

DETAILS OF PARLIAMENT QUESTIONS ON WHICH REPLIES WERE SOUGHT BY MINISTRY OF SHIPPING, GOVT. OF INDIA, AND REPLIES/INPUTS GIVEN BY DEENDAYAL PORT TRUST TO THE MINISTRY OF SHIPPING (WINTER SESSION 2018):

Lok Sabha Question Dy. No. 1552 put down for reply on 14.12.2018 regarding “Policy for Ports and Harbours”.

- (a) Whether any representations were made by the State Government Of Gujarat to the Union Government during November,2009 on the policy of the ports and harbours.

Ans. It is to be replied by the Ministry.

- (b) If so, the detail thereof and the response of the union government there on;

Ans. It is to be replied by the Ministry.

- (c) Whether concerns of the State Government have been addressed by the Union Government and if so, the details thereof?

Ans. It is to be replied by the Ministry.

Lok Sabha Starred Dy. No.1842 put down for 14.12.2018 regarding “Foreign Funds for Infra projects”.

- (a) the details of foreign funds received by various companies in the country for the infrastructure projects during the last two years, State/UT-wise;

Ans. So far Deendayal Port Trust is concerned the information may be treated as NIL.

- (b) the names of companies which have spent more than five hundred crore of rupees of foreign funds on the infrastructure projects during the said period, State/UT-wise;

Ans. So far Deendayal Port Trust is concerned the information may be treated as NIL.

- (c) the number of employment opportunities generated as a result thereof?

Ans. Not applicable as no foreign fund has been received.

Rajya Sabha Starred Dy. No. S2730 put down for 20.12.2018 regarding “Appointment of Consultants”.

- (a) Whether some Government Departments including Autonomous Bodies are appointing retired Government Servants on consultants even after 65 years of age;

Ans. So far Deendayal Port Trust is concerned the information may be treated as NIL.

- (b) if so, whether these Departments have obtained opinion of the Ministry before appointing such consultants; and

Ans. In View of above, Not applicable.

- (c) the details of criterion or guidelines formulated for appointing consultants, including technical retired officials?

Ans. The DPT is normally follows the Government guide lines for the purpose of engagement for project etc.

**Lok Sabha Unstarred Dy. No. 3215 put down for 31.12.2018 regarding
“Development of Logistics Hubs”.**

(a) Whether the Government has chosen many places across the country to develop them as logistic hub;

Ans. No such information is available at this end.

(b) If so, the detail thereof;

Ans. In view of (a) above, information may be treated as NIL.

(c) Whether the Government is preparing a blue print and the State Governments concerned will be made a part of it; and

Ans. No such information is available at this end.

(d) So, the detail thereof?

Ans. In view of (c) above, information may be treated as NIL.

**Rajya Sabha Starred/Unstarred Dy. No. U2620 put down for 31.12.2018 regarding
“Implementation of NMDP for medium ports”.**

(a) the details of National Maritime Development Programme (NMDP) being implemented by Government for expansion/development/modernization of medium ports;

Ans. To be replied by the Ministry.

(b) the details of such projects implemented or proposed to be implemented under public private partnership mode;

Ans. To be replied by the Ministry

(c) the funds allocated and released for the purchase during each of the last three years and the current year along with the requirement of funds for implantation of these projects, port-wise; and

Ans. To be replied by the Ministry.

(d) The steps taken/being taken by Government expedite the work of these projects and implementation of the remaining projects, port-wise and the progress made so far in this regard?

Ans. To be replied by the Ministry.

**Lok Sabha Unstarred Dy. No. 7721 put down for 03.01.2019 regarding
“Performance of Ports in Public Sector”.**

(a) Whether any reports about the performance of ports in public sector are available with the Government;

Ans. No such information is available at this end.

(b) if so, the details thereof, Port -wise;

Ans. In view of (a) above, information may be treated as NIL.

(c) the turnover along with profit earned or loss incurred by the ports in public sector during the last three years;

Ans. Turnover along with Profit

(Rs. in Cr)

Particulars	2015-16	2016-17	2017-18
Cargo Handled (MMT)	100.05	105.44	110.10
No. of Vessels Handled(in No.)	2513	2568	2747
Operating Income (in Cr)	982.14	1383.15	1475.34
Operating Exp.(in Cr)	621.58	658.79	677.99
Operating Surplus(in Cr)	360.56	724.36	797.36
Non Operating Income (in Cr)	207.26	188.70	261.12
Non Operating Exp. (in Cr)	145.70	219.20	512.03
Net Surplus before Tax	422.13	693.86	546.45

(d) the capacity utilization during the said period; and

Ans. Considering the capacity (in MMT), of the port as indicated below:-

As on 31.3.2017 (for 2017-18) : 150.26

As on 31.3.2016 (for 2016-17) : 131.86

As on 31.3.2015 (for 2015-16) : 122.23

The capacity utilization (cargo handled by port divided by capacity) * 100) is : 73.24% during 2017-18, 79.96% in 2016-17 & 81.85% during 2015-16.

(e) the steps taken/proposed to be taken by the government in improving the performance of ports in public sector ?

Ans. Steps taken by the DPT are as under:-

- i) Night navigation has been improved and hence the numbers of movements carried out during day and night are almost equal. The distinction between Day & night navigation has been removed.
- ii) Increased maximum LOA of vessels from 240 to 260 mm and from 200 to 230 m during night time.
- iii) Permissible draft during night increased from 10.5 to 13 m.
- iv) On 30.08.2018 DPT declared to handle Container ships up to LOA of 330 mtrs at Berth No. 11 & 12. During day light, Container ships drawing draught upto 13.5 mtrs can be berthed/sailed and at night time, same vessels can be berthed/sailed upto draught of 13.0 mtrs on days when height of tide is 6.0 mtrs and above, when height of tide is below 6.0 mtrs draughts will reduce correspondingly.
- v) Based on BCG's recommendations. 14 initiatives were given to the Port for completion, and all of the above have been completed. Details of these initiatives are given below :

Increasing crane throughput by optimizing grab sizes to commodities

ELL 2 cranes in fewer berths to increase crane density on the berths
Improving 2 performance of own MHC by optimizing boom length and grab volume
Increase crane density by adding 4 100 T MHCs.
Reduce tug fuel consumption
Improve night navigation by using advanced navigational aids
Mechanization of fertilizer berths
Increase overall dry bulk productivity by instituting berth productivity norms
Reduce non working time by instituting hot seat changes.
Reduce non working time by changing shift schedule.
Increase overall liquid productivity by instituting berth productivity norms
Increase utilization of POL berth OJH 6 to create capacity at oj 3 & 4 by shifting cargo and proper scheduling of vessels.
Re bunching of cranes between CJ 1 to 5 to increase its utilization and improve productivity.
Implement discount / incentive scheme to drive productivity.

vi) Declaration of railway station code:-

In order to reduce handling cost, the port took the initiative to get the siding behind the berths to be named “Kandla Port Dock Station” so that users were not required to pay “wagon placement charges”. DPT took the initiative to declare the Deendayal Port Trust at Kandla as a railway station, which resulted in lower logistics costs for importers/exporters.

vii) New berthing norms:-

In 2016, the commodity wise productivity norms and associated penalty terms for non-adherence were introduced via circulars. After implementation, the norms underwent revisions based on feedback from the stevedoring companies and other stakeholders. Incentives for achieving beyond the established norms were announced in October 2017. Under the new berthing policy, the port allows berthing of the vessels, which meet the prescribed norms. The new norms are more specific, stringent, and consider productivity as the key priority criterion for berthing.

viii) Use of higher capacity grabs:-

Earlier, a fixed size grab was used for all commodities. There were no lifting norms or metrics defined for grab size to handle dry cargo commodities. Therefore, the weight per lift varied depending on the type of commodities. As a result, even higher capacity cranes were under-utilized, which resulted in higher loading/unloading time at the berth. Realizing that the volume increase per lift can increase crane productivity, DPT standardized the grab size

depending upon the type of commodity with the increase in crane capacity, the crane productivity also improved.

- ix) Introduction of floating cranes
To handle the large (Cape size) vessels, the port has permitted the deployment of eight floating cranes in the port waters. They are deployed in mid steam 14 kms away from cargo jetty. They are used for vessel ligherage.
- x) Introduction of HMCs
Now, a combination of shore, ship, and HMC cranes can be deployed per berth for speedy discharge and loading. Bunched cranes can operate at three hatches of a vessel in parallel and hence can provide better productivity.
- xi) Incentive Schemes for Dry and liquid cargoes :
To encourage customers who perform above the minimum productivity norms and to attract more such customers, an incentive scheme has been introduced for Dry & liquid cargo vessels with effect from November 1, 2016. The incentive slabs are specified based on the productivity. A discount is given to importers/exporters on berth charges on satisfying a certain level of productivity. This has further improved the productivity. Now importers/exporters always strive to increase the discharge rate of the Dry & liquid cargo to avail of the discount in berthing charges, which results in a reduction in the handling time.

Proposed steps :

- The port has planned the construction of 5 oil jetties from 7 to 11 in future.
- Dry cargo berths 14 & 15 are under completion are likely to get commissioned in May'19.
- Mechanization of 14th Dry cargo berth.
- Reorganization of railway lines in cargo jetty area near berth no. 1 to 10, and connectivity to Dry cargo berths: 13 to 16.

- xii) Projects for improving cargo handling performance are as under:-

Name of project	Status
Mechanization of handling of fertilizers at Kandla Port	<u>Mechanized bagging and rake loading facility for fertilizer cargo at NG-34.</u> The facility has been put into commercial operation w.e.f. 11.07.2018.
	<u>Mechanization of fertilizer handling at Berth No.14</u> The technical bids have been opened on 20.12.2018. Three bids have been received and the same are under examination.
Development, Operation and Maintenance of Container Terminal at Berth Nos.11 and 12 at Kandla Port on PPP Mode	The project has been fully commissioned w.e.f. 15.02.2018
Deployment of two Mobile Harbour Cranes	Both the HMCs have been commissioned w.e.f. 07.05.2018.
Mechanization of handling of coal, with pollution control measures	The bids, for appointment of a consultant for this project, have been invited. The bid due date is 31.12.2018.
Augmentation of Capacity	<u>Cargo Berths:</u> 14 th and 16 th Cargo Berth: work is in progress. Work will be completed by March,2019. Each berth may add capacity of 4.5

	<p>MMTPA. <u>Oil Jetties:</u> <u>Oil jetty no.7:</u> work awarded. EC awaited. Oil Jetty may add capacity of 2.00 MMTPA. <u>Oil jetty no.8:</u> work will be awarded by Jan, 2019. EC awaited. Oil Jetty may add capacity of 3.5 MMTPA.</p> <p><u>Rationalization of Pipeline Network at Oil Jetty area, Kandla</u></p> <p>M/s MECON Limited, Delhi (A Government of India Enterprise) has been appointed as technical Advisor for implementation of HOWE's suggestions. Sept. 2017.</p> <p>As per study 05 nos. 14" dia. Edible pipelines and 8 nos. 10" dia. chemical pipelines and 02 nos. Air pipelines from each jetty to "Y" junction is proposed.</p> <p>To increase the handling capacity from 8 MMTPA to 10MMTPA</p>
<p>Rail and Road connectivity</p>	<p>Construction of ROB at Kutch Salt Junction: Tender re-invited through IPRCL. Accordingly Tendering is in progress. Work will be awarded subject to EC & CRZ Clearance from the SEIAA, Gujarat is still awaited, due to Hon'ble NGT Order dated 22/11/2017.</p> <p>The providing rail connectivity to berth No. 13,14,15 & 16 from take off point to Western end of berth :</p> <p>Phase-I, Ground improvement work completed.</p> <p>Phase –II, PW Work is awarded to M/s. IPRCL for execution. Work to be Completed by Jun, 2019.</p>

Performance Efficiency:-

Efficiency parameter	2017-18	2016-17	2015-16
Avg. preberthing detention – port a/c. (– in days.	0.12	0.09	0.15
Avg. Turn round time (port a/c) – in days.	2.07	2.06	2.19
Avg. per berthday output (in MTs)	18531	18464	16655
Cargo volume handled (in MMTs)	110.05	105.44	100.05

Lok Sabha Unstarred Question Dy.No.7603 regarding “Achievements of Major Ports:-

- (a) **Whether the Government has taken any initiative to improve the operational efficiencies of ports through policy and procedural changes and mechanization;**

Ans.Yes

- (b) **if so, the details thereof;**

Ans. The details are as under:

- i) Increased maximum LOA of vessels from 240 to 260 m and from 200 to 230 m during night time.
- ii) Permissible draft during night increased from 10.5 to 13 m.
- iii) On 30.08.2018 DPT declared to handle Container ships up to LOA of 330 mtrs at Berth No. 11 & 12. During day light, Container ships drawing draught upto 13.5 mtrs can be berthed/sailed and at night time, same vessels can be berthed/sailed upto draught of 13.0 mtrs on days when height of tide is 6.0 mtrs and above, when height of tide is below 6.0 mtrs draughts will reduce correspondingly.
- iv) Based on BCG's recommendations, 14 initiatives were given to the Port for completion, and all of the above have been completed.

Increasing crane throughput by optimizing grab sizes to commodities
ELL 2 cranes in fewer berths to increase crane density on the berths
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Reduce tug fuel consumption
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Mechanization of fertilizer berths
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Reduce non working time by instituting hot seat changes.
Reduce non working time by changing shift schedule.
Increase overall liquid productivity by instituting berth productivity norms
Increase utilization of POL berth OJH 6 to create capacity at oj 3 & 4 by shifting cargo and proper scheduling of vessels.
Re bunching of cranes between CJ 1 to 5 to increase its utilization and improve productivity.
Implement discount / incentive scheme to drive productivity.

- v) Declaration of railway station code :

In order to reduce handling cost, the port took the initiative to get the siding behind the berths to be named "Kandla Port Dock Station" so that users were not required to pay "wagon placement charges". DPT took the initiative to declare the Deendayal Port Trust at Kandla as a railway station, which resulted in lower logistics costs for importers/exporters.

vi) New berthing norms :

In 2016, the commodity wise productivity norms and associated penalty terms for non-adherence were introduced via circulars. After implementation, the norms underwent revisions based on feedback from the stevedoring companies and other stakeholders. Incentives for achieving beyond the established norms were announced in October 2017. Under the new berthing policy, the port allows berthing of the vessels, which meet the prescribed norms. The new norms are more specific, stringent, and consider productivity as the key priority criterion for berthing.

vii) Use of higher capacity grabs :

Earlier, a fixed size grab was used for all commodities. There were no lifting norms or metrics defined for grab size to handle dry cargo commodities. Therefore, the weight per lift varied depending on the type of commodities. As a result, even higher capacity cranes were under-utilized, which resulted in higher loading/unloading time at the berth. Realizing that the volume increase per lift can increase crane productivity, DPT standardized the grab size depending upon the type of commodity with the increase in crane capacity, the crane productivity also improved.

viii) Introduction of floating cranes:

To handle the large (Cape size) vessels, the port has permitted the deployment of eight floating cranes in the port waters. They are deployed in mid steam 14 kms away from cargo jetty. They are used for vessel lighterage.

ix) Introduction of HMCs:

Now, a combination of shore, ship, and HMC cranes can be deployed per berth for speedy discharge and loading. Bunched cranes can operate at three hatches of a vessel in parallel and hence can provide better productivity.

x) Incentive schemes for Dry and liquid cargoes :

To encourage customers who perform above the minimum productivity norms and to attract more such customers, an incentive scheme has been introduced for Dry & liquid cargo vessels with effect from November 1, 2016. The incentive slabs are specified based on the productivity. A discount is given to importers/exporters on berth charges on satisfying a certain level of productivity. This has further improved the productivity. Now importers / exporters always strive to increase the discharge rate of the Dry & liquid cargo to avail of the discount in berthing charges, which results in a reduction in the handling time.

Name of project	Status
Mechanization of handling of fertilizers at Kandla Port	<u>Mechanized bagging and rake loading facility for fertilizer cargo at NG-34.</u> The facility has been put into commercial operation w.e.f. 11.07.2018.
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Development, Operation and Maintenance of Container Terminal at Berth Nos.11 and 12 at Kandla Port on PPP Mode	The project has been fully commissioned w.e.f. 15.02.2018

Deployment of two Mobile Harbour Cranes	Both the HMCs have been commissioned w.e.f. 07.05.2018.
Mechanization of handling of coal, with pollution control measures	The bids, for appointment of a consultant for this project, have been invited. The bid due date is 31.12.2018.

(c) whether the Government has witnessed any major achievements of the Major Ports in terms of capacity augmentation, improved operational efficiency and higher operating surplus due to pro-active policy initiatives taken by the Ministry; and

Ans. Yes

(d) if, yes, the details thereof ?

Ans. Night Navigation has been improved and hence the number of movements carried out during day and night are almost equal. The distinction between Day & night navigation has been removed.

Name of project	Status
Mechanization of handling of fertilizers at Kandla Port <u>Mechanized bagging and rake loading facility for fertilizer cargo at NG-34</u>	The rake turnaround time has been reduced from about 12 hrs. to 6 hrs. per rake
<u>Mechanization of fertilizer handling at Berth No.14</u>	The project is still in the implementation stage.
Development, Operation and Maintenance of Container Terminal at Berth Nos.11 and 12 at Kandla Port on PPP Mode	Handling of container cargo has commenced in DPT.
Deployment of two Mobile Harbour Cranes	ng rate has improved from about 14000 (ship cranes) TPD to 20000 TPD
Mechanization of handling of coal, with pollution control measures	The project is still in the implementation stage.

Improvements in operational efficiency:-

Efficiency parameter	2017-18	2016-17	2015-16
Avg. preberthing detention – port a/c. (– in days.	0.12	0.09	0.15
Avg. Turn round time (port a/c) – in days.	2.07	2.06	2.19
Avg. per berthday output (in MTs)	18531	18464	16655
Cargo volume handled (in MMTs)	110.05	105.44	100.05

Improved Operating Surplus:-

Particulars	(Rs. in Cr.)			
	2014-15	2015-16	2016-17	2017-18
Operating Income	884.69	982.14	1383.15	1475.34
Operating Exp.	620.59	621.58	658.79	677.99
Operating Surplus	264.10	360.56	724.36	797.36

