

GOVERNMENT OF INDIA
MINISTRY OF JAL SHAKTI

DEPARTMENT OF WATER RESOURCES, RIVER DEVELOPMENT & GANGA REJUVENATION

RAJYA SABHA

UNSTARRED QUESTION NO. 885

ANSWERED ON 27.07.2026

SOCIO-ECONOMIC IMPACT AND TECHNICAL PROGRESS OF THE KALPASAR PROJECT

885 Shri KESRIDEVSINH JHALA:

Will the Minister of **Jal Shakti** be pleased to state:

- (a) whether the proposed Gulf of Khambhat project stands as a monumental engineering marvel, establishing the world's largest coastal freshwater reservoir to permanently eradicate Saurashtra's chronic water crisis;
- (b) whether the multi-regional 60-km highway-cum-rail corridor built across the dam structure will drastically reduce travel distances between Saurashtra and South Gujarat from 240 km to just 60 km;
- (c) progress made on the Detailed Project Report (DPR) and the manner in which the recent Indo-Dutch technical cooperation pact will accelerate its execution; and
- (d) the manner in which the integrated 2,470 MW hybrid clean energy infrastructure maximize benefits while preventing severe salinity ingress?

ANSWER

THE MINISTER OF STATE FOR JAL SHAKTI

(SHRI RAJ BHUSHAN CHOUDHARY)

- (a) As informed by the Government of Gujarat, the proposed Gulf of Khambhat (Kalpasar) Project is an ambitious water resources initiatives of the State Government. The project envisages the creation of one of the world's largest coastal freshwater reservoirs through the construction of a dam across the Gulf of Khambhat. Upon implementation, the project is expected to significantly augment the availability of freshwater and substantially mitigate water scarcity in the Saurashtra region by providing a dependable source of water for irrigation and other identified uses.
- (b) The project includes a proposed highway-cum-rail corridor over the dam across the Gulf of Khambhat. As per the present project layout, the corridor is expected to reduce the travel distance between Bhavnagar and Surat by approximately 179 km, from about 356 km through the existing land route to about 177 km via the proposed dyke corridor, thereby improving regional connectivity and reducing travel time.
- (c) As informed by the State Government of Gujarat, Detailed Project Report (DPR) for the Kalpasar Project is at an advanced stage of finalization. The ongoing Indo-Dutch technical cooperation is expected to further strengthen the DPR by incorporating international best practices and advanced technical expertise in areas such as coastal engineering, hydraulic modelling, salinity management, climate resilience and water management. This collaboration is intended to enhance the technical robustness of the project and facilitate informed decision-making during its implementation.
- (d) The project envisages development of approximately 2,470 MW of hybrid renewable energy capacity on reclaimed land that is presently submerged during high tide. The renewable energy generated is proposed to be utilized, inter alia, for pumping freshwater to meet irrigation requirements in the coastal regions of Saurashtra. DPR incorporates appropriate engineering measures, hydraulic studies and salinity management strategies to address the issue of salinity ingress.
