

- (i) Stevedoring License
- (ii) Clearing/Forwarding License
- (iii) Handling Agency License

The licenses issued to cargo handling agents are generally in nature of permits. The Major Ports have two types of berths, one which is operated by the Port itself and the other, which is operated by the PPP operators. The revenue generated in the two models *i.e.* PPP berths and Port's own berths are totally different. In case of PPP berths, the Port gets a revenue share on cargo handling charges and rentals for the land licensed out. In case of Port's own berths, the Port receives wharfage, berth hire charges from the vessels and charges from licensed stevedores and cargo handling agents for the resources used such as cranes, equipment, manpower etc. All these charges are as per the Schedule of Rates, which is fixed by Tariff Authority for Major Ports (TAMP).

Representations have been received that a mechanism to collect Revenue Share / Royalty from Stevedores/ CHAs should be devised by the Major Ports and the charges collected by the Stevedores/ CHAs from their clients should be regulated by TAMP. The Ministry of Shipping had constituted a Committee under the Chairmanship of Development Adviser (Ports) in June, 2013 to examine the existing Stevedoring Policy and make suitable recommendations to strengthen the policy framework and make it more effective and purposeful. The Committee has submitted its Report. A Committee under the Chairmanship of Chairman, Indian Ports Association and with four other Port Trust Chairmen as members has studied the recommendations of the Development Advisor (Ports) Committee and also the representations received on collection of Royalty/Revenue Share. The Committee has submitted its Report recently.

Status of inland waterways in Assam

1340. SHRI SANTIUSE KUJUR: Will the Minister of SHIPPING be pleased to state:

- (a) the present status of the inland waterways in Assam;
- (b) whether the channel depth required for shipping in Brahmaputra throughout the year is maintained;
- (c) if so, the details thereof;
- (d) if not, the reasons therefor; and
- (e) the steps taken to maintain the minimum channel depth of river Brahmaputra for shipping?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI KRISHAN PAL) : (a) The river Brahmaputra from Sadia to Bangladesh Border (891 kms.) was declared as National Waterway No. 2 in 1988. Inland Waterways Authority of India (IWAI) is developing this waterway 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.

(b) and (c) 2.5m depth from Bangladesh Border to Neamati (629 kms.), 2 m depth from Neamati to Dibrugarh (139 kms.) and 1.5 km. depth from Dibrugarh to Sadia (123 kms.) are maintained throughout year.

(d) Does not arise.

(e) IWAI undertakes various river conservancy works like dredging and bandalling wherever required depending on the surveys conducted periodically for maintaining the targeted depth.

Irregularities in expenditure on cleaning of Ganga

†1341. SHRI VIJAY GOEL: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

(a) the amount incurred by the Central and State Governments on the Ganga's cleanliness as of now and the details of achievements thereof;

(b) whether it is a fact that many cases of irregularities in respect of expenditure made have surfaced under different schemes on the Ganga's cleanliness;

(c) if so, the details thereof and whether those cases are being investigated and if not, the reasons therefor;

(d) whether Government is contemplating to make any national river policy; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SHRI SANTOSH KUMAR GANGWAR): (a) Ministry of Environment and Forests (MoEF) have informed that Ganga Action Plan (GAP) Phase-I was launched as a centrally funded scheme in 1985 and later GAP Phase-II was initiated in 1993 with the objective of improving the water quality of river Ganga. Under both phases of GAP, a total of 83 sewage treatment plants (STP) including 2 common effluent treatment plants (CETPs) have been sanctioned for

†Original notice of the question was received in Hindi.