

PORT

The Puducherry Port is situated in the East Coast between two major ports viz., Chennai and Tuticorin. Puducherry Port is at about 150 K.M south of Chennai Port. The Port is vested with good depths (10m depth available at 1.2 K.M and 15m depth at 2.5 K.M from shore). As a part of its ongoing economic development plans, the Port Department had awarded the work of Development of Pondicherry and Karaikal Ports into deep-water ports with direct berthing facilities through private investment on BOT (Build, Operate, Transfer) basis, to two different private developers. Government of Puducherry entered into a Concession Agreement with a private developer namely M/s Marg Constructions Limited, Chennai during January 2006 for the development of a deep water port at Karaikal through private investment on BOT basis for a period of 30 years. The Phase I of the project was completed at an estimated cost of Rs.417 crores. The port is in operation since June 2009 and has been handling various cargoes like coal, cement, sugar, copra, fertilizers, urea, etc. During the financial year 2010-11, One hundred and twenty five ships were called at this port and 4.67 million tons of cargo was handled. Through this port the Port department has received a revenue income of Rs. 4.41 crores during 2010-11. The developer has obtained Environmental clearance for Phase-II of the Karaikal Port Project from the Ministry of Environment & Forest (MoEF), GOI, New Delhi and the construction works related to Phase-II are in progress. A Captive Marine Terminal Facility promoted by M/s Chemplast Sanmar, Chennai is also functioning at Karaikal since September 2007. This facility handles liquid chemicals viz ethylene and caustic soda exclusively for their use. During the year 2010-11, twelve ships were called at this facility and 4,07,768 tons of cargo were handled. Through this facility revenue of Rs. 9.61 lakh was earned by Port department. Regarding the Pondicherry port project, all litigations have come to an end. The environmental impact assessment report prepared by NEERI has been submitted to the Government for approval. The developer would be permitted to commence the construction activities only after obtaining the Environmental clearance from MoEF. The Karaikal Port project has not only started generating revenue to the UT of Puducherry in the form of Concession Fee and Land rentals but has also provided direct and indirect job opportunities to the local people. Apart from the execution of the two above said projects, the department is also carrying out the following works.

- a) Dredging of the New port channel is being carried out to facilitate free movement of fishing as well as cargo vessels. The livelihood of the fishermen community depends on the navigability of the channel of Ariyankuppam River. Since the mouth portion of the Ariyankuppam River is common both to the Commercial Harbour and Fishing Harbour, the issues of the dredging activities are taken care by the Port department from it's own budget
- b) Maintenance of the Lighthouses at Karaikal and Mahe for navigation of vessels at sea.
- c) Carrying out routine Civil and Electrical maintenance in the Old and New port area.
- d) Renting of the Slipway to private firms to carry out ship repair works.

ACHIEVEMENTS DURING 2007-11

- Maintenance dredging in the inner channel and mouth portion of the Ariyankuppam River using Department Dredger was carried out for easy navigability of the Fishing vessels and to safeguard the livelihood of the fishermen community.
- Gauge conversion of the metre gauge railway sidings at the Old Port in to Broad Gauge- Two spur completed out of three.
- Development of Karaikal port through private investment on BOT Basis- Phase-I of the Project completed and Phase-II works commenced.
- Acquisition of lands for the development of Karaikal Ports completed.
- Jungle clearance in Old and New Port carried out.
- Annual Maintenance of Karaikal and Mahe Light Houses and Dredgers.

LIKELY ACHIEVEMENTS DURING 2011-12

- Dry-Dock repair works of the Department Dredger Karaikal
- Development of Puducherry port through private investment on BOT basis'
- Development of Karaikal port through private investment on BOT Basis- Phase-II works.
- Jungle clearance in Old and New Port.

- Annual Maintenance of Karaikal and Mahe Light Houses and Dredgers.
- Civil and Electrical Maintenance works in Old and New Port.
- Rectification of damages caused by Cyclone Storm “THANE”

PROPOSED TARGETS FOR 2012-13

- Maintenance dredging in the sand trap, mouth portion and inner channel of the Ariankuppam River of the New port using Department Dredger.
- Maintenance dredging of the sand trap, mouth portion and inner channel of the Ariankuppam river of the New port with outsourced Dredger.
- Special Maintenance of Booster Pump system
- Dry-Dock repair works of the Dredger “Pondicherry”
- Development of Karaikal Port- Creating New Port establishment at Karaikal
- Annual Maintenance of Karaikal and Mahe Light Houses
- Repairs and maintenance of Winch and Cradle assembly, Slipway facility
- Procurement of HDPE Floaters assemblies and Dredge hoses.
- Repairs and maintenance of 60 Tons Electronic Weigh Bridge.
- Repairs and maintenance of Department Towing Launch.
- Civil Maintenance and repairs of Executive Engineer Office building, Director Office building, stores and conservancy building, Port Staff quarters, construction of vehicle parking shed at Old Port and construction of compound walls at Old and New Port, , Repairs of Transit sheds, laying of internal roads at new port, Repair works of Office building and staff quarters of Karaikal Light House etc.
- Electrical Maintenance works at Old and New Port, Providing of High Mast Lights at New Port area near Breakwater site.
- Maintenance of Port Equipments viz. Dredgers, Sand pump, Tractors, Booster pump etc
- Rectification of damages caused by Cyclone Storm “THANE”
- Development of Puducherry port through private investment on BOT basis’

OUTLAY AT A GLANCE

Sector : PORTS

No. of Scheme : 1

Department : PORT

(₹ in lakh)

Eleventh Five Year Plan 2007-12 Approved Outlay	:	4746.28
Annual Plan 2007-10 Actual Expenditure	:	1124.69
Annual Plan 2010-11 Actual Expenditure	:	399.54
Annual Plan 2011-12 Approved Outlay	:	400.00
Annual Plan 2011-12 Revised Outlay	:	375.00
Twelfth Five Year Plan 2012-17 Tentative Outlay	:	23420.00
Annual Plan 2012-13 Proposed Outlay	:	522.00

(₹ in lakh)

Sl. No.	Name of the Scheme	Annual Plan 2010-11	Annual Plan 2011-12	Twelfth Plan 2012-17 (Tentative Outlay)	Annual Plan 2012-13
		Actual Expdr.	Approved Outlay	Proposed Outlay	Proposed Outlay
(1)	(2)	(3)	(4)	(6)	(7)
1.	Infrastructure maintenance and development of Port and Light Houses	399.54	400.00	23420.00	522.00