

the Gandhi Sagar project and Bansagar project to the State Government of Madhya Pradesh was Rs. 76.73 lakh and Rs. 83.00 lakh respectively till March, 2006.

(b) and (c) Government has discontinued the funding under CSS with effect from 01-04-2007. It is expected that the State Government of Madhya Pradesh will complete the remaining project with their own resources.

Study by Container Shipping Lines Association

893. SHRIMATI WANSUK SYIEM: Will the Minister of SHIPPING be pleased to state:

(a) whether according to a study done by Container Shipping Lines Association (CSLA) Indian ports could gain upto \$ 150 million revenue per year if cabotage rules are relaxed;

(b) whether the study has also pointed out that India is losing around \$ 100 million in freight charges as cargo is shipped to international cargo hubs; and

(c) whether Government would consider granting cabotage relief to Adani ports and Visakha Container Terminal on the lines of a similar incentive granted to Vallarpadam container port in Kerala a year back?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Sir, The Ministry of Shipping has not come across any such study conducted by Container Shipping Lines Association (CSLA) regarding revenue gains to ports if cabotage rules are relaxed.

(c) There is no proposal, at present, to grant cabotage relief to Adani ports and Visakha Container Terminal.

Study regarding inland waterways

894. SHRI DEVENDER GOUD T.: Will the Minister of SHIPPING be pleased to state:

(a) whether any study has been conducted by the Inland Waterways Authority of India to find out the transportation cost by rail and waterways;

(b) if so, the details of such a study, with a particular reference to Krishna and Godavari waterways; and

(c) the efforts that the Ministry is making to make more use of waterways for transportation of goods?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): (a) and (b) The cost of transportation through waterways varies depending upon hydro-morphological characteristics like depth, velocity, tidal or non-tidal conditions, upstream/downstream voyage etc. for each waterway. However, it is generally recognized that cost of transportation by waterways is less than road and rail, particularly for bulk goods, over dimensional cargo and hazardous goods. A study conducted by Inland Waterways Authority of India through National Council of Applied Economic Research (NCAER) during February, 2006, establishes that on an international standard, the operating cost of Inland Water Transport (IWT) is 1 cent as compared to 2.5 cents by rail and 5.3 cents by road. However, no specific study has been conducted by IWAI for comparison of transportation cost with reference to Krishna and Godavari waterways.

(c) Development and regulation of only those waterways which are declared as National Waterways (NWs) come under the purview of Union Government. Government has so far declared five waterways as National Waterways. To increase the use of National Waterways, IWAI has undertaken various measures by providing inland water transportation infrastructure namely navigational channel, navigation aids and terminals in the first three NWs. IWAI has also undertaken a study on Integrated National Transportation Waterways Grid through the consultant M/s. RITES for making road and rail connectivity at potential terminals.

Regional office at Bhubaneswar

895. SHRI DILIP KUMAR TIRKEY: Will the Minister of SHIPPING be pleased to state whether Government shall consider establishing its regional office for the Eastern region at Bhubaneswar for better co-ordination on National Waterway No.-5?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): Development works on National Waterway No. 5 (NW) (East Coast Canal along with Brahmani - Kharsua - Dhamra River system and Mahanadi Delta Rivers) are yet to start. An office at a suitable location will be opened at time of commencement of development works in NW-5.