

road and rail connectivity etc. As a result, the cargo handling capacity of the major ports has been steadily going up. The details of cargo handling capacity of major ports during the last three years are given in Statement.

Statement

Cargo handling capacity of major ports

Major Ports	(in MTPA)			
	2016-17	Re-rated Capacity (2016-17)	2017-18	2018-19
Kolkata (including Haldia)	96.10	78.00	82.57	82.57
Paradip	143.44	234.00	239.00	239.00
Visakhapatnam	110.75	121.00	131.09	131.09
Kamarajar	57.00	66.00	84.00	91.00
Chennai	93.44	134.00	134.00	134.00
V.O. Chidambaranar	65.90	79.00	94.83	111.46
Cochin	56.57	74.00	74.50	78.60
New Mangalore	87.63	98.00	98.00	98.00
Mormugao	50.04	63.00	63.00	63.40
Mumbai	65.33	78.00	79.00	79.00
Jawaharlal Nehru	89.37	88.00	118.00	138.87
Deendayal	150.26	246.00	253.20	267.10
Overall	1065.83	1359.00	1451.19	1514.09

Note: Major Ports capacity re-rated by Ministry based on Berthing Policy as per international norms. Total re-rated capacity during 2016-17 was 1359 MTPA.

Development of inland waterways

144. DR. PRABHAKAR KORE:

DR. VIKAS MAHATME:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government proposes to develop inland waterways for cargo movement and transport shipping purpose in the country;

- (b) if so, the details thereof; and
- (c) details of the measures taken by Government to develop inland waterways?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) to (c) Yes, Sir. To promote inland water transport in the country as an economical, environment friendly supplementary mode of transport to rail and road, 111 inland waterways (including 5 National Waterways declared earlier) were declared as 'National Waterways' under the National Waterways Act, 2016. The details of works initiated on the National Waterways by the Inland Waterways Authority of India are given in Statement.

Statement

*Details of works initiated on the National Waterways by the Inland
Waterways Authority of India*

- (i) National Waterway (NW)-1 (Ganga-Bhagirathi-Hooghly river system from Allahabad to Haldia), NW-2 (River Brahmaputra from Dhubri to Sadiya), NW-3 (West Coast Canal from Kottapuram to Kollam along with Udyogmandal and Champakara Canals) have already been developed with fairway navigational aids, jetties and terminals with mechanized equipment handling facilities for loading and unloading of cargo. These NWs are operational and vessels are plying on them. In addition, NW-10 (River Amba), NW-68 (River Mandovi), NW-73 (River Narmada), NW-83 (Rajpuri Creek), NW-85 (Revadanda Creek-Kundalika River System), NW-91 (Shastri river-Jaigad creek system), NW-97 (Sunderbans Waterways), NW-100 (River Tapi) and NW-111 (River Zuari) are also operational.
- (ii) IWAI is implementing the Jal Marg Vikas Project (JMVP) at an estimated cost of ₹ 5369.18 crore for capacity augmentation of navigation on the Haldia-Varanasi stretch of NW-1 with the technical and financial assistance of the World Bank. Projects worth ₹ 1 800 crore (approx.) have commenced on ground in a time period of three years after statutory clearances.
- (iii) Fairway development works in Vijayawada-Muktyala stretch of River Krishna (Part of NW-4) has commenced at a cost of ₹ 96 crore.
- (iv) Based on the outcome of techno-economic feasibility and Detailed Project Reports (DPRs) prepared for 106 new NWs, technical interventions have been planned for

safe navigation and shipping on technically viable NWs. As per the DPRs completed so far for the new NWs, 36 NWs have been found to be technically viable and development activities have been initiated on 10 viable NWs viz. NW-9, NW-16, NW-27, NW-37, NW-40, NW-58, NW-68, NW-86, NW-97, NW-111.

Plan to privatise CSL and SCIL

145. SHRI RITABRATA BANERJEE: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government is planning to privatise the Cochin Shipyard Limited (CSL) and the Shipping Corporation of India Limited (SCIL); and

(b) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) and (b) A proposal for strategic disinvestment of Shipping Corporation of India is under consideration of Government of India. There is no proposal for privatization of Cochin Shipyard Ltd.

Closure of Maritime Training Institutes

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

(a) whether the shipping regulator has closed 14 Maritime Training Institutes for indulging in fraudulent practices and also issued show-cause notices to another 20 institutes, as to why their permits should not be withdrawn for non-compliance of regulations;

(b) if so, the names of such institutions that have been closed down; and

(c) whether Indian sea-farers employed on Indian and foreign-flagged ships constitute about 10 per cent of global seafaring community and is ranked the third largest supplier of crew to the global shipping industry?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) and (b) The Directorate General of Shipping (DCS) has closed down 8 Maritime Training Institutes (MTIs) for indulgence in fraudulent practice. The details of which are given in Statement-I (*See below*). DGS has issued show-cause notice to