

**CIVIL ENGINEERING DEPARTMENT**

**SAGARMALA PROGRAMME**

**(As of December 2018)**



**Initiatives of Chennai Port Trust under 'Sagarmala'**

The principal objective of the Sagarmala Programme is to evolve a model of port related development for enabling Ports to contribute to the Country's economic progress by utilizing both the equity based investment and PPP model. The programme aims to transform the existing Ports into world class facilities and to integrate Ports with industrial clusters and the hinterland by developing an efficient multi modal system of transport including road, rail, inland and coastal waterways to drive economic activities in coastal areas. By developing coastal and inland shipping, the cost of transport of cargo and essential commodities will be significantly reduced and the carbon footprint will also be substantially reduced to enable the sustainable development of the Port Sector. Projects have been identified under the National Perspective Plan and Master Plans of the Major Ports. The details of Chennai Port projects under the Sagarmala initiative are furnished below:

**Projects under Sagarmala - National Perspective Plan, Master Plan for Chennai Port (AECOM, March 2017 (Final) & Report on Capacity Enhancement / Shelf of Projects (including Report on National Multi-Modal Transportation Grid) with High Level Cost Estimate for Major Ports;**

**a) Ongoing / Awarded Project**

**1. Construction of Coastal Berth at Chennai Port (Est. Cost: Rs.80 Cr. & Capacity: 1 MTPA; Funding: GBS: Rs.30 Cr. (under Sagarmala); Balance: Internal Resource;**

A 260 m long and about 20m wide Coastal berth with 8m alongside draft is under construction at the Northern Sheltering Arm north of the East Quay. The terminal which can accommodate 2 coastal ships will facilitate growth of coastal cargo and is likely to be completed by February, 2019.



**2. Development of Paved Storage Yards at Chennai Port for handling Export Cargoes (Est Cost: Rs.54 Cr.; Funding: GBS: Rs.27 Cr. (under Sagarmala); Balance: Internal Resource;**

Developing open multipurpose storage yards for clean cargoes at ONB (Old Navy Barracks) yard in about 83,600 Sq.m and transit storage at JD (East) backup area of about 23,600 Sq.m & JD (South) area of about 7,880 Sq.m and other Inner Harbour berths. The work is likely to be completed by January, 2019.



**3. Balance work of Modernization of JD at portions of JD4 & JD6 (Est. Cost: Rs. 7.36 Cr.)**

Completion of Balance work of Modernization of JD at portions of JD4 & JD6 wharf will allow dredging to (-)14 m CD alongside for the entire 655 m length of JD(E) and enable handling of dry bulk vessels of upto 60000 DWT. Expected completion by February, 2019.



**4. Construction of Bunker Berth at Bharathi Dock (Est. Cost: RS. 44 Cr.; Capacity: 1 MTPA; Funding: GBS: Rs.22 Cr. (under Sagarmala); Balance: Internal Resource.**

The proposed 181m long berth will accommodate Bunker Tankers up to 10000 DWT. A two tier pipe line trestle for carrying up to 4 Nos. 300 mm dia. pipelines in each tier will run from the berth to the shore. LoA issued on 31.03.2018. Scheduled completion by September 2019.



**b) Future Projects**

- 1. Development of Dry Dock / Ship Repair Facility at Timber Pond / Boat basin in Chennai Port on Private Sector Participation (Land lease model) for a lease period of 30 years (Est. Cost: Rs. 500 Cr.)**

**Conceptual.**

Indian Coast Guard expressed interest to develop the facility on their own. Draft MoU between ChPT & ICG was sent by ICG to MoD in March 2015 even after giving extension upto 31.3.2019, it was informed by ICG that the Proposal is under active consideration of MoD for finalization of the MoU & remittance of upfront Premium. The extension is without prejudice to the Port's decision to simultaneously explore other developmental options.

As per the instruction of MoS, as an alternative proposal to Timber Pond / Boat Basin area IIT(M) had submitted a proposal for conducting Feasibility study for converting one of the Wet basins (Southern side of JD) into Dry Dock including upgrading the slipway based on the request of ChPT.

Meanwhile IPA has floated RFP for appointing Consultant to explore the opportunity for development of ship repair facilities for DBFOT on PPP (Feasibility Report) in 3 Ports viz., ChPT, JNPT and VoCPT and Transactory Advisory will be for one best Port out of three. The consultant M/s. Royal Haskoning has been appointed by IPA for preparing the same vide IPA's letter dt. 26.12.18.

**2. Conversion of JD East into Multi cargo Berth (Est. Cost: Rs. 110 Cr. & Capacity: 1 MTPA)**

**Conceptual.**

JD East will be developed as a multi cargo berth with alongside depth of (-)14m CD in case the Supreme Court does not allow handling of dusty cargo including coal at Chennai Port Trust.

**3. Development of BD II back- up area for Additional Container Storage or Developing BD II berth and backup space as fully Mechanized Fertilizer terminal (Est. Cost: Rs. 100 Cr. & Capacity: 2 MTPA)**

**Conceptual.**

The proposal will be considered as an alternative, in case Supreme Court does not allow Coal handling at Chennai Port Trust. Meanwhile, feasibility of "Developing a Bulk Cargo terminal at BD-II as a captive facility / other mode" is being examined.

**4. Development of Dry Port cum Multimodal Terminal at Jolarpet (Est. Cost: Rs.200 Cr.)**

Sagarmala Development Company Limited appointed M/s Ernst & Young (EY) for "Preparation of Techno Economic Feasibility Report (TEFR) for setting up of Multimodal Terminal / Dry Port in the hinterland of Chennai Port".

The Consultant M/s. Ernst & Young submitted the draft TEFR. Upon receipt of land availability and lease charges from Southern Railway, the TEFR will be finalised. Awaiting Railway Board's approval.