



# Investment Opportunities in Karnataka

Virtual Maritime India Summit, 2021

Infrastructure Development,  
Ports & Inland Water Transport Department





**Government of Karnataka  
Infrastructure Development, Ports & Inland Water Transport  
Department**

**INVESTMENT OPPORTUNITIES IN KARNATAKA**

**VIRTUAL MARITIME INDIA SUMMIT- 2021**

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## Shri. B. S. YEDIYURAPPA

Honourable Chief Minister, Government of Karnataka

### MESSAGE

*Virtual Maritime India Summit 2021 has given us a great platform to showcase the maritime investment opportunities in the state of Karnataka.*

*I am pleased to inform that Infrastructure Development, Ports & Inland Water Transport Department is making great efforts to conserve, maintain and develop the Coast-line of Karnataka. The Government along with the Karnataka Maritime Board is committed to develop the maritime infrastructure and Inland water transport in the State.*

*Presently, a greenfield port is being developed on PPP model at Honnavar at the cost of Rs. 600 crores. In addition, more than Rs. 3,000 crores is likely to be invested in greenfield ports at Belekeri and Pavinkurve. Further, two projects worth Rs. 1,278 crores are under development under Sagarmala scheme. The Government has also taken up development of Inland Waterways and Ferry Lines to improve passenger and tourist movement and save travel time.*

*Maritime activities always be given top priority throughout Karnataka. We invite developers and industrialists to collaborate on PPP model with our Government creating world class Maritime Infrastructure in the State.*

*Thank You. Jai Hind Jai Karnataka.*

*B. S. YEDIYURAPPA  
(MARCH 2ND, 2021)*



## Shri. S. ANGARA

Honourable Minister for Fisheries, Ports & Inland Water Transport Department, Government of Karnataka

### MESSAGE

*Coastal Karnataka has ambitiously undertaken constant development to cater to today's rapid modernisation. Over the years, Karnataka's 320 km long coastline which boasts of 12 minor ports and 1 major port has been a magnet for maritime activities. Bodies such as the Infrastructure Development, Ports & Inland Water Transport Department and the Karnataka Maritime Board are working tirelessly to add on to the State's present coastal offerings. With numerous projects already underway, the State is constantly looking for additional, advantageous, and eco-friendly projects to add to the pipeline in order to further augment the socio-economic scenario of the region.*

*The unwavering focus on holistic development has ensured that coastal Karnataka grows simultaneously across multiple facets such as transport, eco-tourism, and economic activity. The aim of these projects has always been to unlock the economic potential that ports provide and produce sustainable employment and income to the local population. This in turn invariably leads to a prosperous environment with employment, resources, and mobility working in tandem.*

*The future definitely looks bright and the development of Karnataka into a coastal Utopia is in full swing. We would like to take this opportunity to invite private participation to work together and fulfil our mission of making Karnataka a Global Maritime hub.*

S. ANGARA  
(MARCH 2ND, 2021)



**Shri. Kapil Mohan, IAS**

Additional Chief Secretary to Government of Karnataka,  
Infrastructure Development, Ports & Inland Water Transport Department

KAPIL MOHAN  
(MARCH 2ND, 2021)

**FOREWORD**

*“The Karnataka Maritime Board is working hard to transform Karnataka into a Global Maritime hub. I firmly believe that, the Maritime activity in the State will be one of the biggest drivers of growth, employment and revenue generation.*

*The planned infrastructure development is expected to bring in approximately Rs. 15,000 crores of economic value addition.*

*Karnataka’s progressive policies, incentives and friendly industrial relations enhance the ease of doing business. There exist a multitude of opportunities in the maritime, fisheries and tourism sector.*

*I believe that the private sector will play a pivotal role in maritime related projects and in making Karnataka a global maritime hub.”*

## Introduction

Sea ports are important gateways for trading of commodities between regions. The ports form a major infrastructure in the logistic chain of activities in economic transport of goods. It is a known fact that there is a big gap between the current capacity of ports in India and the huge demand for port services.

In India, marine transport has the highest modal share of export-import cargo. Sea routes provide an efficient and cost-effective mode of transporting large quantities of goods. As per Ministry of Shipping estimates, traffic at sea ports is likely to grow exponentially in the coming years.

With the growing cargo traffic across the Indian coastline, it is essential to develop high-quality

Port infrastructure with commodity focus. As on 31.03.2020, the major ports in India has a total of 249 berths, 9 single buoy moorings and two barge jetties to handle cargo traffic. Including the non-major ports would account for more than 300 berths. However, it must be noted that Indian ports largely continue to remain dominated by multipurpose berth (approximately 60%), which evidently is falling short of specialized commodity focused requirements.

The Karnataka Maritime Board (KMB), under Infrastructure Ports & IWT Department, is responsible for infra development related to ports and waterways in the state of Karnataka. The objective of the KMB to facilitate seamless Supply-Chain logistics for Cargo movement responsibly across/within Indian states and to international transshipment hubs as well.





## Port Scenario: Karnataka at a Glance



Karnataka exports a wide variety of goods such as agricultural and industrial covering silk, sandalwood oil, handicrafts, readymade garments, coffee, iron ore, sophisticated machine tools, electronic products, computer hardware and software, inter alias. In the last two decades the State has emerged as a major player in the export of engineering goods, readymade garments, leather goods, chemicals, minerals and ores.

Karnataka has a maritime coastline of about 155 nautical miles (~320 kilometres) and has only one Major port at Mangalore i.e., New Mangalore Port Trust, and Twelve minor ports between Karwar in the North and Mangalore in the south. Developed industrial hinterland Karnataka has well developed industrial hinterland including ~40 MTPA of cement capacity, ~25 MTPA

## Karnataka: Strengths

### 1. Developed industrial hinterland

Karnataka has well developed industrial hinterland including ~40 MTPA of cement capacity, ~25 MTPA of iron & steel capacity, ~10 GW of installed thermal power plant

### 2. Serene & Picturesque

State has long coastline with serene beaches, picturesque landscape and tourist spots such as Karwar, Kundapura, Gokarna, Udupi, etc.

### 3. Waterways

State has several waterways including Kali, Gurupura, Netravathi, Suvarna and Almatti which can be considered for tourism development.

## Where does Karnataka stand with respect to the other States?

### 1. Sustainable Development Index, India (2019)

	India	Karnataka
Score	60	66
Ranking	-	6

### 2. Decent Work & Economic Growth (2019)

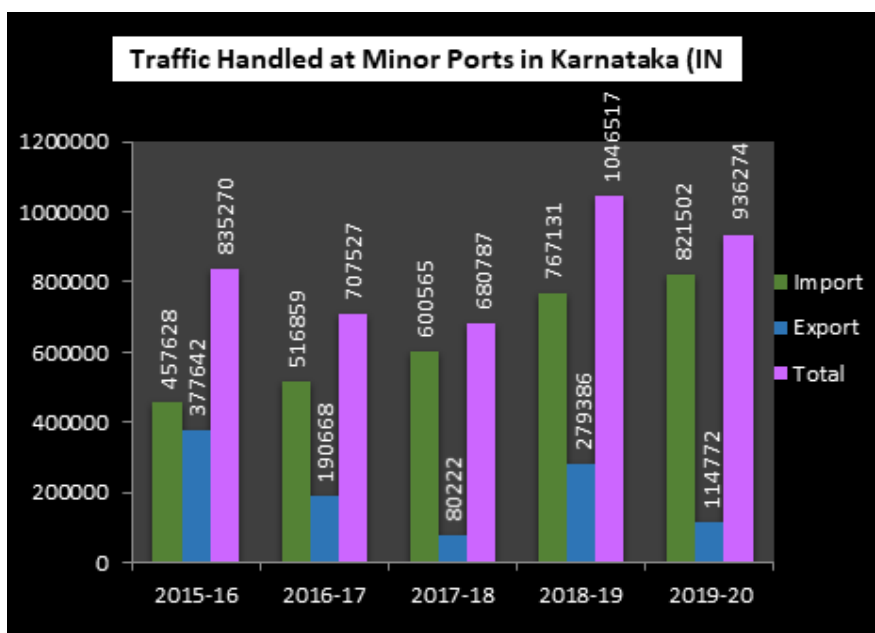
	India	Karnataka
Score	64	78
Ranking	-	2

### 3. Sustainable Consumption & Production (2019)

	India	Karnataka
Score	55	72
Ranking	-	4

### 4. Ease of Doing Business Ranking (2019): 17th (Out of 36 States/UTs)

1	Karwar
2	Belekeri
3	Tadri
4	Honnavar
5	Manki
6	Pavinkurve
7	Bhatkal
8	Kundapur
9	Hangarkatta
10	Malpe
11	Padubidri
12	Old Mangalore



## Karwar Port

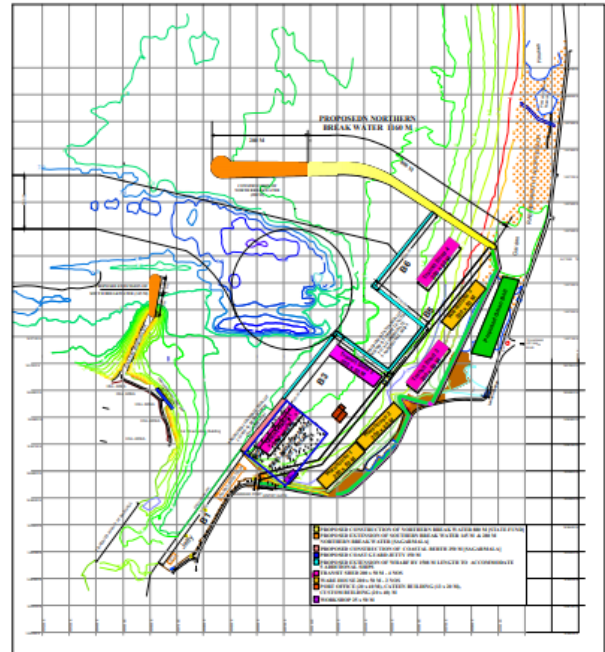
Karwar port is located at the northern extremity of the state in Latitude 14° 48' N and Longitude 74° 7' E. The Port is located between the two major ports of Mormugao [92 km North] and New Mangalore [218 km South].

Karwar is an I.S.P.S compliant all-weather port in Karnataka. The Karwar Port acclaimed as one of the best natural all-weather port on the west coast. Given that there is only one major port at Mormugao between the major ports at Mumbai and Mangalore, Karwar which is located midway between the ports at Mumbai and Mangalore caters to the trading needs of northern Karnataka including Andhra Pradesh & Maharashtra. The port is located beside the National Highway that connects Mumbai and Kochi which is one of the busiest corridors in the country. Also, Karwar is only 8 km away from the Konkan Railway network.

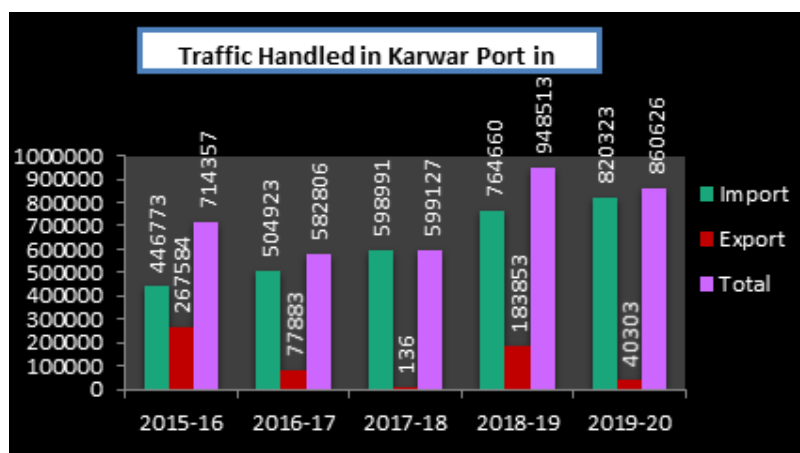
Karwar caters to the requirements of 2 lakh sq. km of Hinterland of Northern / Central Karnataka, comprising the Districts of Belagum, Dharwad, Gadag, Bijpur, Bagalkot, Raichur, Bellary, Hospet, Chitradurga, Shimoga etc., and few districts of South Maharashtra, West of Andra Pradesh and Southern Goa.

Given the strategic location of the Karwar Port, it has a lot of untapped potential and is currently underutilised. To unlock the port's potential, the Government of Karnataka has undertaken the 2nd Stage development of the port under Sagarmala with state-share. The components include exten-

sion of 1,508 meters jetty, construction of new Breakwaters of 1,300 meters, increasing the depth to -14 meters and other matching infrastructure at an estimated cost of 1,200 crores.



Minor ports in Karnataka have seen continuous growth in traffic, especially through export-import (Exim) transactions over the past 4 years. A majority of these transactions have been carried out through Karwar Port. The principal commodities transacted through Karwar Port are provided as below.





The Karnataka State Government has developed Karwar Port under State Sector and created infrastructural assets worth approximately Rs. 150 Crores. Karwar Port has been declared as a con-

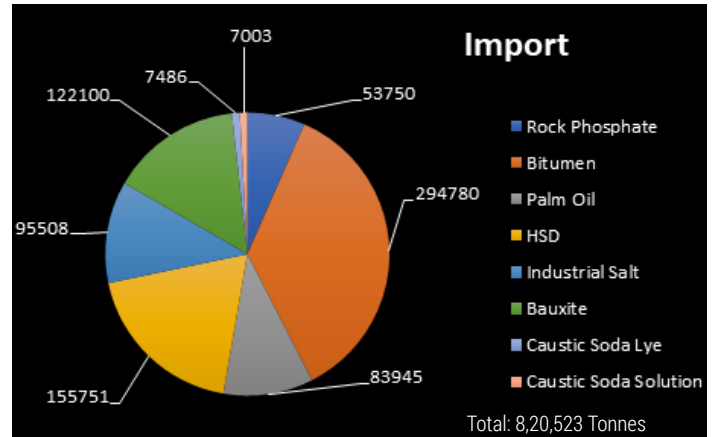
### Major Commodities in Transaction at Karwar Port

Exports	Imports
<ul style="list-style-type: none"> <li>Sugar, Alumina, Food grains, Maize, Granite, Horticulture and Agriculture products.</li> <li>Liquid cargoes like Molasses, phosphoric acid, marine products.</li> </ul>	<ul style="list-style-type: none"> <li>Cement, Sugar, Food Grains, Fertilizers, Industrial salt, Rock Phosphate, Raw Sugar, Caustic Soda Solution.</li> <li>Liquid cargoes like H.S.D, Furnace Oil, Kerosene, Palm Oil, Molasses and other Chemicals.</li> </ul>

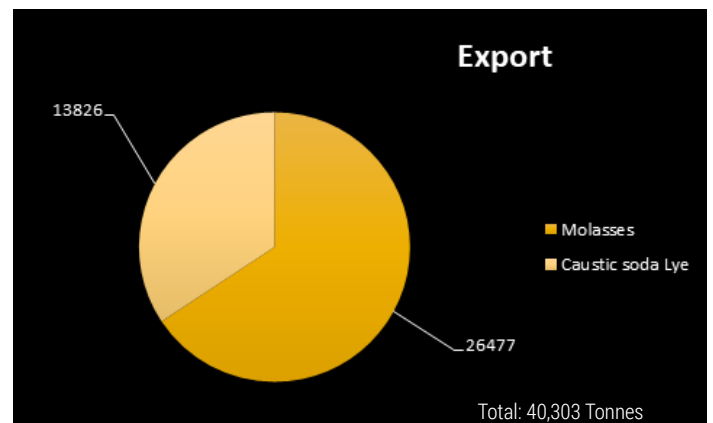
tainer freight station. Basic infrastructure for container handling is under construction. Private entrepreneurs have already constructed 35 Nos. Liquid Cargo Storage Tank Terminals. Storing capacity of 1.5 Lakhs cubic metres. The port is permitted to handle class "C" & "B" petroleum products. The



### Commodity Wise Details of Import Cargo Handled at Karwar Port (In Metric Tonnes)



### Commodity Wise Details of Export Cargo Handled at Karwar Port (In Metric Tonnes)



### Existing Infrastructural Facilities at Karwar Port:

key infrastructural components that are available at Karwar Port and had been developed under 1st Stage development are

1. 515 meters Wharf accommodating two ships with other matching facilities.
2. 205 meters lighterage wharf of 3.5 Meters draft.
3. 250 meters. long breakwater.
4. Departmental transit sheds – 4 Nos.
5. 30 Tonnes capacity Mechanical weigh bridge.
6. Bunkering facilities by IOC.
7. Diesel Generator 63 KVA.
8. Land Area available approximately 200 acres.
9. Sufficient cargo handling equipment like Gantry crane, escort crane, pay loader, shovels, JCB, forklifts etc., are available with private entrepreneurs.
10. 45 liquid cargo storage Tank Terminals of 2 lakhs cubic meter installed storing capacity



were constructed by private entrepreneurs.

11. Signal Station, Flag – mast and transit marks <Tidal observatory watch tower as per ISPS requirement.
12. Traffic control Tower and communication tower with Automatic identification of Ship (AIS) with Rader and digital – VHF.
13. OIL SPILL RESPONSE EQUIPMENTS IMO LEVEL-1
14. Tugs for berthing and un-berthing operations chartered by private parties.

### 2nd Stage Karwar Port Development: Salient Features

1. Capacity: 5 Million Tons per Annum
2. Estimated Cost: Rs. 1,178 Cr
3. New Breakwater: 1305 meters
4. Increasing available depth: (-)14 meters

## Belekeri Port



Belekeri Port is the fair Season lighterage Port located at distance of 30 km South of Karwar Port in Ankola Taluka of Uttara Kannada District. Belekeri Port is an ideal Port for Export of Iron Ore and Manganese Ore & Other Bulk Cargos. The private entrepreneurs have already created loading chutes and other infrastructure facilities for handling Bulk Cargo at anchorage. Belekeri Port has a vast stacking area, approximately 100 Acres. The Port is connected by road through N.H.-66 & N.H.- 63 and Konkan Railway. It is expected that Belekeri port to be developed in a most comprehensive manner in the days to come to enable it to handle increased volume of bulk cargoes.

The Techno-Economic Feasibility Report (TEFR)

for the development of Belekeri port at Keni has already been completed and further steps for inviting Request for Proposals (RFP) & Concession Documents are underway. The government is looking to develop a Greenfield port at this location under PPP-Model.

Belekeri Port is strategically located for handling of Mineral products, agricultural products, horticultural products, Marine Products. Karnataka has a vast wealth of minerals such as of iron ore, manganese ore, limestone, bauxite, and granite. Belekeri will be instrumental in transporting the goods from these areas.

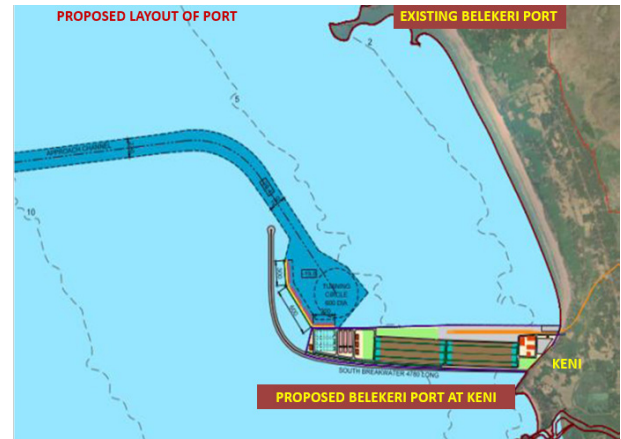
## Belekeri Port: Existing Facilities

1. 4 Nos. of barge loading chutes of 3 Meters draft.
2. Dry stone masonry wharf of 250 Mts. Length.
3. Transit shed with floor area of 146.08 Sq. Meters.
4. Electrification of wharf area loading chutes.
5. Aga light sun valve in Kukeral island

## Belekeri Port at Keni Development: Salient Features

1. Phase-I capacity of 18 MTPA and Phase-II capacity of 37 MTPA (2036)
2. Estimated Cost – Rs. 2,783 Crores at initial stage
3. Projected Rail/Road connectivity – Rs. 225 Cr.
4. Projected Cargo:
  - a) Thermal Coal – 3 MTPA
  - b) Iron Ore – 12 to 17 MTPA
  - c) Coking Coal – 12 to 17 MTPA
  - d) Container Traffic – 30 MTPA

5. Proposed South Breakwater – 4,780 metre. Length with 2 coal berths and 1 multipurpose berth
6. Projected Capital dredging of 16.4 MCUM. Reclamation of 8.60 MCUM and creation of Stacking area for bulk cargo.
7. Bulk import system for material handling is proposed with 4 ships unloaders of capacity 2200 TPH, 1 conveyor stream of capacity 4400 TPH, 4-stacker cum reclaimers units and 1 in motion wagon loader.
- 8.



## Tadri Port

Tadri Port is located in latitude 14°13.50' North and Longitude 74° 21.50' East at the mouth of Aghanashini river in Uttara Kannada District.

The backwaters of the river Aghanashini has a vast waterfront at this port and there is good scope to develop this port with modern infrastructural facilities. Konkan Railway line and N.H-66 are passing very close to the port area. N.H-63 and the proposed Hubli-Ankola Railway line and Honnavar-Tumkur N.H-206 are added infrastructural facilities for all-round development of Tadri port.

The port has countless tourist hotspots in close proximity (Such as Gokarna). Hence, the Government envisages to develop it as an eco-tourism hub. KSIIDC has taken steps to prepare the DPR in this regard.

## Tadri Port: Existing Facilities

1. R.C.C. Jetty
2. Transit shed
3. Light House structure.

## Pavinkurve Port

The Government of Karnataka in their Notification No: PWD 107 PSP 2013 Dated: 09.12.2013 has declared the Port Limits of PAVINKURVE Port in Honnavar Taluk for the development of Captive Port. In terms of traffic, this port will be highly dependent on its hinterland comprising Uttara Kannada, Shivamogga, Belagavi, Haveri, Koppal, Bagalkote, Davangere & Bellary and also South Maharashtra & Border

of Andhra Pradesh. Pavinkurve is close to NH-66 & Konkan Railway. The main cargo to be handled in this port includes Iron Ore, Manganese Ore, Granite, Coal POL Products, Lime Stones, & Agricultural Products / Marine Products etc.

Looking at the need of the Port based industry, a private sector industry had displayed interest in setting

up a Captive Port near Pavinkurve Village of Honnavar Taluk. The land used for the project comprises of the Basavarajdurga island & Sea shore of Pavinkurve village and the reclamation area. There is a proposal to build this port with the capacity of handling 5 MTPA cargo with the investment of Rs.800 crores.



A Detailed Project Report (DPR) has been prepared for further development at the Pavinkurve port. It has been envisaged to develop the port under 'Swiss Challenge' model. The bidding process will be initiated in the near future to transform the port into one that is state-of-the-art. Pavinkurve Port is strategically located for handling of Mineral products, agricultural products, horticultural products, Marine Products. Karnataka has a vast wealth of minerals such as of iron ore, manganese ore, limestone, bauxite, and granite. Pavinkurve will be instrumental in transporting the goods from these areas.

## Pavinkurve Port Development: Salient Features

Proposed to develop on PPP mode under Swiss Challenge guidelines.

1. Capacity of 5 MTPA in phase-1 and 14 MTPA in phase-2
2. Estimated cost: Rs. 1,767 Crores
3. Cargoes projected
  - a) iron ore-10 MTPA
  - b) Limestone and dolomite – 5 MTPA
  - c) Coking coal& thermal coal – 2 MTPA
  - d) Finished steel products – 0.50 MTPA
4. Area requirement – 264 Acres
5. Reclamation is proposed for creation of 80 hectares of land at +5 MCD.
6. A small breakwater of 300 Meters. length in the South-North direction from Basavarajdurg Island.
7. Construction of 1000 Meter. long wharf
8. Land and site for jetty will be leased out to the developer on concession basis for period of 30 years
9. Ship Size – 1,80,000 DWT



## Manki Port

This is a newly declared port located at south of Honnavar Port in Honnavar Taluka, the port limits of the Manki Port have been declared vide Govt. Notification No: - PWD 86 PSP 2010. Dt: 18.11.2011.

The Port Infrastructure is yet to be created. The Government is seeking to develop the port under a PPP-model

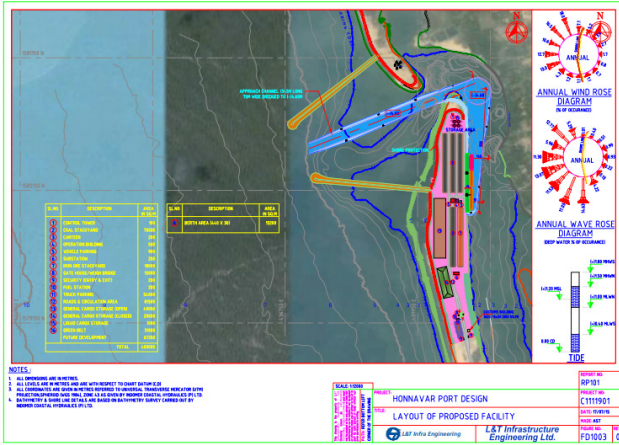
## Honnavar Port

The port of Honnavar is located in Latitude 14° 16.30' North and longitude 74° 7.10 East at the mouth of Sharavati river in Uttara Kannada District. The port of Honnavar is surrounded by hills, Forest and the Sharavathi river. The environment position of the port is quite good and there is no environ-

mental threat.

The development at this port are already underway under the Honnavar Port Pvt. Ltd. (HPPL). Aspects such as the construction of the jetty, approach road and others are proceeding at a good pace.





### Honnavar Port: Existing Facilities

1. First stage lighterage wharf of 400' long with a stacking area of 69,000 Sq. Ft.
2. Second stage lighterage wharf of 564' long with about 3,00,000 Sq. Ft of stacking area.
3. Transit shed for the storage of cargo imported or exported cargo.

M/s. Honnavar Port Pvt., Ltd. has signed the agreement with the Karnataka State Government for comprehensive development of the Honnavar Port. The required port land has been already sanctioned. Preliminary works are in progress. It is expected that in the days to come the Honnavar Port will become a vital minor port of the state

### Honnavar Port Development: Salient features

1. Construction of northern breakwater 820M long.
2. Construction of southern breakwater 865M long.
3. Construction of Berth size 440mtrs x 30m with 2 no's approach trestles in stage 1.
4. Dredging of navigation channel up to -15mtrs.
5. Channel Width 150 metres.
6. Outer channel length 2280mtrs.
7. Inner channel length 1395mtrs.
8. Turning circle radius of 350mtrs in phase-1 and will be expandable up to 600mtrs for larger vessels in Phase 2
9. Vessel capacity – 40,000 to 60,000 DWT in phase - 1.
10. Vessel capacity – 1, up to 1,20,000 DWT in phase - 2.



### Bhatkal Port

Bhatkal Port is located in Latitude 13° 58' North and Longitude 74° 32' East at the mouth of Sharavathi river in Uttara Kannada District. The climate of this port is typically tropical characterized by high temperature and humidity. Bhatkal port is surrounded by river and hills and there is no environment threat to this port. Presently, fishing vessels are utilizing the facilities of this port

### Bhatkal Port: Existing Facilities

1. Lighterage wharf 186 M length with a stacking area of 15,888 Sq.mts.
2. Transit shed for the storage of cargo.
3. Import/Export cargo shed 20 Meters in length and 7.50 M in breadth

### Kundapur Port

The port of Kundapur (Gangolli) is located in latitude 13° 38' North and Longitude 74° 40.50' East at the confluence of 5 rivers forming the Gangolli (Pancha Gangavali) river in Udupi District. The weather was generally fair throughout the year except during the South West Monsoon. Many islands are situated near this port and offer a huge opportunity for tourism development projects.

### Kundapur Port: Existing Facilities

1. Storm groyne near port office Gangolli 159; length.
2. R.C.C. wharf measuring 700' x 124'.
3. Stacking platform cum jetty of Kundapur side measuring 181' x 136'.
4. Transit shed and Labour amenities building.



## Hangarkatta Port

Hangarkatta port is located in latitude 13° 27' North and 74° 42' East at the mouth of Sitanadi river in Udupi District. The climate of this port is typically tropical characterised by high temperature and humidity.

Additionally, the DPR for a 15 km long proposed Class III waterway situated on the Suvarna River has been approved. The total funding for this particular project is INR 23.7 cr from the Government, with the operator Capex being INR 10.3 cr.

### Hangarkatta Port: Existing Facilities

1. Wharf in front of Port Office.
2. Wooden jetties 2 Nos.
3. Flag mast 1 No.

M/S Waterways Shipyard Pvt. Ltd. has developed most modern Ship building yard at Hangarkatta Port. And Ship building and Ship repair activities are in full swing and it is expected to expand ship building activities in the days to come

## Malpe Port

The port of Malpe is located in latitude 13° 21' North and longitude 74° 42.5' East at the mouth of Malpe river in Udupi District.

Malpe is a major fishing harbour which has been provided with the breakwater for guiding the river flow and is working as an efficient harbour. 1st stage Development of Malpe Port at an estimated cost Rs. 165.00 lakhs is under progress.

It is amongst the largest fishing harbours in Asia, and a matter of great pride to the state of Karnataka. The islands in the region remain untapped and provide a massive opportunity to investors interested in tourism projects.

### Malpe Port: Existing Facilities

1. RCC Wharf 84 MTR
2. Passenger jetty.
3. Passenger shed (104' x 23'.8") 1 No.
4. Cargo shed (53' x 23') 1 No.
5. Flag mast.
6. Transit light wooden mast.
7. Light House. (Handed over to Central Government)

M/s. Tebma Shipyard Limited has developed most modern ship building and ship repair yard at Malpe and they have already commenced ship building activities. Besides providing better employment opportunities to the people of the region, the port also helps to earn huge revenue to the state ex-chequer.

## Padubidri Port

Padubidri is a new port in Udupi District, the limits of which have been declared in exercise of the powers conferred by section -5 of the Indian Ports Act 1908. In Government Notification No. PWD 117

PSP 98 dated: - 12.10.1998 w.e.f. 1-11-1998, the limits of the said port have been declared. No port infrastructures exist in the port.



## Old Mangalore Port

Old Mangalore Port is situated on the banks of Gurupur river near the confluence of Netravathi and Gurupur rivers with Arabian Sea approximately at a distance of 10 Kms, south of the New Mangalore Port. This Port has been deepened by dredging to a depth of 4 Mtr to handle vessels alongside the Wharf. A 300 Mtrs wharf is available at the South of this port. A signal station is already in operation. The cargo handled through Old Mangalore Port during the year 2019-20 is 74,390 metric tonnes.

Old Mangalore Port has got a vast & rich hinterland. Mangalore city is linked with N.H-66, NH-48 and N.H-213. Konkan Railway and Southern Railway both pass close to the Port. The Port mainly caters to the requirements of the Lakshadweep Islands. The administration of the Lakshadweep Island largely depends upon the Old Mangalore port for the transportation of construction materials, provisions and all day-to-day requirements. The Passenger ships ply regularly between Mangalore Old Port to Lakshadweep islands.

As it is such a crucial port, the department has planned various projects for it. Under the Sagarmala project, a coastal berth is being constructed at this port and increasing the depth of the port up to 7 meters will begin following the monsoon season.

The Government of Karnataka has begun development of multiple projects at this port under Gol's Sagarmala Scheme. The construction work of 350-meter-long coastal cargo berth at the port has already started. The deepening of the available depth to (-)7 meters will commence after the mon-

soon of 2021. With this infrastructure augmentations, port traffic will certainly increase as well.

Furthermore, DPR for the development a 15 km long proposed Class III waterway is situated on the Suvarna River has been approved. The total funding for this particular project is INR 23.7 cr, with the operator Capex being INR 10.3 cr.

1. South –Wharf of 320 Meters land

### Old Mangalore Port: Existing Facilities

2. Salt & Central Wharf – 150 Meters land
3. North – Wharf of 500 meters length (Dry masonry wall)
4. Dry Dock facilities for the Mechanised sailing vessels and other vessels up to 30 meters length
5. Crain of 10 Tonne Capacity.
6. Fresh water supply facilities
7. Lighthouse and Signal Station.
8. Transit shed of 500 M.T. Capacity.

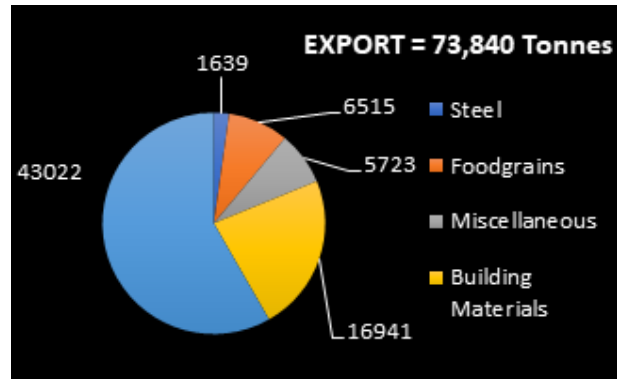
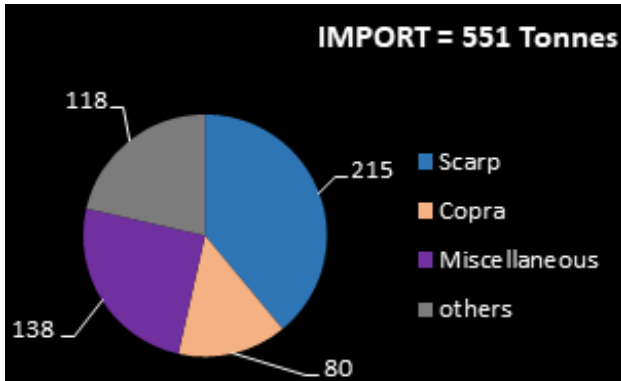
M/s. Bharati Shipyard limited, one of the premier ship building entrepreneurs in India, has developed a modern multi-purpose ship building yard at Old Mangalore Port and it is in operation since several years and in optimal utilization of the port infrastructures.

At the Old Mangalore Port one of TATA 320 Cranes is Available for Cargo handling, and Private Operators using their own / Hired equipment for cargo handling presently under repair.

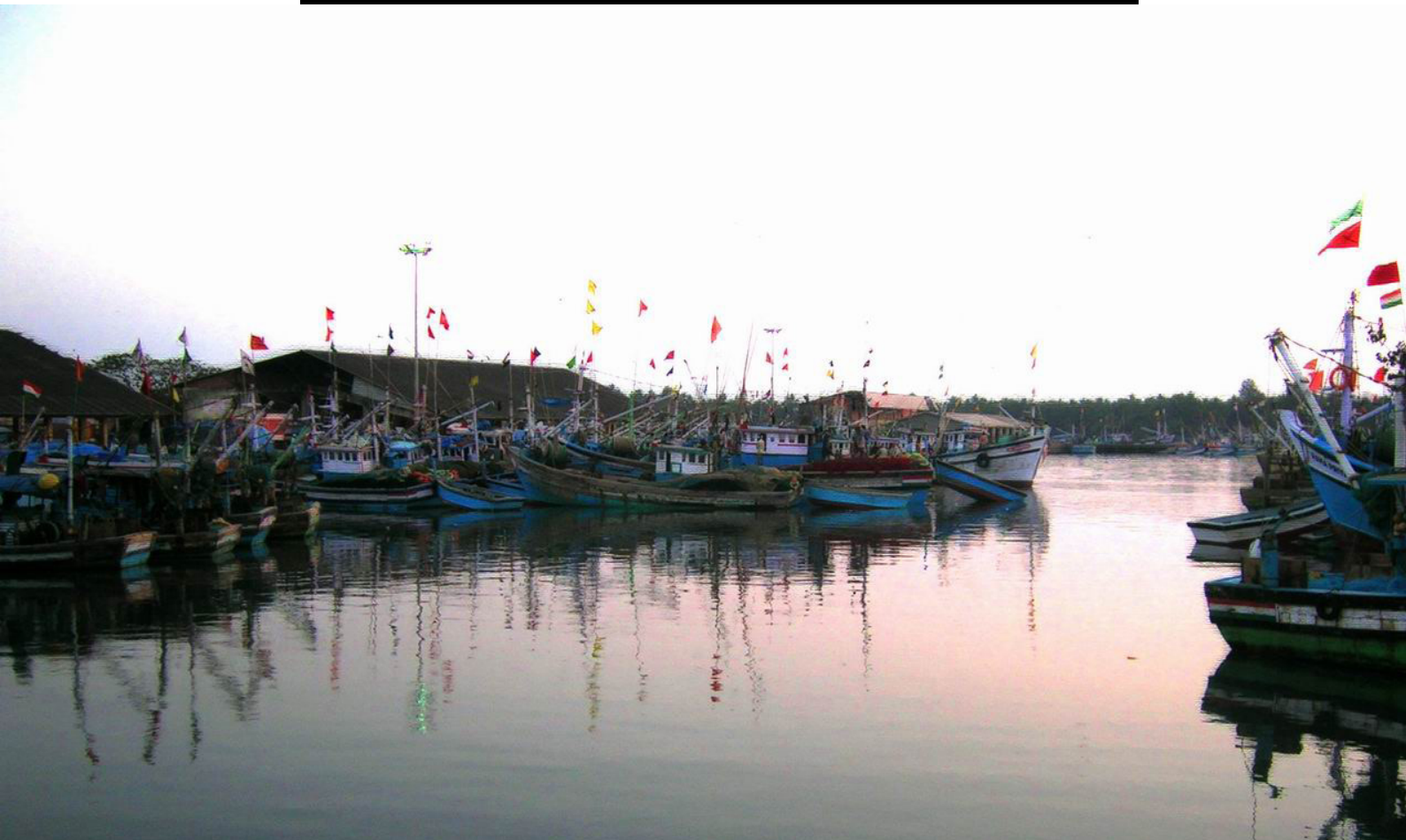
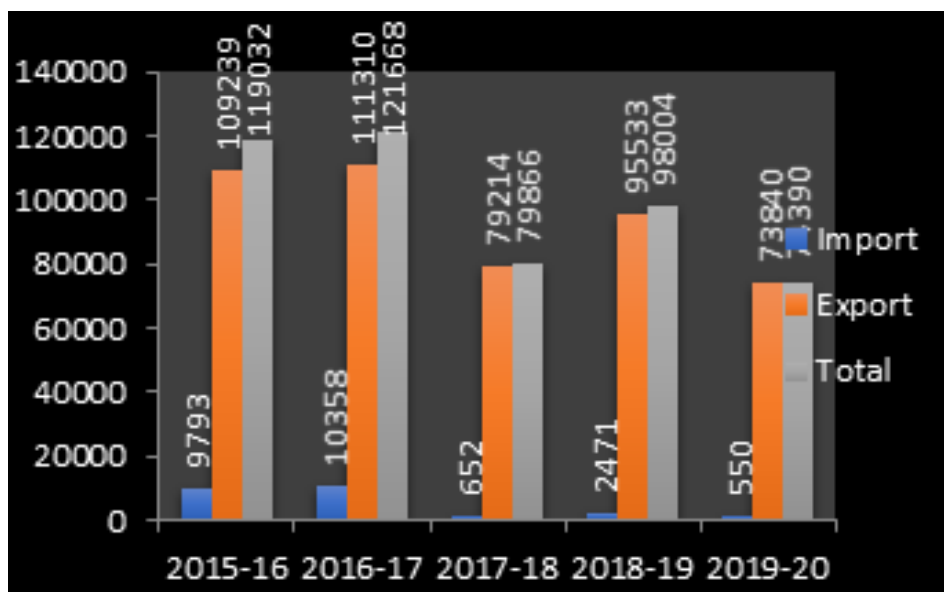




### Commodity-wise Import and Export at Old Mangalore Port



### Traffic Handled at Mangalore Port (In Metric Tonnes)



## Waterways and Ferry Line Development

The Department of Ports & Inland Waterways Transport, Government of Karnataka, is seeking to develop 4 inland waterways to cater to Passenger and Tourism Traffic.

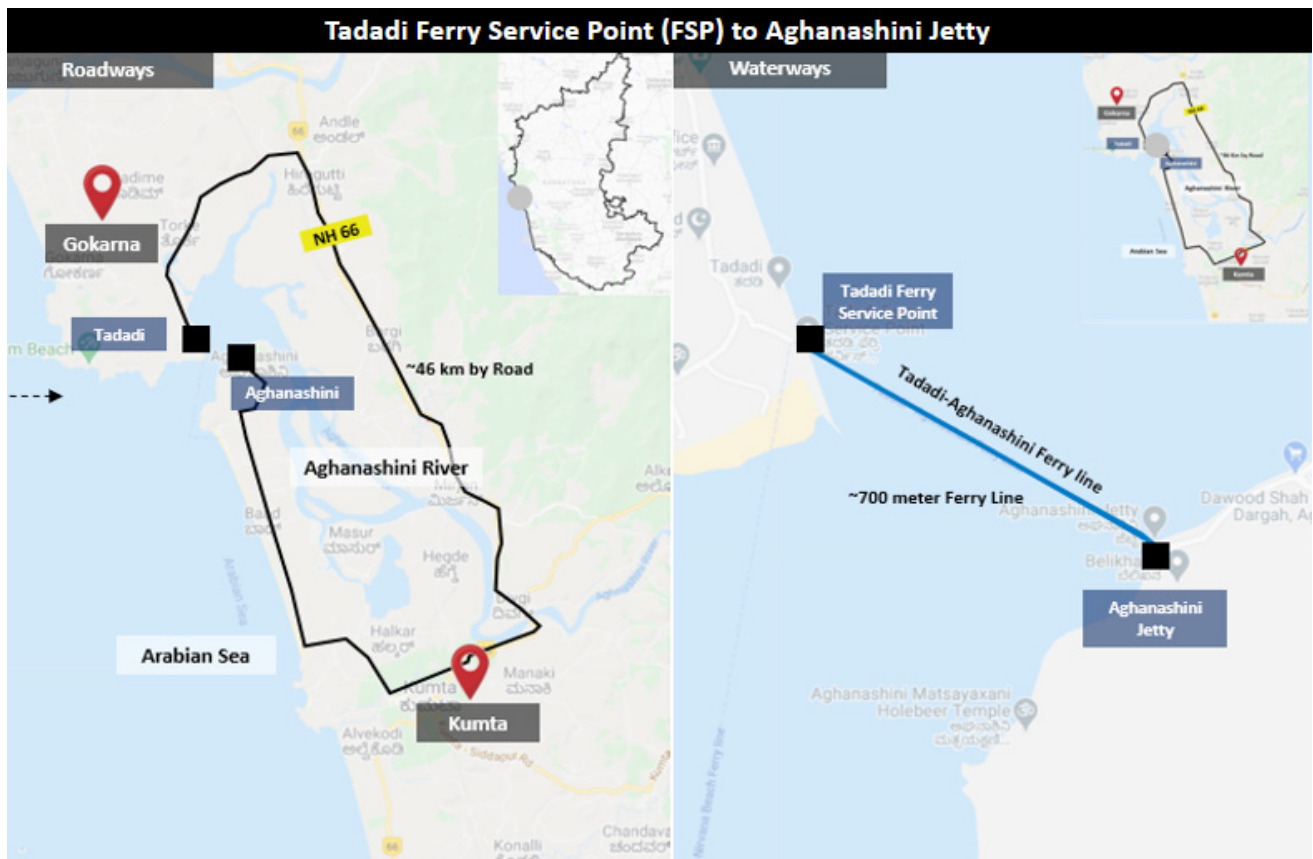
These include scenic stretches between

1. Almatti Dam and Bagalkot on the Krishna River,
2. the Hangarkatte Area on the Suvarna River,
3. a stretch on Kali River,
4. and stretches on the Gurupura and Netravati Rivers.

These projects, cumulatively stretching over 70 kilometres, involve funding worth almost 70 crore rupees. The combined projected tourist and passenger traffic across these 4 stretches is 93 Lakhs annually by 2030.

The department is also redeveloping the Tada-

di-Aghanashini ferry line which reduced the 46 kms (70 minutes) to 0.8 km (20 minutes).



### 1. Almatti to Bagalkot Waterway

The proposed Class III Waterway is situated on the Krishna River. It stretches about 25 Km and requires a total funding of INR 13.5 Cr from the Government. The Capex for the Operator is INR 10.3 Cr.

The Proposed developments on this particular waterway include:

1. 2 Terminals (At Almatti Dam and at Bagalkot)
2. 3 types of Vessels (Catamarans, Ro-Ro boats, Passenger boats)



## 2. Hangarkatte to Manipal Waterway

The 15 km long proposed Class III waterway is situated on the Suvarna River. The total funding for this particular project is INR 23.7 cr from the Government, with the operator Capex being INR 10.3 cr.

The Proposed developments on this particular waterway include:

1. 2 Terminals (At Manipal End Point and at Hangarkatta Port)
2. 3 types of Vessels (Catamarans, Ro-Ro boats, Passenger boats)

## 3. Kulur Bridge to Bengre (NW – 41)

The proposed Class III Waterway is located on the Gurupur River. It stretches 10 Km and requires a total funding of INR 12.5 Cr from the Government. The Capex for the Operator is INR 7.6 cr.

The Proposed developments on this particular waterway include:

1. 2 Terminals (At Kullur Bridge and at Bengre)
2. 3 types of Vessels (Catamarans, Ro-Ro boats, Passenger boats)

## 4. Katni to Sadashivgad Bridge (NW – 52)

The 10 km long proposed Class III waterway is situated on a stretch of the river Kali. The total funding for this particular project is INR 10.2 cr from the Government, with an Operator Capex of INR 6.3 cr. The Proposed developments on this particular waterway include:

1. 2 Terminals (At Manipal End Point and at Hangarkatta Port)
2. 3 types of Vessels (Catamarans, Ro-Ro boats, Passenger boats)

## 5. Tadadi to Aghanashini Ferry Line

The Tadadi-Aghanashini Ferry line is also set to be redeveloped and upgraded. This Ferry Line will reduce the 46-kilometre road journey between Tadadi and Aghanashini that takes 70 minutes to just 0.8 km over water (20 minutes).

The proposed Government funding for this project is INR 9.7 cr with the Operator Capex being INR 6.7 cr. In addition to the upgradation of the existing jetty, two other Ferry Lines have been proposed at these locations to link the terminals with tourist hotspots.

The Proposed developments on this particular waterway include:

1. 2 Terminals (At Tadadi Ferry Service Point and at Aghanashini Jetty)
2. 5 types of Vessels (Catamarans, Ro-Ro boats, Passenger boats, Inflatable boats, Peddle Boats)

### DEPARTMENTALLY MANAGED FERRIES

S.No	Ferry	Number
1.	LCT	8
2.	Mini LCT	12
3.	Fibre Glass Mechanised Boat	12
4.	Mechanised Steel Boat	5
5.	Wooden Dumb Boat	4
6.	Fibre Glass Dumb Boat	2
7.	Mechanised Wooden Boat	4
	Total	47



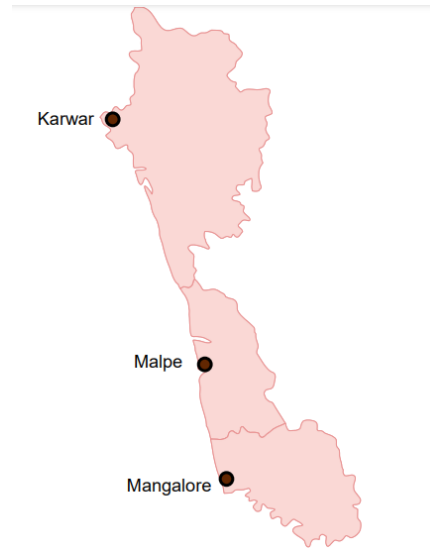
## Tourism Prospects

The ports and waterways also have immense potential to act as tourism magnets in the state. The following are a few of the major plans in the works to capitalise on this opportunity:

Sea-facing luxury tented accommodation facility for tourists can be created on marinas and on port land where cargo movement is limited.

### Marina at Old Mangalore, Malpe & Karwar

As a long term plan, marinas can be developed at the ports of Mangalore and Karwar with integrated tourist facilities.



Project concepts based on topography	<ul style="list-style-type: none"> <li>• Harbors at or near the Karwar and Old Mangalore port</li> </ul>
Complementarity with existing tourist spots	<ul style="list-style-type: none"> <li>• Karwar and Mangalore are focus tourism destinations with premium tourist footfall</li> <li>• Marina to serve the proposed yacht tourism in these locations</li> </ul>
Market sounding and feasibility	<ul style="list-style-type: none"> <li>• Dearth of tourist engagement activities at present</li> <li>• Scope for development as MICE destinations</li> <li>• Integrated mixed development can generate revenue from sea and non-sea based activities</li> </ul>
Infrastructure intervention	<ul style="list-style-type: none"> <li>• Development of marina with integrated facilities</li> <li>• Available port land at Karwar and Mangalore can be used for the project</li> </ul>

Role of Ports Department
<ul style="list-style-type: none"> <li>• Ports can undertake the development of marina with integrated facilities on a PPP basis to bring in the expertise of major domestic and international private players</li> <li>• Based on demand the marina can be developed in phases starting with 10 yachts initially</li> <li>• Port can provide available port land at Malpe, Karwar and Mangalore as equity for the project</li> <li>• Revenue can be obtained either on a revenue sharing basis with the private partner or on a fixed annual concession fee basis</li> <li>• Helipad can be developed within the marina or existing helipads in the vicinity can be utilized for integration</li> </ul>

Proposed activity	Rationale for Development
<ul style="list-style-type: none"> <li>• Luxury air-conditioned tents Beach-side fine dining</li> <li>• Live music band &amp; Bonfire</li> <li>• Local folk song and dance shows</li> <li>• Local cuisine</li> <li>• Children play area like merry-go-round, trampoline, balloon shooting.</li> <li>• Light and sound show</li> <li>• Open air theatre</li> </ul>	<ul style="list-style-type: none"> <li>• Each year 40,000 International Cruise tourists visit Mangalore</li> <li>• Malpe and Karwar beaches witness large tourist footfall</li> <li>• Shortage of luxury beach side accommodation in coastal Karnataka</li> </ul>



## Tourist Activity Centres

Development of tourism activity centres can attract a wide demography at marinas and docking areas.

This is especially important for ports such as Taddi (surrounded by tourism hotspots) and Hangarkatte (Houseboats etc) which have huge scope for being tourist destinations.



Proposed activity	Rationale for Development
<ul style="list-style-type: none"> <li>• Food and drinks</li> <li>• Live music</li> <li>• Magic shows</li> <li>• Stand-up comedy</li> <li>• Local folk song and dance shows</li> <li>• Local cuisine</li> <li>• Children play area like merry-go-round, trampoline, balloon shooting etc.</li> <li>• Light and sound show</li> <li>• Open air theatre</li> <li>• Shopping arcade</li> </ul>	<ul style="list-style-type: none"> <li>• Jetties requirement for boats for existing and proposed projects</li> <li>• Landing areas devoid of activities less attractive for tourists</li> <li>• Due to lack of organized beach based activities and entertainment hubs in the coastal cities, tourists can flock to these centres</li> </ul>

## Island Development

Perhaps the aspect with the largest potential, the islands along Karnataka's coastlines are treasure-troves waiting to be developed. These serene and peaceful islands currently have minimal human activities.

The islands under the port department can be used for a multitude of projects such as eco-resorts, theme parks, destination weddings, golf resorts etc. on a PPP-basis.





## Houseboats at Hangarkatta

The three Houseboats currently operational in Hangarkatta see a large number of tourist visitors every year.

With the proposed waterway on the Suvarna River set to become operational by the end of 2021, increasing the number of houseboats will cater to the rise in tourists to the region.

In addition to this, 5-star luxury cruises will also significantly boost the revenue generating capabilities at this waterway. This can further lead to development of tourist circuits to nearby destinations such as St. Mary's Island and Speed Boating at Kodi Bengre.



**---Thank You----**  
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