 2001.

(b) Details of present ownership status and pattern of share holdings are:

Present owner	No. of Shareholding	In percentage
Government of India	200 crores	66.6
Chennai Port Trust	100 crores	33.3

(c) The investment made by the Government of India in Ennore Port is Rs.200 crores by way of equity. In addition, Chennai Port Trust has made investment of Rs.100 crores which is also in the form of equity. Further, an amount of Rs. 128.80 crores was also given as loan by Government of India for the construction of Ennore Port. This loan has since been repaid by EPL to Government of India.

(d) There is no proposal of selling Ennore Port.

(e) Does not arise.

Development of Inland waterways in Orissa

†2323. SHRI RUDRA NARAYAN PANY: Will the Minister of SHIPPING be pleased to state:

(a) whether the Centre is seriously considering development of inland waterways in Orissa;

(b) if so, the details thereof;

(c) whether the State Government of Orissa has sent any proposal to the Central Government in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MUKUL ROY): (a) and (b) Yes, Sir. Talcher-Dhamra stretch of Brahmani river, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai river and Mahanadi delta rivers (588 km) has been declared as National Waterway - 5 in November, 2008.

†Original notice of the question was received in Hindi.

(c) and (d) No, Sir. However, projects for development of National Waterway-5 will be formulated and implemented by Inland Waterways Authority of India in consultation with State Government of Orissa.

Cleaning of western coastline near Colaba in Mumbai

2324. DR. BHARATKUMAR RAUT: Will the Minister of SHIPPING be pleased to state:

- (a) whether it is a fact that huge amount of tar balls and oil had spilled into the sea along the western coastline near Colaba in Mumbai after the collision of two ships;
- (b) the reasons of the collision of the huge ships along the coastline;
- (c) the details of amount of losses due to the spread of oil near the coastline; and
- (d) the steps being taken by the Shipping Department to clean up the coastline and the locations where the debris of the sea are dumped?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Approximately 1200 cubic meter of fuel oil had spilled into the sea following collision of two ships MSC Chitra and Khaliya in the Mumbai harbour on 7.8.2010. The oil spill had apparently lead to formation of tar balls.

- (b) A preliminary report on the incident from Director General (Shipping) is being examined.
- (c) Losses due to collision are as under:
 - (i) Actual expenses incurred in the survey of the harbour.
 - (ii) Damages for stoppage of shipping movement from 8.8.2010 to 12.8.2010 and partial stoppage from 13.8.2010 to 4.9.2010.
 - (iii) Consequential loss due to claims by M/s Jaisu Shipping Co., Dredging contractor, for idling of dredger and liquidated damages due to extension of time.

The above claims are not due to damages caused from the oil spill but due to impact of the accident on ship movements. However, claim on account of impact on environment and fishing is yet to be filed by Government of Maharashtra.