

(d) if so, by when the work on the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIP KUMAR MANSUKHLAL GANDHI): (a) to (d) No, Sir However, a Techno-Economic Study for development of inland water transport in River Barak has been conducted. Work on the project has to be preceded by declaration of the said waterway as a National Waterway.

Growth of Port Infrastructure

1965. SHRI PREM CHAND GUPTA: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that there are a number of new players who are developing small, but efficient Ports which are eating into the business of over 12 big Government owned Ports;

(b) whether, inspite of Government's readiness to invest in their big ports to improve their efficiency, competition is stiff leading to a haphazard development of our Port infrastructure; and

(c) if so, the steps being taken by Government to resolve this problem and ensure a coordinated growth of our Port infrastructure?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIP KUMAR MANSUKHLAL GANDHI): (a) It is a fact that a number of new ports other than major ports have been developed during the last few years and their share of the total traffic handling in India has gone up. However, the traffic in major ports, which fall within the ambit of the Central Government, is also steadily increasing.

(b) It is true that there is increased competition in the port sector. This is a healthy development and has not led to haphazard development.

(c) Does not arise.

Tonnage capacity of major ports

1966. MISS MABEL REBELLO: Will the Minister of SHIPPING be pleased to state:

(a) the total intalled tonnage capacity of the major Ports in the Country;

(10 March, 2003]

RAJYA SABHA

(b) the tonnage handled by the major Ports in the Country during the last three years;

(c) by when capacity of the Ports is likely to be increased, keeping abreast with the cargo to and fro India;

(d) whether Indian ship-owners are able to earn revenue at par with the international fleet owners; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIP KUMAR MANSUKHLAL GANDHI): (a) 343.95 million tonnes per annum (MTPA) as on 31.3.2002.

(b) The traffic handled by the major ports during the last three years is given below:

Year	Tonnage handled (in million tonnes)
1999-2000	271.92
2000-2001	281.11
2001-2002	287.59

(c) Enhancement of capacity in the major ports is a part of the on-going process of their development, keeping in view the demands of maritime trade. The aggregate capacity of the major ports, as on 31st March, 2002, was more than the traffic handled by them as will be seen from replies to parts (a) and (b) above. Thus the major ports have already reached a stage where the capacity available exceeds the traffic. This trend is expected to be maintained.

(d) and (e) Revenue earning of ship owners is a function of various factors including prevalent market forces, tax regime etc. Any comparison, in absolute terms, between different categories of ship owners will not be tenable.

Bill on sexual harassment at work place

†1967. SHRIMATI CHANDRA KALA PANDEY:

SHRIMATI SAROJ DUBEY:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

†Original notice of the question was received in Hindi.