

Privatisation of Kolkata and Haldia port

2390. SHRI RITABRATA BANERJEE: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government has decided to privatise the Kolkata and Haldia Port; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) and (b) No, Sir. There is no proposal to privatise the Kolkata and Haldia Port under consideration of this Ministry.

Upgradation of ports

2391. SHRI ASHWINI VAISHNAW:

DR. VIKAS MAHATME:

SHRIMATI VIJILA SATHYANANTH:

Will the Minister of SHIPPING be pleased to state:

(a) the expenditure incurred on upgradation of ports and harbours in the country during each of the last three years; and

(b) the facilities that were created during the said period?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) and (b) A number of projects involving total project cost of ₹ 13308.41 crore have been awarded in the last three years on upgradation of the major ports. The details of the infrastructure development projects awarded during the last three years are as below:

FY.	No. of Projects	Expenditure/ Investment (Rupees in crores)	Capacity (in MTPA)
2016-17	54	8484.47	92.09
2017-18	25	2659.73	21.93
2018-19	25	2164.21	10.73
TOTAL	104	13308.41	124.75

These projects pertained to construction of new berths/harbours and terminals, mechanization of existing berths/harbours and terminals, capital dredging for deepening of drafts for attracting large vessels, development of road and rail connectivity etc.

Ganga waterway from Varanasi to Haldia

†2392. SHRI RAM NATH THAKUR: Will the Minister of SHIPPING be pleased to state:

(a) whether efforts are being made to make the Ganga waterway from Varanasi to Haldia suitable for freight to promote shipping activities;

(b) whether it is a fact that the water level in the Ganges is quite low, specially in summer season, at many places, along the route; and

(c) if so, the details of Governments' plan to deal with this challenge and desilting of river bed, in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) Yes, Sir. National Waterway (NW)-1 (Ganga-Bhagirathi-Hooghly river system from Allahabad to Haldia) is already operational and vessels are plying on it. In addition, Jal Marg Vikas Project (JMVP) is being implemented at an estimated cost of ₹ 5369.18 crore for the capacity augmentation of navigation on NW-1 on the Haldia-Varanasi stretch with the technical and financial assistance of the World Bank. The project includes development of various infrastructures such as construction of multimodal terminals at Varanasi, Sahibganj and Haldia, Ro-Ro terminals, navigational lock at Farakka, channel marking systems, integrated vessel repair and maintenance facilities, automated information systems of Differential Global Positioning System (DGPS) and River Information System (RIS), day and night navigation aids, river training and river conservancy works for fairway development. Projects worth ₹ 1800 crore (approx.) have commenced on ground in a time period of three years after statutory clearances.

(b) and (c) The water level at times reduces to less than 2 m in some stretches due to seasonal variation of discharge during lean season (January to June) which is monitored regularly by Inland Waterways Authority of India (IWAI). Under JMVP, a comprehensive assured depth dredging management plan has been prepared with the aim to provide Feast Available Depth (LAD) of 3m, 2.5 m and 2.2 m in stretches of

†Original notice of the question was received in Hindi.