

- (a) whether Government has made any progress on Amritsar-Delhi-Katra Expressway;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) the current status of the project; and
- (d) by when the project is likely to start?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) to (d) The consultant for preparation of Detailed Project Report (DPR)/ Feasibility Study in respect of Delhi-Amritsar-Katra Expressway has been appointed and the DPR work along with consultations with State Government to finalize the alignment has been initiated. The project features such as construction cost, length, completion period etc. are finalized based on the outcome of DPR and the civil work on project stretch is started after appraisal/approval by the Competent Authority as per extant delegation of powers.

Proposal to extend National Waterway-3

1717. SHRI K. K. RAGESH: Will the Minister of SHIPPING be pleased to state:

- (a) whether the proposal to extend the National Waterway-3 (NW-3) from Kollam to Kovalam and Kozhikode to Bekal in Kerala, is under consideration;
- (b) if not, the reasons therefor;
- (c) if so, whether any specific steps has been taken to allocate funds for the proposal; and
- (d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH L. MANDAVIYA): (a) and (b) Presently, no proposal to extend the National Waterway-3 (NW-3) from Kollam to Kovalam and Kozhikode to Bekal in Kerala is under consideration of the Government. It has been decided to first undertake the development in the existing stretch of NW-3 and not to extend it further.

(c) and (d) Do not arise in view of the reply to (a) and (b) above.

Indian shipping industries

1718. SHRI KUMAR KETKAR: Will the Minister of SHIPPING be pleased to state:

- (a) whether the Ministry had permitted foreign ships to carry cargo, which was being carried only by Indian ships earlier;
- (b) loss of tax revenue to Government and loss of income for Indian companies and citizens;

(c) whether decision was taken ignoring Rule 4 of Government (Transaction of Business) Rules;

(d) whether the transfer of cargo from Government ports such as Jawahar Lal Nehru Port Trust (JNPT) to private port *viz.* Mudra has accelerated;

(e) loss of revenue to JNPT; and

(f) whether similar relaxation was given for cargo movement of agriculture, horticulture, fisheries and fertilizers and if so, how this has benefited Indian farmers?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH L. MANDAVIYA): (a) In order to promote coastal shipping, the Ministry of Shipping, in exercise of power vested in the Central Government vide Section 407(3) of the Merchant Shipping Act, had relaxed cabotage and allowed foreign flag ships to engage in the coastal trade of India without obtaining licence from Directorate General of Shipping for coastal movement of the following :

- For specialized vessels such as RO-RO, RO-PAX, Hybrid Ro-Ro, Pure car carriers, pure car and truck carriers, LNG vessels and over-dimensional cargo or project cargo vide order dated 2nd September, 2015;
- EXIM/EMPTY containers vide order dated 21st May, 2018;
- Agriculture, horticulture, fisheries and animal husbandry commodities vide order dated 22nd May, 2018; and
- Fertilizers *vide* order dated 22nd June, 2018.

In addition, the Ministry of Shipping in exercise of power vested *vide* Section 406 (1) of the said Act, had allowed foreign flag ships chartered by a citizen of India or a company or a cooperative society to engage in coastal trade of India for movement of above mentioned cargoes without obtaining a licence from Directorate General of Shipping.

(b) The licensing condition has been relaxed for certain type of specialized foreign ships due to non-availability of adequate number of such Indian flagged vessels. Similar relaxation for specific cargoes/commodities has been made to make available additional vessels for carriage of cargoes on the coast at competitive freight rates. This would encourage modal shift from road and rail transport to coastal shipping and eventually benefit the end-users. Both, the coastal trade and the transshipment of containers from Indian Ports, have shown an increase subsequent to the relaxation of licensing conditions for plying of foreign ships for specified types of cargoes.

(c) No, Sir. The orders and notifications relaxing the cabotage were issued by the Ministry of Shipping by the virtue of the statutory powers vested under the Merchant Shipping Act, 1958.

(d) As per the statistics available with Jawaharlal Nehru Port Trust (JNPT) there is continual improvement in handling at JNPT and it has not lost any business to other Non-Major Ports or Private ports.

(e) JNPT has not reported loss of revenue during FY 2018-19.

(f) The Government has relaxed Cabotage under section 406 & 407 of the Merchant Shipping Act, 1958, for coastal movement of Agriculture, horticulture, fisheries and animal husbandry commodities. The said relaxation has given wider geographical spread for distribution of fertilizers for the benefit of farming community.

Development of National Waterway No. 64

1719. SHRI NARENDRA KUMAR SWAIN: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has taken any step to initiate development/procurement activities for Mahanadi-Luna river National Waterway No. 64 in Odisha during financial year 2018-19;

(b) the projected expenditure for the development of Mahanadi-Luna river National Waterway for the next three years;

(c) whether Government has made any budgetary provision or planned to arrange funds from extra budgetary resources during the financial year 2018-19;

(d) whether Government has any plan to arrange funds from Central Road and Infrastructure fund; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH L. MANDAVIYA): (a) and (b) Inland Waterways Authority of India (IWAI) has taken up the Detailed Project Report (DPR) of river Mahanadi-Luna (NW-64) for a stretch of 98 kms in Odisha. Findings/ outcome of the DPR decides the contours of development of a National Waterway and expenditure to be incurred thereon.

(c) to (e) Do not arise in view of reply to part (a) and (b) above.

Inter-connectivity of all ports

1720. DR. R. LAKSHMANAN: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has taken any steps to augment the inter-connectivity of all ports located in the State of Tamil Nadu for the swift movement of goods;

(b) if so, the details thereof; and