

	Brief Project Summary for master plan of Dighi Port Limited (DPL)	
Version: Final Report		Brief Summary

Introduction:

Dighi Port is a unique port in India due to its geographical location separated by a creek. The port is situated along both banks of Rajpuri creek (flows East-West), near its mouth. The south bank of Dighi port is located near village Dighi, Taluka Shrivardhan, District Raigad whereas, north bank of Dighi port lies near village Agardanda, Taluka Murud District Raigad, Maharashtra.

Background:

State Government of Maharashtra has invited bids for development of Dighi port along with other minor ports in the state of Maharashtra. Balaji Infra Projects Limited (BIPL) was selected for development of Dighi port. Subsequently a concession agreement was signed with Maharashtra Maritime Board in March 2002, BIPL formed a SPV "Dighi Port Limited" (DPL) a private limited company for the purpose of development.

DPL had obtained following statutory permissions for development of Dighi port.

1. NOC from Maharashtra Pollution Control Board (MPCB) vide their Consent No. BO/Raigad-65/CE/CC-65 dated 7th April 20005.
2. CRZ recommendation from Maharashtra Coastal Zone Management Authority (MCZMA) vide letter dated 23rd June 2005.
3. Environment Clearance from Ministry of Environment & Forest (MoEF) vide letter dated 30th September 2005.
4. EC Corrigendum on 26th December 2005 for clarification regarding Phase I involving development of 4 new multipurpose berth and strengthening & upgrading of existing (one number) berth.
5. Subsequently EC Corrigendum was issued on 25th June 2012 to treat the EC issued on 30th September 2005 as EC and CRZ clearance and also DPL was permitted to handle LPG as per the corrigendum letter.
6. Further corrigendum to EC & CRZ clearance was issued on 27th January 2022 mentioning the berth dimensions.

Adani Ports and Special Economic Zone Limited (APSEZ) acquired Dighi Port Limited (DPL) under the Insolvency and bankruptcy Code 2016, (IBC). APSEZ has completed the acquisition of DPL on 15th February 2021 in accordance with terms and conditions of the approved resolution plan by National Company Lay Tribunal (NCLT).

Need of The Project:

India has adopted various sectors and new models of development to address basic need of infrastructure in order to match the GDP growth. Sea ports in the country are falling short to meet the growing challenges of Indian Trade, Global economy in terms of productivity, efficiency, state of-art technology and surpass global developments in the Shipping industry.

In order to cope-up with this, Government of India is encouraging infrastructure developments in seaport by setting targets to create a port capacity of around 3200 MT to handle the expected traffic of more than 2500 MT.

This initiative is also helping to achieve sustainable way of meeting energy demands through supply of natural gas and make the economy grow more.

To cater the above-mentioned needs, DPL proposes to develop the master plan thereby increase its cargo handling capacity. The configuration of berths in master plan will be as follows:

Phase wise traffic forecast in MMTPA at Dighi Port

Year	Coal, Iron Ore	Fertilizer & FRM	Break Bulk*	Other Bulk**	Liquid/ Gas	LNG	Container	Total
							(M TEU)	(MMT)
2022-29	7.5	2	4	3	10	5	23.2	54.70
2029-32	9.0	2.4	4.5	3.6	10.5	5	27.8	62.84
2032-37	11.7	3.0	5.0	3.8	12.0	10	36.2	81.69
2037-42	15.2	3.9	6.5	4.9	18.0	10	47.0	105.60
2042-47	16.7	4.3	6.5	4.9	27.9	10	51.8	122.08
2047-52	19	4	7	5.2	32.6	10	62.2	140

* Break Bulk Includes Steel, scrap, project cargo, Ro-Ro, ship repair and building

** Other Bulk includes Cement / clinker, minerals, agri. Commodities, ship repair and ship building

Existing Infrastructure:

According to EC and CRZ Clearance granted earlier, DPL has permission to develop total 5 number of berths i.e. 2 berths including strengthening of existing berth on south (Dighi side) and 3 new berths on North side (Agardanda side) of Rajpuri creek. DPL has permission to handle all kinds of dry cargo, project cargo, container cargo, liquid cargo, including LPG. At present, DPL is operating at south side (Dighi Side) with 2 multipurpose berths. Development of 2 berths at north side (Agardanda side) is in commissioning phase. 1 berth, breakwater on south side and reclamation

behind the third berth on north side is yet to be developed, a separate application for these balance components is filled to MoEF&CC for EC & CRZ clearance.

Proposed Expansion:

Master plan proposed by DPL encompasses construction of 6200 meter quay length for multipurpose berth including 2 SPM, breakwater of 3200 meter on north side and other associated facilities as per the master plan along with back up infrastructure facilities for handling of all types of cargo.

The proposed expansion occurs within the approved port limit of Dighi Port. No additional land will be acquired; Hence R &R is not involved as part of the project.

Cumulative configuration of DPL is given below:

Sr. No.	Component	As per Existing EC Approval*	Proposed expansion	Cumulative after expansion ⁺
a)	Total quay length of multipurpose berth	5 multipurpose berths having total quay length of 1625 meter. 2 berth on south side and 3 berths on north side	North side: 1950 meter multipurpose berth + South side: 4250 meter multipurpose berth	7825 meter (North side: 2925-meter multipurpose berth + South side: 4900 meter multipurpose)
b)	Single Point Mooring (SPM)	-	2 SPM's	2 SPM's
c)	Cargo handling	23.65 Million metric ton per Annum (MMTPA)	116.35 MMTPA	140 MMTPA
d)	Breakwater length	1400 meter on South side	3200 meter on north side and reclamation bund of 7100 meter behind the berths	4600 meter (1400 on south side and 3200 on north side)
e)	Total reclamation	141 Ha	304 Ha (North side: 160 Ha. + South side: 144 Ha.)	445 Ha
f)	Total land acquisition	139.5 Ha	Not proposed	139.5
g)	Total area of the project	280.5 Ha	304 Ha	584.5 Ha
h)	Total capital dredging	-	114 Million m ³	114 Million m ³
i)	Total water requirement	1.4 Million litres per day (MLD)	50 MLD	51.4 MLD
j)	Power requirement	240 MWh/day	700 MWh/day	900 MWh/day
k)	Type of cargo	All kinds of dry cargo (coal, bauxite, Fertilizer and Fertilizer raw material, molasses, cement, clinkers, Iron, Steel, sugar, project cargo, break bulk, container cargo, POL, LPG, all types of	Handling and storage of multipurpose cargo including coal, iron ore, bulk, break bulk, general cargo, project cargo, dry cargo, container, RO-RO, ship building, ship repair, fertilizers and raw materials, automobiles and other non-hazardous cargo. Liquid/ gas/ cryogenics up to -160°C to liquid cargo including class A, B, C, petroleum product, excluded petroleum products, non-classified chemicals and	

Sr. No.	Component	As per Existing EC Approval*	Proposed expansion	Cumulative after expansion+
		chemicals and other miscellaneous cargo	petroleum products, other hazardous, toxic and non-hazardous chemicals, crude etc.	
<p>*A separate ToR application is moved for the balance approved component not constructed as per EC approval obtained in 2005. + Cumulative configuration is the combined configuration of already approved, balance components as per previous EC and proposed components under master plan.</p>				

In addition to above, master plan development includes creation of navigational channel, berthing pockets, breakwaters, dredging and reclamation activities, desalination plants, wastewater treatment plants, electrical sub-station, utility corridor, reclamation to create port back-up area, cutting, filling and levelling of land to make port back-up area, storm water drainage network, firefighting system, road and rail connectivity etc.