

Bifurcation of DG Shipping

421. SHRI SYED AZEEZ PASHA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government and the Directorate General of Shipping have received representations to reduce duplicity of inspection work by Mercantile Marine Department (MMD) and other agencies;

(b) whether it is a fact that small entrepreneurs are not able to get clearance as they do not have liaison offices in Mumbai;

(c) the steps that would be taken to bifurcate the present regulatory body of shipping so that people have better access to services; and

(d) the steps proposed to bifurcate the DG-Shipping agency?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir.

(b) No Sir. The Directorate does not discriminate between entrepreneurs, on the basis of their location and size. With the introduction of green channel approach in the Directorate, liaisoning has lost its relevance. As such, it is not necessary to have a liaison office at Mumbai in order to get clearance/approval of D.G. Shipping, particularly with electronic communication being readily available now a days.

(c) There is no proposal to bifurcate the regulatory body at present.

(d) Does not arise.

Infrastructure investment deficit

422. SHRIMATI SHOBHANA BHARTIA:

SHRI N.K. SINGH:

Will the Minister of SHIPPING be pleased to state:

(a) whether the JNPT and Chennai Ports are struggling with congestion due to an infrastructure investment deficit over the years;

(b) if so, the details thereof; and

(c) the steps being taken to increase port capacity for importing coal and other resources in line with the projections laid down in the Twelfth Five Year Plan?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) No, Sir. There is no congestion due to lack of infrastructure inside the port, however in Chennai Port congestion is reported in evacuation of cargo because of the closure of Port exit gates by the city Traffic Police during day time.

(c) In order to augment the capacity/and to enhance productivity and

growth rate at major ports, several initiatives have been taken in recent past. The Government of India has given the top priority to the Modernisation of ports, through:

- Construction of new berths/terminals.
- Various expansion/upgradation projects for berthing and dredging.
- Installation of new and modern equipment.
- Upgradation/replacement through higher capacity of cargo handling equipment.
- Mechanisation of cargo handling operations.
- Various computer aided system to encourage automation in port operation.
- Implementation of Web-based Port community system.

Inter-State water transport project

†423. MISS ANUSUIYA UIKEY: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government had sanctioned any inter State water transport project in Gandhi Sagar and Ban Sagar of Madhya Pradesh in the past years;

(b) if so, the ratio of contribution of Centre and States along with the details of the project;

(c) whether the entire amount in accordance to the need of the project has been released by Government; and

(d) the amount allocated separately for these projects during the year 2011-12?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MUKUL ROY): (a) and (b) Government had sanctioned two projects for development of Inland Water Transport (IWT) facilities in the Gandhi Sagar and Ban Sagar reservoirs in Madhya Pradesh during March 2006 under the Centrally Sponsored Scheme (CSS) for IWT development. These were however not inter-State Water transport projects. The details of these projects are given in Statement (See below).

(c) and (d) The Government has not allocated the total sanctioned amount since the Government of Madhya Pradesh could not execute the projects as envisaged and also since this CSS has been discontinued from 1-4-2007. Accordingly, no amount has been provided for these projects in the year 2011-12 also.

†Original notice of the question was received in Hindi.