

1	2	3	4	5	6	7
		Narasimhanaickanpalayam-Kakkanallah (Tamil Nadu/Karnataka Border)	144.000	168.03	249.87	417.90
2.	45C	Vikravandi-Kumbakonam-Thanjavur section	165.000	215.04	784.98	1000.02
3.	47	Kerala/Tamil Nadu border Kanniyakumari section	56.000	61.48	119.20	180.68
4.	227	Trichy-Chidambaram section	135.400	192.21	727.00	919.21
5.	226	Thanjavur-Manamadurai section from km. 0/000 to km. 151/000	135.500	1366.44	778.65	2145.09
6.	205	Padi-Thiruninravur section	20.000	44.72	0.00	44.72
TOTAL:			735.900	2217.00	2936.37	5153.37

Sluggish traffic of cargo

3996. SHRI RAJKUMAR DHOOT: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that major ports of the country are facing sluggish traffic of cargo;

(b) if so, the details thereof and reasons behind the sluggish traffic; and

(c) the remedial measures that Government propose to take in the matter?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (c) The cargo traffic details of the 12 Major Ports pertaining to 2010-11 to 2012-13, are given in the Statement (*See below*). As is evident from the Annexure, except for Kolkata, Visakhapatnam, Chennai and Mormugao, all other major ports have handled cargo almost at par with or more than that handled during the previous year. The reasons for decline in traffic at some Major Ports include:—

(i) Ban on mining of Iron ore and export of Iron ore

- (ii) Less import of finished fertilizers
- (iii) General recession in Global economy
- (iv) Direction of Hon'ble High Court of Madras to shift handling of dirty cargo out of Chennai Port.

The remedial measures taken by the Government in the matter are as under:—

- (i) Construction of new berths and terminals to enhance port capacity to minimise pre-breathing detention time and reduce turnaround time of vessels calling on the Ports.
- (ii) Modernising berths with State of the art loading/unloading equipment to improve operational efficiency.
- (iii) Deepening of channels and berths so that ports can accommodate larger vessels.
- (iv) Improving rail/road connectivity of Ports for speedy evacuation of cargo.

Statement

Cargo handled at Major Ports in the last 3 years

(In Million Tonnes)

Port	2010-11	2011-12	2012-13
1	2	3	4
Kolkata	47.55	43.25	39.88
Paradip	56.03	54.25	56.55
Visakhapatnam	68.04	67.42	58.96
Ennore	11.01	14.96	17.88
Chennai	61.46	55.71	53.40
V.O. Chidambaram	25.73	28.11	28.26
Cochin	17.87	20.09	19.84
New Mangalore	31.55	32.94	37.03

1	2	3	4
Mormugao	50.02	39.00	17.69
Mumbai	54.59	56.19	58.03
JNPT	64.31	65.73	64.50
Kandla	81.88	82.50	93.62
TOTAL:	596.03	560.13	545.67

Major ports to fix their own tariff

3997. SHRI S. THANGAVELU: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that major ports in the country will be allowed to fix their own tariff based on the market condition;

(b) if so, the details thereof;

(c) whether it is a fact that the Tariff Authority for major ports will fix the reference tariff for each port and for different commodities; and

(d) if so, the details thereof?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (d) Government has taken steps for formulation of new Guidelines for fixation of Tariff of Major Ports. These Guidelines would enable the terminal operators to fix market related tariff which will continue to be notified by TAMP. The new Guidelines would also help create a level playing field, *vis-a-vis*, the non-major ports which are presently not covered by TAMP notified tariff.

Cheapest mode of transportation

3998. SHRI C.M. RAMESH: Will the Minister of SHIPPING be pleased to state:

(a) whether it is not a fact that waterways is the cheapest mode of transportation anywhere in the world;

(b) whether it is also not a fact that 40 per cent of cargo movement in Europe is by waterways and the world's average is 8 per cent;