

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
**LOK SABHA**  
**UNSTARRED QUESTION NO. 274**  
ANSWERED ON 21.07.2023

**ADEQUATE INFRASTRUCTURE IN PORTS**

274. SHRI ABDUL KHALEQUE:

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

पत्तन, पोत परिवहन और जलमार्ग मंत्री

(a) whether the Government has asked all major ports to ensure adequate infrastructure is put in place by year 2025 for achieving zero waiting time for inward and outbound cargos;

(b) if so, the details thereof;

(c) whether the directive also imply on river ports across States including Tarabari port in Barpeta district and if so, the details thereof; and

(d) whether the Government has any proposal for development of waterway/infrastructure between Guwahati and Dhubri ports and if so, the details thereof?

**ANSWER**

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

(a) & (b) Infrastructure development of Major Ports is an ongoing process. The process inter-alia involves construction of new berths and terminals, mechanization of existing berth and terminals, capital dredging for deepening of drafts for attracting large vessels in port channels, development of road and rail connectivity etc., help in increasing the capacity and efficiency of major ports. Further under Ease of Doing Business various initiatives like Direct Port Delivery & Entry, Installation of Container Scanners, E-delivery orders / invoices / payments, RFID based Gate-automation System, National Logistic Portal-Marine-SagarSetu etc. have been taken by the Ministry to reduce the inward and outbound cargo waiting time.

(c) Such directives do not imply on river terminals as vessels need not wait for berthing there.

(d) Waterway/infrastructure development between Guwahati and Dhubri is part of overall development of National Waterway-2 (river Brahmaputra) approved at a total cost of Rs.474 cr.

Details of specific project components for Guwahati (Pandu) –Dhubri stretch include -(i) Construction of Jogighopa terminal, (ii) Alternative Road to Pandu Port, (iii) Ship repair facility at Pandu, (iv) Boundary wall at IWA parcel of land at Pandu, (v) Improvement of existing approach road including study & land acquisition for Dhubri Terminal. The remaining activities are of recurring nature viz., (i) Fairway development (ii) O&M of navigational aids (iii) O&M of fixed & floating terminals etc. These activities are carried out on annual basis.

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