

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO-2698**  
ANSWERED ON 21/12/2021

**KOLKATA PORT TRUST PROBLEMS AND PROSPECTS**

2698. SHRI JAWHAR SIRCAR:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

- (a) the efforts Central Government has made apart from renaming Kolkata Port that were never attempted before and the details of investment made in it;
- (b) the details of handling figures of Kolkata/Haldia Port when compared vis-à-vis the other major ports of the country in terms of tonnage over the last ten years; and
- (c) the problems of the Kolkata Port and the details of the manner in which they are being handled?

**ANSWER**

MINISTER OF PORTS, SHIPPING AND WATERWAYS  
(SHRI SARBANANDA SONOWAL)

(a) Syama Prasad Mookerjee Port, Kolkata (SMPK), comprising of Kolkata Dock System (KDS) and Haldia Dock Complex (HDC), is an entity under the Government of India. Government has provided Rs.110 crore (approximately) for development / upgradation of the Port in the last few years.

(b) Details of Cargo Traffic handled at SMP, Kolkata, vis-à-vis other major ports of India, during the last ten years are given below:

Year	Traffic Handled at SMPK (erstwhile KoPT) (MMTPA)	Traffic Handled by Major Ports (MMTPA)	Percentage of traffic handled at SMPK compared traffic handled at all Major Ports
2020-21	61.368	672.68	9.12
2019-20	63.983	704.93	9.07
2018-19	63.763	699.10	9.12
2017-18	57.891	679.37	8.52
2016-17	50.951	648.40	7.85
2015-16	50.289	606.47	8.29
2014-15	46.293	581.34	7.96
2013-14	41.385	555.49	7.45
2012-13	39.928	545.790	7.32
2011-12	43.248	560.14	7.72

(c) The main issue faced by SMPK is that the navigational channels leading up to KDS & HDC are narrow, dotted with several bends and bars and undergo continuous morphological changes which result in inadequate draft, restricting entry of big vessels. Besides, entry and evacuation of cargo / containers is hampered at KDS due to local traffic restrictions.

To obviate draft constraints dredging expenditure made by the port is reimbursed by the Government. Opening of Eden Channel has led to significant reduction in dredging expenditure by Rs.100 crore per year. SMPK is carrying out ship-to-ship transshipment operations with floating cranes at Sandheads and inner anchorage of Sagar for handling Cape-sized vessels. After transshipment / literage operations the mother vessels are reaching KDS & HDC. National Technology Centre for Ports, Waterways & Coasts (NTCPWC) has been set up by the Government at IIT, Madras as a Centre of Excellence to advise the port on dredging needs / optimization of dredging expenditure for providing better navigability.

To mitigate the issue of access and evacuation of cargo from KDS the following action has been taken which are at various stages of implementation:-

- i. four truck terminals set up in port land around the dock;
- ii. pre-gate facility in the vicinity of Netaji Subhash Dock has been created to accommodate export cargo / container trucks and trailers;
- iii. port- rail network has been modernized with two full rake-length lines for increased railway connectivity;
- iv. increased used of Inland Waterways (NW 1, 2, 5 & 97) as well as Indo-Bangladesh protocol route;
- v. extended Port Gate System at Balagarh in Hooghly District for better evacuation; and
- vi. regular meetings and liaison with police authorities to manage traffic of heavy vehicles to-and-from the docks.

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