

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Yes, Sir. In the Major Ports, Container Terminals at Jawaharlal Nehru Port, VO Chidambaranar Port in Tuticorin, Chennai, Vishakhapatnam and Cochin ports are run by foreign companies or by consortiums involving foreign companies.

(b) Yes, Sir.

(c) In Public-Private-Partnership (PPP) projects, bids are opened only for those operators for whom security clearance has been received from all relevant security agencies. In addition, Central Industrial Security Force (CISF) is engaged for providing security in Major Ports. Further, all Major Ports are International Ship and Port Facility Security (ISPS) compliant.

Inland waterways for transportation

2129. SHRI NARESH AGRAWAL: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has taken any initiative to develop the inland waterways in the country for transportation, if so, the details thereof, if not, the reasons therefor; and

(b) the details of the allocated budget target and achievement in developing new inland waterways in the last three years, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): (a) Development and regulation of waterways which are declared as National Waterways (NWs) come under the purview of Union Government. The responsibility of development of other waterways rests with the respective State Government. The following waterways have been declared as NWs:—

- (i) Ganga-Bhagirathi-Hoogly river system (Allahabad-Haldia — 1620 km.) in the States of Uttar Pradesh, Bihar, Jharkhand and West Bengal as NW-1, declared in 1986.
- (ii) River Brahmaputra (Dhubri-Sadiya — 891 km.) in the State of Assam as NW-2, declared in 1988.
- (iii) West Coast Canal (Kottapuram-Kollam) along with Udyogmandal and Champakara Canals — (205 km.) in the State of Kerala as NW-3, declared in 1993.
- (iv) Kakinada-Puducherry canals along with Godavari and Krishna rivers (1078 km.) — in the State of Andhra Pradesh, Tamil Nadu and Union Territory of Puducherry as NW-4, declared in 2008.

- (v) East Coast Canal integrated with Brahmani river and Mahanadi delta rivers (588 km.) in the State of West Bengal and Odisha as NW-5, declared in 2008.

Inland Waterways Authority of India (IWAI) is developing the first three National Waterways for shipping and navigation by providing a navigational channel with targeted depth and width for most part of the year, aids for day and night navigation, fixed/floating terminals at selected locations for berthing and loading/unloading of vessels and intermodal connectivity at a few selected locations.

- (b) No New inland waterways has been declared as National Waterway (NW) in the past three years. In November, 2008, two new National Waterways, namely NW-4 and NW-5 were declared as National Waterways. Government has decided to develop commercially viable stretches of NW-4 and NW-5 under Public-Private-Partnership (PPP) mode. In the last three years (April, 2010 to March, 2013) on NW-4 and NW-5, detailed hydrographic survey has been carried out at a total expenditure of about Rs. 20 lakh.

Setting up of ship-building yards under PPP mode

2130. SHRI A.A. JINNAH: Will the Minister of SHIPPING be pleased to state:

- (a) whether Government proposes to set up ship-building yards under Public-Private-Partnership (PPP) mode in the country, including Tamil Nadu;

- (b) if so, the details thereof along with the time by which such yards are likely to be completed State-wise; and

- (c) the extent to which the same is likely to create additional employment opportunities in the country?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): Private investors have set up shipyards in the country. On the West Coast, Pipavav Shipyard has come up with sufficient capacity to build large ships including Very Large Crude Carriers (VLCC). On the East Coast, M/s L&T has built a large shipyard near Chennai. The Government of India's stake in the form of equity or grant or loan has not been sought by any of these shipyards.

- (c) Shipbuilding and repair industry is an assembly industry, which not only generates employment in the core shipyard but also generates large scale employment in the ancillary industries which are set up around a shipyard. A study conducted in 2007 estimated employment multiplier to be over 6 which means that for every person employed in a shipyard, 6 new jobs are created in ancillary and downstream industries.