

GOVERNMENT OF INDIA
 MINISTRY OF PORTS, SHIPPING AND WATERWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-2699
 ANSWERED ON 21/12/2021

EXPENDITURE ON DREDGING IN HALDIA/KOLKATA PORT

2699. SHRI JAWHAR SIRCAR:

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

- (a) the details of expenditure on dredging in the Haldia Port and the main Kolkata Port over the last ten years;
- (b) the details of improvement noticed;
- (c) the position regarding discussed alternatives and supplementary projects for Kolkata Port including Sagar island; and
- (d) whether there is any plan to try out a Rozi like floating offshore port in the sand heads beyond Sagar and where does it stand?

ANSWER

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

- (a) Details of expenditure on dredging for Kolkata Dock System(KDS) and Haldia Dock Complex (HDC) during the last 10 years as certified by Audit is as under:-

Financial Year	Dredging Expenditure as certified by Audit (in Rupees)
2011-12	3,58,24,16,662.00
2012-13	4,05,43,28,290.00
2013-14	4,25,20,88,903.45
2014-15	4,64,73,26,776.10
2015-16	4,06,41,21,169.00
2016-17	2,99,11,05,795.00
2017-18	3,51,00,55,804.00
2018-19	3,77,44,82,330.00
2019-20	4,64,73,26,776.10
2020-21	3,07,11,83,000.00

- (b) At HDC Channel, the draft has increased from 7.50m to 8.20m in the last five years. At KDS Channel, the annual average draft has been maintained at 7.1m. The average turnaround time of vessels at SMPK has been improved by 42.58 hours in 2020-21 in comparison to 2011-12, at HDC the average turnaround time has been improved by 13.68 hours in 2020-21 in comparison to 2011-12. Average Output Per Ship Berth-Day (OSBD) at KDS has improved by 1162 Tonnes in 2020-21 compared to 2011-12, at HDC, it improved by 2425 Tonnes in 2020-21 compared to 2011-12.

(c) Syama Prasad Mookerjee Port, Kolkata undertakes lighterage operation at its deep water anchorage located at Sandheads, Sagar and Diamond Harbour. During the fair weather season, Cape size vessels having draft of 18m plus are handled at Sandheads with the help of floating cranes and barges. At Sagar similar operation is undertaken throughout the year with a restriction in draft up to 9.5m. Further, Syama Prasad Mookerjee Port, Kolkata (SMPK) has commenced Ship-to-Ship operation of LPG and other liquid cargo at Sandheads which has cut down the cost considerably for the Public Sector Oil Companies.

(d) There is no immediate plan of trying out a Rozy Cargill type floating offshore port beyond Sagar. However, floating cranes have been deployed by SMPK for doing lighterage operations.
