

assured depth of 2.5 to 3.0 metres in the fairway to enable safe navigation of at least 1,500-2000 ton vessels. Phase-I of the project covers the Haldia-Varanasi stretch. The project would be completed by 2020-2021 at an estimated cost of approximately ₹ 4,200 crore. The expenditure would cover strengthening of open river navigation techniques and hardware, river fairway and conservancy works, modern River Information System (RIS), Digital Global Positioning System (DGPS), night navigation facilities, modern methods of channel marking, construction of a new navigational lock at Farakka, terminals at selected locations and Ro-Ro/ ferry crossings at a few locations on NW-1.

(c) and (d) Multimodal Terminals with rail and road connectivity would be constructed at Varanasi, Haldia and Sahibganj. The details are given in Statement.

Statement

Multimodal Terminal with rail and road connectivity

Multimodal Terminal at Varanasi

The Project is being implemented in two Phases. Phase-I (A) is being implemented on 5,586 hectares of land at Ram Nagar, Varanasi, mainly for offshore works of the terminal. Tender process for Phase I(A) has been completed and work awarded.

Multimodal Terminal at Haldia

61 acres of land has been taken on 30 years' lease from the Haldia Dock Complex for construction of the terminal.

The estimated cost of construction of Phase-I of the terminal is ₹ 465 crore. Tender for Phase-I of the Terminal has been published on 03.03.2016.

Multimodal Terminal at Sahibganj

The tender process for construction of Phase-I of the terminal at a cost of ₹ 292.10 crore is in progress. The requirement of land for the main terminal, rail and road connectivity, resettlement and rehabilitation of 235 households has been assessed at 241.63 acres, for which land acquisition proceedings are in progress.

Sagarmala project

139. SHRI K.R. ARJUNAN: Will the Minister of SHIPPING be pleased to state what are the salient features of Sagarmala Project?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI RADHAKRISHNAN P.): To exploit the potential of India's 7,500 km long coastline, 14,500 km of potentially navigable waterways and strategic location on key international

maritime trade routes, the Government of India has embarked on the Sagarmala Programme which aims to promote port-led development in the country. The objectives of the Sagarmala Programme are port modernization and new port development, enhancing port connectivity to hinterland, port-linked industrialization and coastal community development.

The implementation of the Sagarmala programme is an ongoing process and is being done as per the concept approved by the Cabinet on 25th March, 2015. As part of the programme, a National Perspective Plan (NPP) for the comprehensive development of India's coastline and maritime sector has been prepared. A draft NPP was submitted in February 2016 and after stakeholder consultation and review, an updated NPP was approved by the National Sagarmala Apex Committee (NSAC) on 9th April, 2016.

As part of the NPP, more than 150 identified projects across the programme objectives will result in significant investment in maritime infrastructure, create employment, reduce logistics cost and boost merchandize exports over the next decade.

The implementation of these projects will be taken up by the relevant ports, Central Government Ministries, State Governments and State Maritime Boards preferably through private sector or PPP route. Sagarmala Development Company will provide equity support for the project SPVs (State/Port/Central Ministry level SPVs) and take up residual projects that cannot be funded by any other means/mode.

Handling of iron ore and coal at Chennai port

140. DR. R. LAKSHMANAN: Will the Minister of SHIPPING be pleased to state:

- (a) whether Government has taken any initiatives to revive handling of iron ore and coal at Chennai port;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI RADHAKRISHNAN P.): (a) to (c) In pursuance of Hon'ble Supreme Court of India's order dated 4.11.2015, Empowered Committee appointed by the Hon'ble Apex Court has been directed to examine the possibility of handling coal at Chennai Port. The Technical Sub Committee constituted for this purpose on 29.01.2016 has been assigned to explore the technical feasibility to revive handling of coal at Chennai Port.