

बनाने के लिए इन्होंने क्या तैयारी की है? यह मैं आपके माध्यम से पूछना चाहता हूँ।

**डा. गिरिजा व्यास :** सर, इस बारे में सरकार पूरी तरह से चैतन्य है। इसमें प्रारम्भ में जो 50 प्रतिशत का अनुदान था, तब JNNURM में एक लाख रुपए तक की ही लिमिट थी और उसके कारण स्टेट आगे नहीं आ रहे थे। अब उस लिमिट को बढ़ा करके चार लाख और पांच लाख कर दिए जाने का हमारा प्रावधान है। दूसरी बात यह कि लैंड तो राज्य सरकार को ही देनी पड़ रही थी और उसमें जो पहले सेंट्रल गवर्नमेंट की तरफ से था, उसको 20 से 25 प्रतिशत आरक्षित करने का था। अब उसको कम करके 15 प्रतिशत कर रहे हैं, ताकि और व्यावहारिक हो सके। उसी के साथ-साथ जो पार्टनरशिप में है, उसमें पहले केवल 15 हजार रुपए तक पहुंचता था और अब 75 हजार रुपए मिलेंगे और उसी के साथ-साथ राजीव आवास ऋण योजना जो 5 लाख रुपए तक का ऋण देगी, उसमें करीब-करीब सवा लाख रुपया प्रति ईयर का फायदा होगा। तो उसको मिला करके अभी जो भार पड़ रहा है वह दो-ढाई लाख रुपए, तीन लाख रुपए के करीब है, उस व्यावहारिकता को ध्यान में रखा गया है। दूसरी बात, आपने कहीं कि एससी, एसटी, माइनॉरिटी और महिलाओं का ध्यान विशेष तौर से इस स्कीम में रखा जा रहा है और खास करके प्रॉपर्टी टाइटल को देने के संबंध में, राज्य सरकारें थोड़ी पीछे हट रही थीं, अब उसको हम लोगों ने बढ़ा करके 15 साल का लीज बेस कर दिया है, उसमें राज्य सरकारों का भी बढ़ रहा है। उसी के साथ-साथ जो अनुदान फिफ्टी परसेंट था, उसको बढ़ा करके किया गया है।...(व्यवधान)...

**श्री सभापति :** उनका सवाल बहुत स्पेसिफिक था कि राज्य सरकारों से आपको इस प्रोग्राम में कितनी मदद मिली?

**डॉ. गिरिजा व्यास :** प्रारम्भ में तो राज्य सरकारों से मदद बहुत कम ही मिल पाई थी लेकिन जैसे-जैसे हमारे पॉयलेट प्रोजेक्ट बनते हुए, JNNURM विकसित होता गया, वैसे-वैसे राज्य सरकारों का रुझान बढ़ रहा है। चूंकि जो उनकी डिफिकल्टीज़ मैंने बताई, उनको भी हम ठीक कर रहे हैं। इसलिए राज्य सरकारों का रुझान काफी बढ़ रहा है। यह स्टेट सबजेक्ट तो है लेकिन यह यूपीए गवर्नमेंट की बहुत बड़ी योजना है, इसको सेंट्रल-स्टेट योजना बनाने का प्रयास कर रहे हैं।

MR. CHAIRMAN: Q. No. 262.

### Review of performance of major ports

\*262. DR. JANARDHAN WAGHMARE: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has recently reviewed the performance of major ports in the country, and if so, the details thereof along with the standard monitoring norms adopted during the last three years, port-wise and year-wise;

(b) the details of targets set for cargo handling for the current year, port-wise; and

(c) the details of additional capacity to be added at various ports as a result of the ongoing modernization/expansion programmes?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): (a) to (c) A Statement is laid on the Table of the House.

*Statement*

(a) Periodic meetings are held with major ports to review port performance. Performance of each Major Port is reviewed against the following important indicators among others:—

- (i) Average Pre-berthing detention time attributable to Port account;
- (ii) Average Turnaround time attributable to Port Account;
- (iii) Increase in Average Output per berth per day;
- (iv) Cargo throughput;
- (v) Progress of modernisation/expansion projects.

This year onwards all the major ports are required to prepare RFD document every year giving a summary of key results each major port wants to achieve during the financial year on various performance indicators. The document provides objectives and the basis to evaluate port performance at the end of the year.

(b) Targets set for cargo handling for the current year are as under:—

Sl. No.	Port	Target set for 2013-14 (in Million Tonnes)
1	2	3
1.	Kolkata	15.00
2.	Haldia Dock Complex	37.00
3.	Paradip	63.00
4.	Vishakhapatnam	70.00
5.	Ennore	24.00
6.	Chennai	60.00
7.	V.O. Chidambaranar	30.00
8.	Cochin	26.00
9.	New Mangalore	39.00

1	2	3
10.	Mormugao	19.00
11.	Mumbai	63.00
12.	JNPT	68.00
13.	Kandla	95.00
TOTAL:		609.00

(c) Capacity of all the major ports as on 31.03.2013 was 744.91 Million Tonnes Per Annum (MTPA). There are 43 modernisation and expansion projects awarded and under implementation at an estimated cost of about Rs. 12000 Crores which are expected to add about 220 Million Tonnes capacity on their completion.

DR. JANARDHAN WAGHMARE: Sir, through you, I would like to ask: What is the performance of the major ports in the country, especially Mumbai and JNPT? Is there any future plan for the development? Are there any norms to be followed for the development? These are my questions.

SHRI MILIND DEORA: Sir, port traffic in our country has come down a little bit in the last year largely because of the ban on iron ore mining and global recession. But, we are expanding capacity. We have a very ambitious plan in our maritime agenda 2020 where we have about 750 million tonnes of capacity in our major ports today and we are seeking to double that by the year 2019-20. But, broadly, the port sector, as a global norm, should work at a capacity utilisation of about 70 per cent. You need to keep a buffer of about 30 per cent to allow for turnaround time and we are maintaining that average. Different ports have different averages. Some have very high capacity utilisation rates; some have lower rates. But, on an average, our ports are performing quite well and we, in the Ministry, are monitoring not just their capacity utilisation but also their efficiency parameters like turnaround time and pre-berth detention.

DR. JANARDHAN WAGHMARE: Sir, he did not talk about Mumbai port and its development.

SHRI MILIND DEORA: Sir, as far as Mumbai and JNPT ports are concerned, these are the two major ports in Maharashtra. Both are functioning at very high capacity utilisation levels. Mumbai Port Trust is functioning at 130 per cent capacity utilisation levels; JNPT is at about 97 per cent, both of which are not very good. Mumbai Port Trust is largely a POL port – petroleum, oil and lubricants port. But, we are considerably

augmenting capacity in both these ports. In Mumbai Port Trust, for example, as more and more cargo is getting containerised, we are in the process of developing an offshore container terminal. We are also working very well with the Railways for the evacuation of that cargo. As far as JNPT is concerned, which is India's largest container handling port, it has a throughput of about 65 million tonnes per year. We are just in the process of awarding the fourth container terminal which alone will double JNPT's capacity by another 60 million tonnes per annum. So, I would assure the hon. Member — both these ports are in Maharashtra, I also come from Maharashtra — that we are ensuring that the West Coast Region, these two ports in particular, gets its capacity augmented.

DR. JANARDHAN WAGHMARE: Sir, the record shows that the cargo handled by the major ports has gone down over the years. What are the reasons and how are you going to increase the cargo?

SHRI MILIND DEORA: Sir, I have already replied that the cargo has come down a bit in the last year. Overall, in all our major ports, it has come down by about two per cent. The main factors for that is the Supreme Court ban on iron ore mining. That has affected some of our ports quite adversely like Mormugao Port in Goa, Chennai, Ennore and Vizag. Also, there is global recession. But, we are encouraging these ports, the ports which are severely affected, to look at alternative sources of cargo and most of these ports including Goa, Chennai and others are doing quite well in that regard.

SHRI BIRENDRA PRASAD BAISHYA: Sir, the port-road connectivity and the port-rail connectivity are the main hurdles for the development of the North-Eastern Region. There are two major ports in Assam. Pandu Port is the hub of the North-Eastern Region and Dhubri Port has better connectivity with neighbouring country Bangladesh and other Asian countries. According to the reply given by the hon. Minister, his Ministry is going to invest about Rs. 12,000 crore for the modernisation and development of ports. I want to know from the hon. Minister how much money was allotted in the last three years for the development of the Pandu Port and Dhubri Port. What is the progress in respect of Pandu Port and Dhubri Port?

SHRI MILIND DEORA: Sir, the ports that the hon. Member has spoken about are not major ports, and are Inland Waterway Terminals. So, the question does not arise. But the hon. Member would be happy to know that the Rajya Sabha has recently passed the Inland Waterways Bill.

SHRI BIRENDRA PRASAD BAISHYA: No, Sir.

MR. CHAIRMAN: One minute, Mr. Baishya. You have asked your question.

SHRI MILIND DEORA: The ports under question are neither sea ports nor major ports

SHRI BIRENDRA PRASAD BAISHYA: Sir, I am asking about Dhubri Port. The Government of India has allotted some money. In reply to earlier question, the hon. Minister said that for development of Dhubri Port the Government of India has given money. So, I would like to know from the hon. Minister what is the progress of Dhubri Port.

SHRI MILIND DEORA: Sir, there is no major port in Assam.

SHRI D. BANDYOPADHYAY: Sir, Kolkata and Haldia are the two major outlets for the entire North-East, West Bengal and part of Assam. Now, it looks, both the ports are suffering because of sandbars in the River Hooghly. Will the hon. Minister be pleased to State what are they doing to increase the navigability in the River Hooghly to Kolkata and Haldia which are the most important outlets for export and import in this area?

SHRI MILIND DEORA: Sir, Kolkata Port is very well connected to some of our national waterways, specifically National Waterway-1 and National Waterway-2. The hon. Member is right that there is a lot of siltation in Hooghly and it is the only Riverine Port in our country. But, I would like to tell the hon. Member that the Government of India, particularly the Ministry of Shipping, gives a subsidy of about Rs. 350 crores for maintenance and dredging to maintain and make it navigable. I would also like to tell the hon. Member that the Ministry of Shipping has just agreed to build one of its new major ports in West Bengal which will be at Sagar Island.

श्री पुरुषोत्तम खोडाभाई रूपाळा : सभापति महोदय, मेजर पोर्ट्स के द्वारा कार्गो को बढ़ावा मिले, इस पर सरकार का बहुत अधिक ध्यान है। मैं आपके माध्यम से माननीय मंत्री जी से कहना चाहता हूँ कि कांडला पोर्ट के बारे में आप अपने उत्तर में जो फिगर्स दिखा रहे हैं, उनके अनुसार सबसे ज्यादा टारगेट उनके पास है। वहां की अर्थोरिटी ने कार्गो के रेट्स को ऐसे ही बढ़ा दिया है, जिसकी वजह से वहां पर कार्गो कम होने की संभावना है। क्या यह बात सरकार के ध्यान में है कि जो लोग ऐसा करते हैं, उनको वह नियंत्रित करे या इसको रोके? सर, पूरे उत्तर पश्चिम भारत का सबसे नज़दीकी बंदरगाह कांडला पोर्ट है, जहां पर बहुत अधिक ट्रैफिक रहता है। हमारी जानकारी में यह आया कि ये लोग वहां पर भाव को आर्बिट्रेरिली बढ़ा रहे हैं। मैं जानना चाहता हूँ कि सरकार इसके बारे में क्या कर रही है?

SHRI MILIND DEORA: Sir, as far as Kandla Port or any major port is concerned, even if it is under PPP, the tariffs are regulated by TAMP. So, there is no question of arbitrary increase in price. But, the Kandla Port Trust, like Mumbai and JNPT, is also functioning at a very, very high capacity utilization levels and the port has a very ambitious plan to award many projects. I will send the details of some of those projects to the hon. Member. Sir, we are giving a lot of emphasis to Kandla Port, because Gujarat is a very, very important maritime State and handles a large amount of cargo which also reaches the hinterland of India.