

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING

RAJYA SABHA

UNSTARRED QUESTION NO. 3965

TO BE ANSWERED ON 2ND APRIL, 2018

CONSTRUCTION OF NEW BERTHS AND TERMINALS AT VISAKHAPATNAM PORT

3965. SHRI V. VIJAYASAI REDDY:

Will the Minister of SHIPPING be pleased to state:

- (a) the details of steps taken by Visakhapatnam Port for construction of new berths and terminals to increase port capacity;
- (b) to what extent the above steps help the port to reduce tariff, increase productivity, optimum utilisation of assets and create employment opportunities;
- (c) whether management of the port has brought to the notice of the Ministry, some issues for resolution;
- (d) if so, the details thereof and action taken on them so far; and
- (e) to what extent the port has benefited after its notification in 2010, as the second Gateway Port for additional transit facility to Nepal, etc.?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

(a): Visakhapatnam Port Trust (VPT) has taken following steps towards construction of new berths and terminals to increase port capacity:

(i) Mechanization of Coal handling facility and upgradation of General Cargo Berth (GCB) at Outer harbour of Visakhapatnam Port to cater to 200,000 DWT vessels on DBFOT basis.

(ii) Development of East Quay-1 (EQ-1) berth by replacing the existing EQ-1 berth and part of EQ-2 berth for handling steam coal in the inner harbour of Visakhapatnam port on DBFOT basis.

(iii) Development of WQ-6 berth in the northern arm of inner harbour of Visakhapatnam Port for handling Dry Bulk cargo on DBFOT basis.

(iv) Development of EQ-10 berth in the northern arm of inner harbour of Visakhapatnam Port for handling liquid cargo on DBFOT basis.

(v) Development of Coastal cargo berth.

(vi) Upgradation of existing facility in the Outer harbour and development of new facility in the inner harbour for iron ore handling on DBFOT basis.

(vii) Extension of the existing container terminal on DBFOT basis.

(viii) Development of WQ 7 & 8 berths in the inner harbour.

(ix) Reconstruction of EQ 2,3,4 & 5 berths in the inner harbour.

(x) Installation of 3 Nos. of 100 Tonnes capacity Harbour mobile cranes on licence basis.

(b): Tariff caps for the facilities / services rendered at the terminal operated under PPP mode and by Major Ports is fixed by TAMP (Tariff Authority for Major Ports) on a set of guidelines which provides specified return on Capital employed. As such, the initiatives taken by Port for capacity addition per se do not directly facilitate reduction in Tariff. However, availability of adequate capacity with modern / mechanized handling infrastructure leads to increase in productivity and consequent reduction in cost for port users. The PPP terminals developed at VPT are providing employment as per requirement for operating the facilities.

(c)&(d): As & when any reference is made to the Ministry on any issue, it is duly processed as per the extant policies & procedures.

(e): After Notification in 2010 as the second gateway port for additional transit facility to Nepal, Visakhapatnam Port has considerably benefitted. During the current year an outward traffic of 47 rakes to Nepal with 4,109 TEUs and inward traffic of 14 rakes from Nepal with 1,240 TEUs were handled.