

செய்தி வெளியீடு எண் : 1652

நாள் : 22.09.2022

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ஒன்றிய அரசின் வரைவு இந்திய துறைமுகங்கள் மசோதா 2022, கடலோர மாநிலங்களின் உரிமைகளைப் பாதிப்பதாகவும், சிறு துறைமுகங்களின் எதிர்கால வளர்ச்சியைத் தடுப்பதாகவும் அமையும் என்பதால், மாநில அரசுகளின் உரிமைகளை பாதிக்கக்கூடிய வகையில் இந்த வரைவுச் சட்டத்தில் இடம்பெற்றுள்ள பிரிவுகளை அகற்றிட வேண்டும் என்று வலியுறுத்தி, மாண்புமிகு தமிழ்நாடு முதலமைச்சர் திரு.மு.க.ஸ்டாலின் அவர்கள், மாண்புமிகு இந்தியப் பிரதமர் திரு. நரேந்திர மோடி அவர்களுக்கு இன்று (22-9-2022) கடிதம் எழுதியுள்ளார்.

Text of D.O. Letter of Hon'ble Chief Minister of Tamil Nadu Thiru. M.K. Stalin to the Hon'ble Prime Minister of India Thiru. Narendra Modi, regarding revised Draft Indian Ports Bill, 2022:

I invite your kind attention to the revised draft Indian Ports Bill, 2022 and the long-term impact of its intent to centralize and regulate the sector which is currently being administered by State Governments. Even though some of the suggestions from the maritime States and other stakeholders have been accommodated, I am afraid that the revised draft Bill still largely continues to ignore international and domestic experience that ports are best managed by local and regional governments.

The growth trajectory of India's port sector clearly shows that the non-major ports managed by the maritime States have grown faster than the

major ports under the Union government. This was because the maritime States facilitated the growth of non-major ports through private investments and business-friendly policies. Many such States, especially Gujarat, Tamil Nadu and Andhra pioneered such facilitatory development of minor ports and have contributed to an increasing share of maritime cargo handling. I wish to point out that this draft Bill will stifle such state-specific initiatives by imposing a centralized regulatory regime on non-major ports.

The most significant change is the attempt to make the Maritime State Development Council (MSDC) a regulatory body for minor ports. Currently, it is only an advisory body and converting it into a regulatory body with permanent staff will surely encroach upon the powers of States. This may end up choking the future development of minor ports. In addition, the proposed composition of the MSDC, with five Secretaries and one Joint Secretary to the Government of India, along with the Administrators of the coastal UTs, as members is inappropriate as it excludes the Secretaries in charge of ports in the maritime States/UTs. Like the GST Council, the MSDC must continue only as an advisory body with the Ministers concerned of the Union and the Maritime States/UTs as Members and officers should only be special invitees.

We also strongly object to other centralizing provisions in the draft Bill that encroach upon the powers of the maritime States/Maritime State Boards. For example, Chapter V prescribes the constitution, functions and powers of the State Maritime Boards. There are already State legislations governing them. As per the proposed bill, if any amendments are required to these Acts, they can be made by the State Legislatures based only on the recommendations of the Centre or the MSDC. This would make the legislative process dysfunctional. Also, the appellate powers against the orders of the State Maritime Boards currently lie with the respective State

Governments. However, as per the draft Bill, this power will go to the Appellate Tribunal which has been constituted by the Central Government for the major ports. This would affect the powers of the States to deal with disputes on their own.

Considering the above, I request that Chapters II and III of the draft Bill relating to the MSDC be deleted entirely and that the MSDC remain an apex advisory body as before. I also request that Chapter V relating to the State Maritime Boards be deleted entirely. The Indian port sector needs less centralization and less regulation, not more. Therefore, I seek your kind intervention to ensure the continued growth of non-major ports by increasing the ease of doing business with minimum government and maximum governance.

வெளியீடு: இயக்குநர், செய்தி மக்கள் தொடர்புத்துறை, சென்னை-9

அரசின் செய்திகளை உடனுக்குடன் தெரிந்துகொள்ள :

