No permission is required from Central Government for setting up of a Non-Major Port/Private Port except necessary statutory clearances from nodal Agencies.

(b) and (c) There will be no diversion of cargo from Paradip to proposed captive port of POSCO India Limited. Paradip Port will have adverse consequences only when proposed captive port of POSCO India Limited starts handling cargo for other users in addition to their own cargo.

Maritime Policy

1042. SHRI BALWINDER SINGH BHUNDER :

Will the Minister of SHIPPING be pleased to state :

(a) whether the task of framing the maritime policy is pending for quite sometime;

(b) since when the policy is pending; and

(c) how much more time is going to be taken by Government to frame the maritime policy?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) to (c) The Ministry of Shipping has come up with a Maritime Agenda 2010-20 which is a comprehensive document encompassing all aspect of Maritime Sector incuding Shipping and Port Sectors. This Maritime Agenda 2010-20 has a specific chapter on Maritime Policy. As the new comprehensive Maritime Agenda subsumes the proposed policy, it is felt that there is no need to have another policy document.

Development of inland waterways

1043. SHRI BHARATSINH PRABHATSINH PARMAR :
SHRI PARSHOTTAM KHODABHAI RUPALA :

Will the Minister of SHIPPING be pleased to state :

(a) whether Inland Waterways Authority of India (IWAI) has conducted any survey for development of inland waterways in Gujarate State;

(b) if so, the details thereof;

(c) whether Inland Waterways Authority of India explored any possibility to develop inland waterways to connect Hazira, Dahej, Mundra with Mumbai and other important ports of our nation; and

(d) if not, the reason therefor?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) and (b) Inland Waterways Authority of India has conducted phase-1 of techno-economic feasibility of the river Narmada from Hoshangabad to sea for navigation which also included a

portion of the river in Gujarat. Except this survey/study, IWAI has not conducted any other survey/study of any other waterway in Gujarat. The details of the study are given in the Statement (*See* below).

(c) No, Sir.

(d) Coastal shipping is not within the mandate of the Inland Waterways Authority of India.

Statement

Details of Survey Study conducted by IWAI

1. A techno-economic feasibility study for development of inland water transport from Hoshangabad to sea (near Bharuh) stretch of Narmada river was got conducted by Inland Waterways Authority of India (IWAI) through a consultant which incuded a portion of the river in Gujarat also. In phase-1 of this study, the most important issue to be addressed was passage of cargo vessels across four major dams on Narmada River namely Indira Sagar, Omkareshwar and Maheshwar in Madhya Pradesh and Sardar Sarovar in Gujarat which do not have ship crossing facility (e.g. navigation lock) therein. On account of these dams there are also issues of interstate sharing of water among Madhya Pradesh, Gujarat and Maharashtra.

2. In view of this, in the terms of reference of phase-1 of this study, it was required that the State Governments concerned with the different stretches of the river in their jurisdiction should concur with the technical proposals put forth by the consultant for navigability before the Phase-2 study is taken up.

3. In the report of the Phase-1, the consultant had not recommended through navigation between Hoshangabad and Sea. They had proposed cargo transfer by way of conveyor belts upstream and downstream of dams at Indira Sagar and Sardar Sarovar and navigational locks at other two dams. This report was forwarded to Narmada Valley Development Authority (NVDA), Sardar Sarovar Narmada Nigam Ltd (SSNNL), Narmada Control Authority (NCA) and Irrigation Department of Government of Maharashtra and comments were received from NVDA, SSNNL and NCA.

4. NVDA of Government of Madhya Pradesh had *inter-alia* observed that it was necessary to provide through navigation from Hoshangabad to Sea and that the agreement of States of Madhya Pradesh and Gujarat in respect of sharing of water should be kept in view while planning the works of navigation below Sardar Sarovar Dam. SSNNL *inter-alia* had observed that the issue of navigation of Narmada River shall be formally put up to the NCA for deliberation and consideration. The comments received from these authorities were forwarded to

the consultant for comments and modifiction of the report if required which are awaited. In other words, the Government of Madhya Pradesh and Gujarat have so far not concurred with the Phase-1 report. In view of this the decision on taking up of the Phase-2 study is yet to be taken.

Withdrawal of cabotage laws

1044. SHRI N. K. SINGH :

Will the Minister of SHIPPING be pleased to state :

(a) whether Government is withdrawing the cabotage laws which prevent trans-shipment in India by a foreign vessel;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether such a law has curtailed investment in the port sector in the country; and

(e) whether countries like Sri Lanka and Dubai are benefiting with larger throughput volumes being handled in their ports?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN) : (a) to (c) No, Sir. Cabotage laws are not being withdrawn. However, there are strong interest groups in favour of and against cabotage laws.

(d) No such information is available.

(e) Ministry of Shipping has not conducted any study in this regard.

Undue privileges to flying schools

1045. SHRIMATI KUSUM RAI :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether undue privileges were granted to 28 flying schools which led to a loss of Rs. 128 crore to public exchequer recently;

(b) if so, the details thereof along with the details of fraudulent flying clubs;

(c) the details of persons held responsible for granting undue privileges to these flying clubs; and

(d) the details of action taken by Government to prevent these types of irregularities in future?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (d) Based on the investigation report submitted by the Chief Vigilance Officer in the Directorate General of Civil Aviation (DGCA) regarding alleged irregularities in various flying