

**Slow road widening work in
Himachal Pradesh**

3968. SHRI RAJNITI PRASAD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Theog-Roharu Road is being widened in Shimla district of Himachal Pradesh;

(b) whether it is also a fact that farmers especially vegetable and fruit producers are facing huge problems as the road widening work is slow and haphazard;

(c) the amount sanctioned for widening of the aforesaid road and the time by which it is likely to be completed; and

(d) the action likely to be taken against the concerned agency for not completing the said work in time?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) to (d) This Ministry is primarily responsible for development and maintenance of National Highways in the Country. The Theog-Rohru Road in Shimla District of Himachal Pradesh is not a National Highway.

Corporatisation of major ports

3969. SHRI R.C. SINGH: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the Ministry is planning to corporatise major ports in the country;

(b) if so, the details of ports that are proposed to be corporatized;

(c) whether Government proposed to bring any Bill before Parliament in this regard;

(d) if so, the salient features of the proposed Bill;

(e) whether consultations with stakeholders and labour unions have been held in this regard; and

(f) if so, the outcome of such consultations?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MUKUL ROY): (a) Yes, Sir.

(b) There is a proposal for structural reorganization of Major Ports through Corporatisation. It envisages converting Major Ports into a company under the Companies Act, 1956. JNPT is proposed to be Corporatised to start with.

(c) No, Sir.

(d) Does not arise.

(e) Consultations with recognized Trade Unions of the JNPT were held.

(f) The Trade Unions feel that major ports do not require Corporatization, but modernization to make them perform efficiently. MPT Act be amended to give them full operational/financial autonomy. The Government is of the view that under the restrictive ambit of MPT Act major ports have little flexibility of commercial operations and are ill equipped to operate in market oriented situation. After Corporatisation, the Port will get converted into a Company and have a professional management which will have greater financial and operational autonomy.

PPP mode for major ports

3970. SHRIMATI GUNDU SUDHARANI: Will the Minister of SHIPPING be pleased to state:

(a) the number of projects targeted for award on PPP mode for major ports in the country during the last five years, year-wise and port-wise;

(b) the number of projects awarded for major ports on PPP mode during the last five years, year-wise and port-wise;

(c) whether it is a fact that out of 21 PPP Port Projects proposed to be taken up in 2010-11, only two projects have so far been awarded; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MUKUL ROY): (a) and (b) The Ministry has started fixing the targets specifically for monitoring of PPP 7 Projects at the level of Ministry since 2008-09 only. The Projects targeted and awarded on PPP mode for Major Ports in the country during the last 5 years, year-wise and port-wise are given in statement-I and II respectively (See below).