

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO- 1717**  
ANSWERED ON- 08.07.2019

**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?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR SHIPPING  
(SHRI MANSUKH MANDAVIYA)

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

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GOVERNMENT OF INDIA  
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**UNSTARRED QUESTION NO- 1718**  
ANSWERED ON- 08.07.2019 2019

**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?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR SHIPPING  
(SHRI MANSUKH 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 2<sup>nd</sup> September, 2015.
- EXIM/EMPTY containers vide order dated 21<sup>st</sup> May, 2018;
- Agriculture, horticulture, fisheries and animal husbandry commodities vide order dated 22<sup>nd</sup> May, 2018, and
- Fertilizers vide order dated 22<sup>nd</sup> 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.

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GOVERNMENT OF INDIA  
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**UNSTARRED QUESTION NO-1719**  
ANSWERED ON- 08.07.2019

**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?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR SHIPPING  
(SHRI MANSUKH MANDAVIYA)

(a) & (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) & (b) above.

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**UNSTARRED QUESTION NO- 1720**  
ANSWERED ON- 08.07.2019

**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
- (c) if not, the reasons therefor?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR SHIPPING  
(SHRI MANSUKH MANDAVIYA)

(a, b & c ) The operational Cargo handling Major and Non-Major ports in the State of Tamil Nadu are at Kattupalli, Ennore, Chennai, Thirukkadaiyur, Cuddalore, Nagapattinam and Tuticorin. Major Ports at Ennore, Chennai and Tuticorin and Non-Major Ports at Kattupalli have inter connectivity with each other for movements of goods.

Other Non-Major ports at Thirukkadaiyur, Cuddalore, Nagapattinam are captive in nature and the cargo imported / exported is consumed / produced by the captive industry. Hence the question of movement of cargo / inter connectivity does not arise.

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**UNSTARRED QUESTION NO-1721**  
ANSWERED ON- 08.07.2019

**DEEP SEA PORT IN BAY OF BENGAL**

1721. SHRI RIPUN BORA:

Will the Minister of SHIPPING be pleased to state:

- (a) whether Government proposes to set up a deep sea port in the Bay of Bengal;
- (b) if so, whether Government has made any agreement with Bangladesh Government to set up the port in joint venture;
- (c) if so, the details thereof and if not, proposal of Government, if any, thereto; and
- (d) proposal of Government to connect Chittagong Port with Kolkata and/or Haldia and/or revival of Tajpur project?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR SHIPPING  
(SHRI MANSUKH MANDAVIYA)

- (a) No, Sir.
- (b)& (c) There is no proposal for an India-Bangladesh Joint Venture to set up a deep sea port in Bay of Bengal.
- (d) Chittagong Port is already connected to Kolkata and Haldia Ports through waterways and coastal shipping agreement between India and Bangladesh. Currently, there are 5 container feeder vessels regularly plying between Kolkata/Haldia and Chittagong Ports. There is no proposal for revival of Tajpur Project.

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**UNSTARRED QUESTION NO- 1722**  
ANSWERED ON- 08.07.2019

**DEVELOPMENT OF INLAND WATERWAYS IN ANDHRA PRADESH**

1722. SHRI T. G. VENKATESH:

Will the Minister of SHIPPING be pleased to state:

- (a) whether Government is aware of the matter of development of Inland Waterways in the State of Andhra Pradesh, for which a hydrographic survey has been completed to develop waterways corridor from Kakinada to Madras;
- (b) if so, the details thereof and the present status of project;
- (c) the funds proposed to be allocated for the project;
- (d) whether any funds have been released so far, if so, the details thereof;
- (e) the details of the progress of the work; and
- (f) details of steps being taken by Government for early completion of the project?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR SHIPPING  
(SHRI MANSUKH MANDAVIYA)

(a) Yes, Sir.

(b) to (f) The stretch of Kakinada to Ennore forms part of National Waterway-4 (NW-4). Presently, development for shipping and navigation has been taken up in Vijayawada – Muktyala stretch of river Krishna (NW-4) in Andhra Pradesh at a sanctioned cost of Rs. 96 crore of which an expenditure of Rs. 37 crore has been incurred so far.

No decision has been taken or any funds allocated for the development of remaining portion of NW-4 including Kakinada to Ennore.

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