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Title : Need to revive Balari bar channel in West Bengal in order to save Haldia Dock Complex.

SHRI LAKSHMAN SETH (TAMLUK): Haldia Dock Complex which handled about 42 Million MT Cargo last year is now in peril due to closure of balari bar. All Kolkata bound ships had been navigating through balari bar but this channel has been closed because of huge siltation in this area. Now Kolkata bound ships are navigating through Rangapala Channel.

Only Northern guide was constructed by Calcutta Post Trust. But construction of Southern guide wall, River protection training works, shore disposal of dredged soil have been taken up. Only construction of Northern guide wall has made disastrous impact on channel resulting the closure of balaria bar. This unwise decision of the KOPT has sealed the fate of Haldia Dock Complex.

In view of the above I strongly propose the following short terms and long terms measures for immediate implementation.

Short-term measures

- 1) Capital Dredging,
- 2) Shore Disposal,
- 3) Construction of Southern Guide wall,
- 4) River Protection,
- 5) River Training,
- 6) Transloading in Sandhead and konika Sand,
- 7) Construction of Concrete pillars for laying pipeline for transportation of crude oil and chemical cargo up to 50 KM towards Sandhead from Contai/Digha in the District of Purba Medinipur.

Long Term measure

Deep Sea Port-

Deep Sea Port is feasible from Contai/Digha shore by constructing a bridge of 50 KM up deep water pocket in an adjoining area of Sand head having 30 metre drafts.

I would request Hon'ble Prime Minister and Minister of Shipping to address these problems in positive manner as to save Haldia Dock Complex from imminent death.