

(B) Details of NH projects proposed to be executed in Delhi during next three years:

Sl. No.	Year	No. of Projects	Length (in km.)	Amount (in ₹ crore)	Amount for Maintenance (in ₹ crore)
1.	2020-21	2	24.85	5,686	-
2.	2021-22	2	59	6,123.62	-
3.	2022-23	1	4	602.10	-
TOTAL		5	87.85	12,411.72	

(C) The details of NH projects constructed in Delhi during last three years

Sl. No.	Year	No. of Projects	Length (in km.)	Sanctioned cost (in ₹ crore)
1.	2016-17		Nil	
2.	2017-18			
3.	2018-19	2	11.49	1,111.19

**Slowdown in pace of growth**

142. SHRI B. LINGAIAH YADAV: Will the Minister of SHIPPING be pleased to state:

(a) whether Indian ports are witnessing a slowdown in the pace of growth for the volume of cargo handled, if so, the details thereof;

(b) whether Government had fixed a target of 604.45 million tonnes of cargo, however, ports ended up by handling only 581 million tonnes, if so, the comparative details thereof during each of the last three years and the current year;

(c) details of the ports which recorded the highest growth in traffic and which have registered negative growth; and

(d) steps being taken to improve the growth for the volume of cargo at each port in future?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) No, Sir. The overall growth achieved by the Indian ports during the

last three years has been around 6%. Details for the last three years are as under:

Period	Growth Achieved (%)
2018-19	6.11
2017-18	6.56
2016-17	5.71

(b) The traffic of 581.34 million tonnes was handled at major ports in the year 2014-15. As against the target of 725 million tonnes fixed for major ports for handling cargo for the year 2018-19, the traffic handled by the ports was 699.10 million tonnes. The details of total tonnage handled at various major ports in the country during the last three years, port-wise are given in Statement (*See below*).

(c) During 2018-19, Kamarajar Port registered the highest growth of 13.31% followed by Kolkata (including Haldia) by 10.14% and Cochin by 9.90%. Negative growth was registered by three ports viz. Mormugao (-34.26%), V.O. Chidambaranar (-6.13%) and Mumbai (-3.57%).

(d) Government is regularly monitoring the traffic and the trade at major ports. The Port Authorities also explore the possibility of generating new cargoes so that the gap between the traffic and capacity may be reduced. Similarly, major ports also organise trade meets to attract traffic from their hinterland/region. To increase the volume of cargo handling in ports, a number of steps have been taken to boost coastal shipping.

#### **Statement**

##### *Tonnage handled at various Major Ports*

Major Ports	2016-17	2017-18	2018-19	(In Million Tonnes)	
				April to October 2019	2018
1	2	3	4	5	6
Kolkata Dock System	16.81	17.39	18.55	10.39	10.35
Haldia Dock Complex	34.14	40.50	45.21	26.08	24.89
TOTAL (Kolkata)	50.95	57.89	63.76	36.47	35.24

1	2	3	4	5	6
Paradip	88.96	102.01	109.28	64.47	62.04
Visakhapatnam	61.02	63.54	65.30	41.18	37.74
Kamarajar (Ennore)	30.02	30.45	34.50	18.04	19.49
Chennai	50.21	51.88	53.01	28.59	31.43
V.O. Chidambaranar	38.46	36.58	34.34	21.28	79.98
Cochin	25.01	29.14	32.02	19.47	18.59
New Mangalore	39.95	42.05	42.51	20.59	24.26
Mormugao	33.18	26.90	17.68	8.73	10.65
Mumbai	63.05	62.83	60.59	35.63	35.17
JNPT	62.15	66.00	70.71	39.85	40.55
Deendayal	105.44	110.10	115.40	71.09	68.47
OVERALL	648.40	679.37	699.10	405.39	403.61

#### Enhancing cargo handling capacity of ports

143. DR. VIKAS MAHATME:

DR. PRABHAKAR KORE:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government is focusing on cargo handling capacity enhancement of the ports in the country;

(b) if so, how has the cargo handling capacity at various ports increased during the last three years; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) to (c) Yes, Sir. Infrastructure development and capacity augmentation of major ports is an ongoing process. The process *inter alia* involves construction of new berths and terminals, mechanization of existing berths and terminals, capital dredging for deepening of drafts for attracting large vessels in port channels, development of