

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;

(c) if so, the reasons that India is languishing at less than 1 per cent of cargo movement through waterways;

(d) the efforts the Ministry is making to develop more and more waterways for transportation of cargo;

(e) whether any special plans have been prepared for cargo movement in Godavari and Krishna rivers;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): (a) Waterways are the cheapest mode of transportation, particularly, for bulk goods, hazardous goods and over dimensional cargo over long distances.

(b) and (c) As per information available, the modal share of IWT in European Union (during 2006) was 5.6% in terms of tonne km. In Holland, however, waterways account for about 40% of International freight movement and about 20% of domestic freight. Since data of cargo movement by waterways all over the world is not available, it is not possible to confirm whether the world average is 8%. However, considering the percentage of cargo movement in some of the inland water transport developed countries of China, USA and European Union as 8.7%, 8.3% and 5.6% (as in the year 2006) it can be surmised that the overall worlds average of cargo movement by inland waterways mode would be less than 8%. In India the development of inland water transport did not receive high priority due to various reasons as compared to other modes, namely, rail and road.

(d) Systematic efforts for developing Inland Waterways for shipping and navigation started after the establishment of Inland Waterways Authority of India (IWAI) in 1986. However, development and regulation of only those waterways which are declared as National Waterways (NWs) comes under the purview of the Union Government. So far, five waterways have been declared as NWs.

(e) to (g) Development of NW-4 which includes specified stretches of Godavari and Krishna river, has not yet commenced. Steps have been taken to identify projects for development of commercially viable stretches of NW-4 under the Public Private Partnership mode.