

Further, Central Inland Water Transport Corporation delivered three vessels in all during the last financial year.

(d) During the last financial year 2000-2001, Hindustan Shipyard Limited, Visakhapatnam achieved a turnover of Rs. 99.88 crores in ship repairs. Cochin Shipyard Limited, Kochi recorded a turnover of Rs 181 crores in Ship repair during the last financial year. The total turnover from Ship repair activities in Hooghly Dock and Port Engineers Limited during the year 2000-01 was Rs 1.50 crores.

(e) This Ministry has been assisting the Public Sector Shipyards under its administrative control by way of assistance for implementing Plan schemes in order to improve their Ship building and Ship repair facilities. Besides, Government is also operating a subsidy scheme for Central Public Sector Yards, as per which 30% subsidy is available to the Yards for domestic Ship building orders as well as export orders.

#### **Cargo handling capacity of major ports**

**410. SHRI LAJPAT RAI:**

**SHRIMATI GURCHARAN KAUR:**

**Will the Minister of SHIPPING be pleased to state:**

- (a) the present cargo handling capacity of major ports;**
- (b) the steps taken to augment the capacity and productivity of these ports;**
- and**
- (c) the strategy proposed for improvement of operations at major ports during the Tenth Five Year Plan?**

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK):** (a) The cargo handling capacity in major ports as on 31.3.2001 was 291.45 million tonnes and the same is anticipated to be 344.40 million tonnes at the end of the 9th Five Year Plan i.e. 31.3.2002.

(b) the steps taken to augment the capacity and productivity of major ports include (i) Construction and equipping of new berths and terminals; (ii) Mechanisation of loading/unloading facilities consistent with emerging cargo mix; (iii) Improved operating systems and extension of better facilities to trade; (iv) Computerisation; (v) Simplification of procedures; (vi) Decongestion of ports, better rail/road connectivity.

(c) During the 10th Five Year Plan, it is proposed to focus on measures aimed at modernisation, rendering cost effective service, enhancement of service quality, commercialization through corporation and increased private sector participation in major ports.

**Shifting of Office of Tariff Authority for Major Ports**

411. SHRI K. RAMA MOHANA RAO : Will the Minister of SHIPPING be pleased to state:

(a) whether there is any proposal before his Ministry to shift the office of the Tariff Authority for Major Ports (TAMP) from Delhi to a marine city.

(b) if so, the reasons for shifting the office from the Capital of the country; and

(c) the practical difficulties that the Ministry might face in the event of its shift from Delhi to a marine city?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) to (c) The Cabinet Committee on Accommodation (CCA) in June 2000 has directed the Ministry to consider relocation of headquarter of Tariff Authority for Major Ports from Delhi to a port city. The Ministry does not anticipate any major difficulty that may arise due to shifting of headquarter of the Authority.

**Permission for crude import for Essar Refinery**

412. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of SHIPPING be pleased to state:

(a) whether the Government of Gujarat had de-notified port limit of Salaya Minor Port and transferred the same to Kandla Port only for import of crude oil for IOC refineries;

(b) if so, the reasons for granting permission by the Kandla Port Trust to put up a SBM in Kandla Port limit (in Vadinar area) for crude import for Essar Refinery;

(c) whether Government are considering to transfer revenue likely to be generated through SBM for Essar Refinery to the Government of Gujarat;

(d) if so, the details thereof; and