

CIVIL ENGINEERING DEPARTMENT

SAGARMALA PROGRAMME

(As of May 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, August 2016 (Revised) & Report on Capacity Enhancement / Shelf of Projects (including Report on National Multi-Modal Transportation Grid) with High Level Cost Estimate for Major Ports

a) Recently Completed Projects

- 1. Development of Common Railway Yard inside the Port (Est. Cost: Rs. 19.68 Cr.; Funding: Internal Resource) - Contract Value: Rs. 15.30 Cr.**

The area west of the western yard has been developed through IPRCL into a paved surface of width 30 m and 700m length with an additional rail line for full rake loading. Work completed on 20.02.2018.



c) Ongoing / Awarded Projects

- 1. Construction of Coastal Terminal at Chennai Port Trust (Est. Cost: Rs. 80 Cr. & Capacity: 1 MTPA; Funding: GBS: Rs. 30 Cr. (under Sagarmala); Balance: Internal Resource; [Contract Value: Rs. 73.59 Cr.]**

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 August, 2018.

Piling work in progress



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; [Contract Value: Rs. 37 Cr.]

Developing open multipurpose storage yards for clean cargoes at ONB (Old Navy Barracks) yard in about 86,000 Sq.m and transit storage at JD(East) backup area of about 23,500 Sq.m mainly catering to JD(East) and other Inner Harbour berths. The work is likely to be completed by August, 2018.



3. Strengthening of JD 4 & 6 (Est. Cost: Rs. 7.36 Cr.)

The strengthening of 141m of JD-East wharf will allow dredging alongside to (-)14m CD for the entire 655m length of JD(E) as against the 300m at the Northern end now available and enable handling of dry bulk vessels of up to 60000 DWT. Scheduled date of completion is 17.09.2018.



4. Development of Bunker Berth at Chennai Port (Est. Cost: RS. 44 Cr.; Capacity: 1 MTPA; Funding: GBS: Rs.27 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.

C) 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 but, there is no further progress.

The ICG was given time upto 31.03.2018 for finalization of the MoU & remittance of upfront Premium. Since they did not respond, they were informed on 19.04.2018 that since the Port has already initiated action as per instruction of MoS on alternative proposals in the area, the Port withdraws from the proposed co-operation with ICG for the Dry Dock area at Timber Pond/ Boat Basin. It is proposed to approach the NTCPWC at IIT-Madras for upgrading / refurbishing the existing slipway at Timber Pond and also explore the possibility of developing a Dry Dock at the ramp adjoining the shipway.

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 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.

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

Sagarmala Cell appointed M/s Ernst & Young as consultant in March 2018. DPR is under preparation.