

**GOVERNMENT OF INDIA  
SHIPPING  
LOK SABHA**

UNSTARRED QUESTION NO:2263  
ANSWERED ON:24.07.2014  
VEHICLE FERRY BERTHING RAMPS  
Ray Shri Bishnu Pada

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

- (a) the present status of construction of additional vehicle ferry berthing ramp in Chatham, Bambooflat, Middle Straight, Nilambur Jetty, Gandhighat Jetty and Uttara Jetty in Andaman & Nicobar islands;
- (b) the efforts undertaken for construction of vehicle ferry ramps at these locations and the time when these will be available for operation;
- (c) the present status of acquisition / chartering of 4 nos. vehicle ferry vessels and 14 nos. small size harbour ferry vessels; and
- (d) the time by which the vessels will be available for passenger services?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF SHIPPING ( SHRI KRISHANPAL GURJAR )

(a)&(b): The construction of the additional vehicle ferry ramps at Chatham, Bambooflat, Middle Straight, Nilambur, Gandhighat and Uttara Jetties have been incorporated in the 12th Five Year Plan of Andaman & Nicobar (A&N) Administration. Layout and drawings of Chatham and Bambooflat vehicle ferry ramps have been prepared and forwarded by A&N Administration to Andaman Lakshadweep Harbour Works (ALHW) for preparing estimates. The vehicle ferry ramps at Middle Straight, Nilambur, Gandhighat and Uttara is at conceptual stage only.

(c) The tender for the acquisition/construction of 4 vehicle ferries and 10 harbour crafts has been issued by Shipping Corporation of India

(SCI), who are the technical consultant for the project. The last date of submission of bids is 30th July, 2014. Further, on behalf of A&N Administration SCI had also issued a tender for chartering of vessels in various categories. However, the rates quoted were very high and, therefore, the financial offer was not acceptable. The A&N Administration has again requested SCI to issue a fresh tender for chartering of vessels.

(d) The tender process for acquisition/construction of vessels is presently in progress. This would involve evaluation of technical offers, discussion with potential shipyards, examination of financial offers and thereafter the financial sanction. The construction of the vessels after the financial sanction would take about 2years time.