

**GOVERNMENT OF INDIA
SHIPPING
LOK SABHA**

UNSTARRED QUESTION NO:2635

ANSWERED ON:12.03.2015

DREDGING OF PORTS

Adhikari Shri Suwendu;Ramachandran Shri Krishnan Narayanasamy

Will the Minister of SHIPPING be pleased to state:

- (a) the details of measures being taken by the Government for regular dredging of all the ports to enhance the capacity of Indian ports to handle large ships;
- (b) whether the Government has any plan to restart the dredging process to tackle the problem of gradual draft- deterioration of Haldia Port;
- (c) if so, the details thereof along with the amount allocated for the purpose;
- (d) whether the Union Government is considering the proposal of setting up of a separate Haldia Port-Trust- Authority being completely separated from Kolkata Port-Trust-Authority for the sake of commercial health of Haldia Port; and
- (e) if not, the reasons therefor?

Answer

MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI PON. RADHAKRISHNAN)

(a) Yes, Madam. In Major Ports, two types of dredging is carried out. They are:-

- (i) Capital dredging to increase draft to handle larger vessels &
- (ii) Maintenance dredging to maintain the existing draft.

Major Ports undertake Capital dredging to be able to handle larger ships based on Techno-economic feasibility. Similarly, Maintenance dredging is undertaken regularly by Major Ports to maintain draft as and when required.

(b)&(c): In Haldia Port, Maintenance dredging is done on a regular basis to tackle the problem of gradual deterioration of draft. The Union Cabinet had, on 05/02/2013, approved extension of financial assistance to Kolkata Port for meeting the expenses on Maintenance Dredging of Kolkata Port as per details given below:-

(Rs.in crores)
Year Government of India share

2012-13	396.27
2013-14	404.73
2014-15	360.18
2015-16	340.17
Total	1501.35

(d)&(e): No, Madam. Kolkata Port Trust (KoPT) is a Trust under Major Port Trusts Act, 1963. Kolkata Dock System (KDS) and Haldia Dock Complex (HDC) are under a common Board of Trustees. The issue of delinking of Haldia Dock Complex and developing it as an Autonomous Body/Independent Port had been raised from time to time and since 1975 three different committees were constituted by the Govt. of India and none of the three committees recommended separation of Haldia Dock Complex from Kolkata Port. The recommendation was that both KDS and HDC should function under one umbrella of KoPT and play complementary roles supplementing and not supplanting each other.