

(GMB) has requested the DGS to delegate the task of granting permission to IV vessels proceeding to sea. The Directorate General of Shipping as per the single voyage permission notification has not received a formal proposal from the Gujarat Maritime Board as yet, including for towage permission.

(b) Revision of IV limits extension is to be viewed in terms of the applicability of provisions of United Nation Convention on the Law of Seas [UNCLOS, 1982], relevant IMO conventions, to which India is party, Merchant Shipping Act, 1958, rules made there under including the relevant notices issued by the Directorate General of Shipping for waters beyond the declared baseline.

(c) There is no such proposal at this stage.

#### **Bids for extension of container terminal**

2011. SHRIMATI T. RATNA BAI:

SHRI MOHD. ALI KHAN:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Visakhapatnam Port Trust has got seven bids to extend container terminal; and

(b) if so, the details thereof and the present status thereof?

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

(b) Extension of existing Container Terminal is proposed to be taken up as a PPP Project by Visakhapatnam Port Trust at an estimated cost of Rs. 633.11 crores. The Request for Qualification (RFQ) was opened on 06.10.2012 and seven firms have been qualified. Security inputs have been sought for the qualified applicants from the security agencies.

#### **Expectation of rise in operational cost of shipping companies**

2012. SHRI D.P. TRIPATHI: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that shipping companies expect a 20 per cent rise in their operational costs;

(b) if so, the reasons therefor; and

(c) what are the steps Government will take to help the shipping companies?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) The shipping companies are facing the brunt of rising operational costs due to rising bunker costs. Bunker fuel costs on an average, form nearly one-third of the total operating costs for shipping companies. Other factors leading to increase in shipping operating costs include higher port dues, higher wages and salaries etc.

(c) Government has been taking various steps from time to time for the growth of Indian tonnage. Government introduced tonnage tax scheme for shipping sector in 2004 and Policy of Cargo support to Indian flag ships in respect of Government owned/controlled cargoes is being continued.

#### **Entry of old ships in Indian Territory**

2013. SHRI AMBETH RAJAN: Will the Minister of SHIPPING be pleased to state:

(a) whether Government proposes to ban entry of ships which are more than 25 year old into Indian Territory; and

(b) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Ministry of Shipping has issued a notification No. GSR 311(E) dated 20.04.2012, imposing certain restrictions on foreign flagged cargo ships above 25 years of age, oil product or chemical tankers of more than 20 years of age, and gas carriers of above 30 years of age, while entering into Indian ports, anchorages and offshore facilities. As per the said Notification, promulgating the Merchant Shipping [Regulations of Entry of Ships into Ports, Anchorages and Offshore Facilities] Rules, 2012, the above mentioned ships are to be either classed with one of the 13 International Association of Classification Societies (IACS) or any Classification Society approved by the Government of India. Therefore, there is no ban on the entry of vessels of 25 years of vintage. However, there are only certain restrictions imposed on foreign flag vessels of certain ages for entering into the Indian territorial waters.

#### **Capacity of ports**

†2014. SHRI JUGUL KISHORE: Will the Minister of SHIPPING be pleased to state:

(a) the present capacity of the major ports in the country along with their cargo handling capacity, port-wise;

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† Original notice of the question was received in Hindi.