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Title: Need to review the cargo handling capacity of Rajiv Gandhi Container Terminal of Cochin Port, Kerala.

SHRI CHARLES DIAS (NOMINATED): The Cochin Port, one of the major natural ports in the country is going through a lean period. The International Container Trans-shipment Terminal (ICTT) at Vallarpadam was inaugurated on 11th February 2011 with much enthusiasm and hope for the development of the area. The operation of the Container Terminal was entrusted to M/s. Indian Gateway Terminal Private Ltd., (Dubai Port World) as per agreement dated 31.12.2005. As per this agreement the Rajiv Gandhi Container Terminal (RGCT) of Cochin Port had been taken over by Dubai Port World from 1.4.2005. At the time of handing over the RGCT, the Container handling by this Terminal was 2,03,011 TEUs which was achieved with the old Gantry Cranes and other obsolete equipment. Gradually the volume of container handling increased and in the year 2009-10 it was 2,87,432 TEUs and next year it was 3,12,355 TEUs. But, it was alarming that after the commencement of operation of the ICTT, the Container handling has not increased. As a result, the share of profit to Cochin Port Trust was considerably reduced. Also, the cost for dredging is about Rupees 100 crores yearly which has to be met by Cochin Port. This has practically put the Cochin Port Trust into a financial crisis. It needs urgent and a realistic approach from the Govt. of India to save the Cochin Port Trust.