



KARNATAKA MARITIME PROSPECTS AND OPPORTUNITIES

Government of
Karnataka

Karnataka
Maritime board

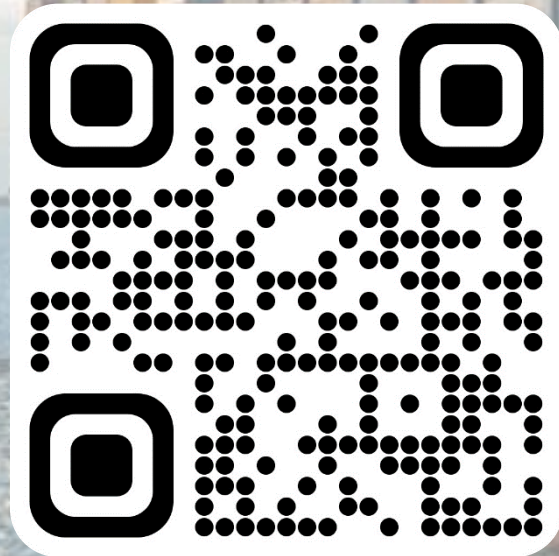
Global Maritime India Summit 2023



OCTOBER 2023

Knowledge Partner

Black Brix®



www.karnatakamaritime.in

To know more scan the QR code



Shri. SIDDARAMAIAH

Hon'ble Chief Minister, Government of Karnataka

MESSAGE

The Global Maritime Investment Summit-2023 is the perfect platform for prominent maritime stakeholders from various countries, and from the Indian Coastline, to gather and work cohesively towards the development of the global maritime sector.

Our Government of Karnataka, through the Karnataka Maritime Board, is proactively making efforts to conserve, maintain, and develop the 320 km Coastline that Karnataka is blessed with. Several projects are already underway to increase the maritime trade, tourism, and fisheries activities at the coast, and lend a fillip to the maritime infrastructure of Karnataka.

The Karnataka Maritime Board is committed to ensuring that the non-major ports in Karnataka are managed sustainably. Initiatives are underway to synergistically develop Port infrastructure, Tourism, and Fisheries sectors to transform Karnataka into a global maritime hub!

Our vision offers private investors ample opportunities to participate in developing, operating and maintaining Projects along the coast of Karnataka. So, come, collaborate, and grow!

Let us usher in a new era of Maritime Development in Karnataka.

Thank You.

SIDDARAMAIAH
(OCTOBER 17TH, 2023)



Shri. MANKAL S. VAIDYA

Minister for Fisheries, Ports &
IWT Department, Government of Karnataka

MESSAGE

Under the able leadership of the Hon'ble Chief Minister, Government of Karnataka, Coastal Karnataka has ambitiously undertaken constant development to cater to today's rapid modernization. Over the years, Karnataka's 320 km long coastline has been a magnet for maritime activities. The Karnataka Maritime Board is 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 for the local population.

Karnataka is actively involved in programs for the growth and development of the fisheries sector. 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. Karnataka is also providing a comprehensive strategy plan encompassing all aspects for the island development. We would like to take this opportunity to invite private participation to work together and fulfill our mission of making Karnataka a Global Maritime hub.

MANKAL S VAIDYA
(OCTOBER 17th, 2023)



Shri. JAYARAM RAIPURA

Chief Executive Officer,
Karnataka Maritime Board

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 INR 15,000 crores of economic value addition.

Karnataka’s progressive policies, incentives and friendly industrial relations enhance the ease of doing business. There exists 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.”

JAYARAM RAIPURA
(OCTOBER 17th, 2023)

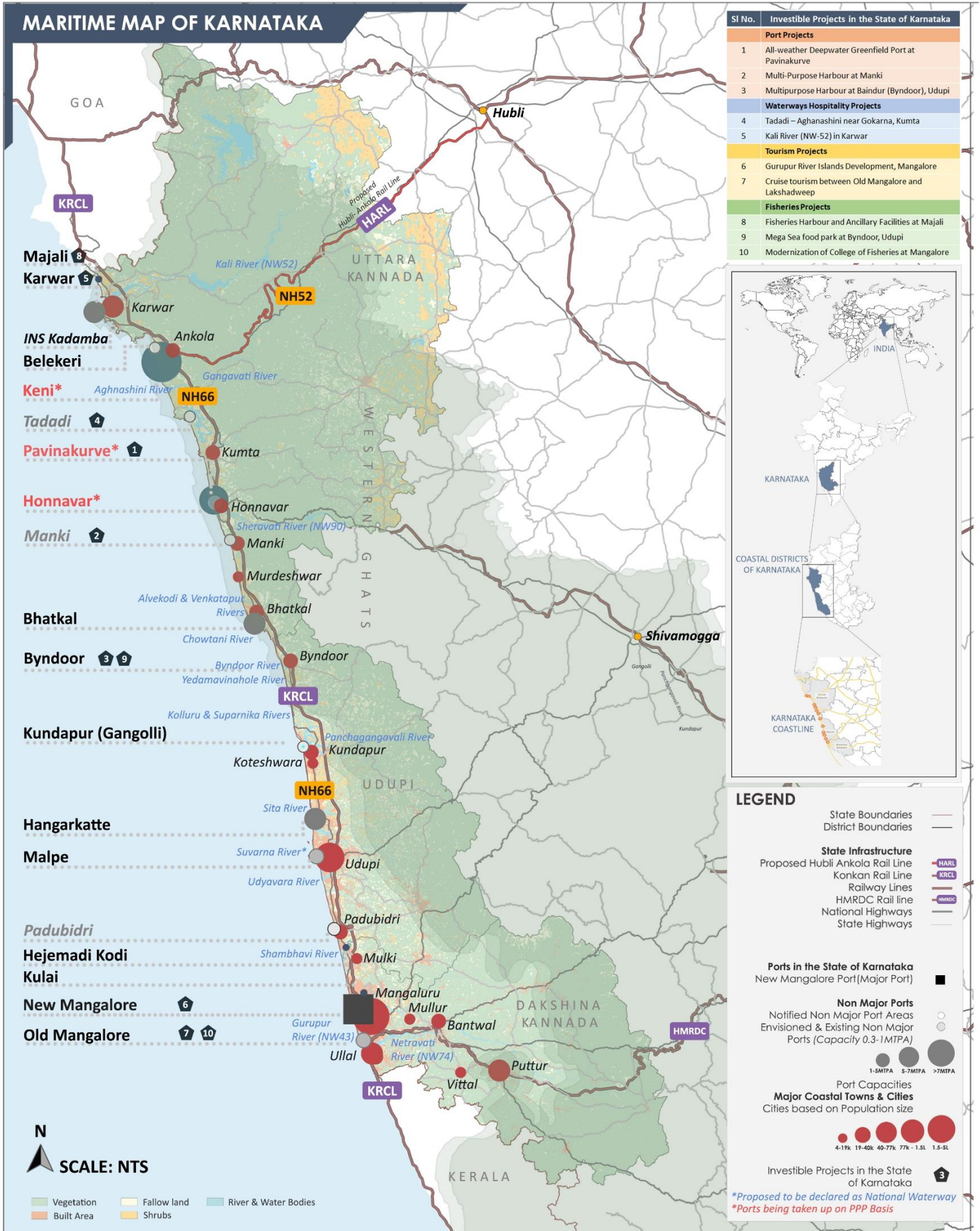


Table of Content

| | |
|--|-----------|
| Introduction | 9 |
| Port Scenario: Karnataka at a Glance | 10 |
| Positioning the Karnataka Coastline: Strengths | 11 |
| Where does Karnataka stand with respect to the other States? | 12 |
| Investable Projects | 13 |
| All-weather Deepwater Greenfield Port at Pavinakurve | 13 |
| Multi-Purpose Harbour at Manki | 14 |
| Multipurpose Harbour at Baindur (Byndoor), Udupi | 15 |
| Tadadi – Aghanashini near Gokarna, Kumta | 16 |
| Kali River (NW-52) in Karwar | 17 |
| Gurupur River Islands Development, Mangalore | 18 |
| Cruise tourism between Old Mangalore and Lakshadweep | 19 |
| Fisheries Harbour and Ancillary Facilities at Majali | 20 |
| Mega Sea food park at Byndoor, Udupi | 21 |
| Modernization of College of Fisheries at Mangalore | 22 |
| Non Major Ports in Karnataka | 23 |
| Operational Non Major Ports | 23 |
| Karwar Port | 23 |
| Old Mangalore Port | 25 |
| Green Field Ports Planned in Public Private Partnership (PPP) Model | 26 |
| Keni Port | 26 |
| Honnavar Port | 27 |
| Pavinakurve Port | 29 |
| Other Non Major Ports | 31 |
| Manki Port | 31 |
| Bhatkal Port | 32 |
| Hangarkatta Port | 32 |
| Malpe Port | 33 |
| Other Ports-Kundapur, Tadri, Padubidri & Belekeri | 33 |

Table of Content

| | |
|---|-----------|
| Sagarmala Projects | 34 |
| Development of Waterways | 35 |
| Integrated Development of Tadadi - Aghanashini Waterways | 35 |
| Development of Waterways at Kali River (NW-52) in Karwar | 36 |
| Development of Waterways in Gurupur (NW-43) in Mangaluru | 37 |
| Development of Waterways from Hangarkatta to Manipal in Udupi | 37 |
| Development of Waterways from Almatti to Bagalkot | 37 |
| Island Development | 38 |

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 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. 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. The major ports in India have a total of 249 berths, 9 single buoy moorings and two barge jetties to handle cargo traffic.

However, it must be noted that Indian ports largely continue to remain dominated by multipurpose berths (approximately 60%).

The Karnataka Maritime Board (KMB), is responsible for infrastructure development related to ports and waterways in the state of Karnataka.

The objective of KMB is to facilitate seamless Supply-Chain logistics for Cargo movement responsibly across/within Indian states and to serve as international transshipment hub as well.

The state 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.



Port Scenario: Karnataka at a Glance

Karnataka is one of the nine coastal states of India. The State has a coastline of approximately 320 km which houses 13 Non Major ports and one major port. Presently, the state of Karnataka is responsible for handling 4.5% of India's total port cargo.

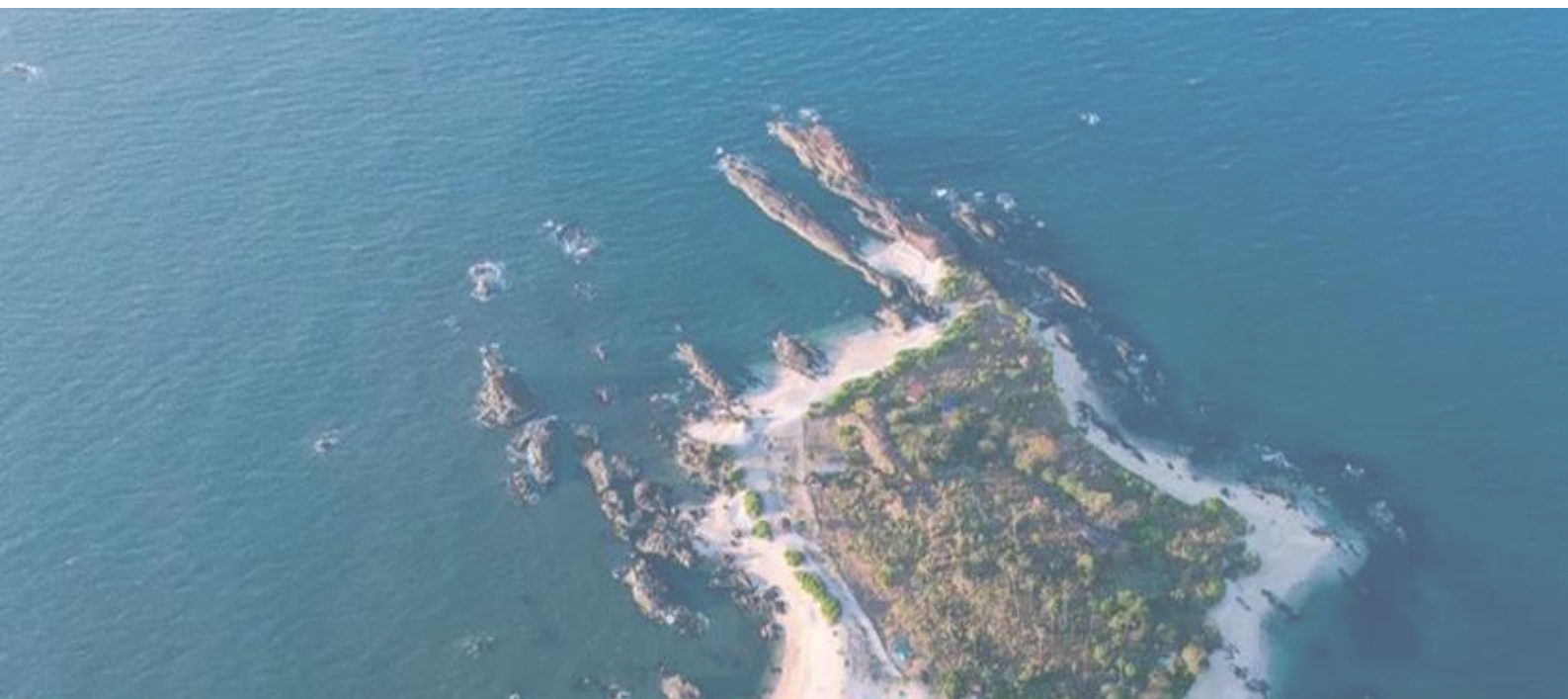
The Indian Non-Major Ports have handled about ~600 MT of cargo in FY 2022, out of which Karnataka's Non-Major Ports have handled ~1.2 million ton (which is 0.2%).

Despite the presence of thirteen non-major port limits, the state's capacity of handling water-borne cargo requires a makeover. The state requires state of the art infrastructure facilities and the upgradation of the ports from shallow-water to deep water ports to provide adequate draft to handle large vessels.

Karnataka has three coastal districts, i.e., Uttara Kannada, Udupi and Dakshin Kannada.



Fig: Locations of all Non Major Ports w.r.t NMPA, Karnataka



Positioning the Karnataka Coastline: Strengths

1. Developed Industrial Hinterland

- Karnataka has the 2nd highest GSDP growth rate among maritime states due to its developed industrial hinterland. This includes ~40 MTPA of cement capacity, ~25 MTPA of iron & steel capacity, and ~10 GW of installed thermal power plant. A developed industrial hinterland provides gateway cargo and is extremely important for the development of any port.
- As most of the coastal and adjoining industries are under ecologically sensitive areas, both industrial development of these regions and its rail connectivity with the industrial hinterland has been limited so far. However, focusing on cargo which use modes other than rail, such as waterways, as primary mode of first/ last mile transportation such as stock & sale thermal coal, pet coke, etc can help in removing this constraint on development.

2. Serene and Picturesque Coastline

- The State has a long coastline with serene beaches, picturesque landscape and tourist spots such as Karwar, Kundapura, Gokarna, Udupi, etc. The 320 kms coastline of Karnataka with its beaches and islands aided by rivers, Western Ghats and forests creates a potential for tourism development

- The tourist footfall in the coastal locations of Karnataka have been rising. The approval of the Airport project in Uttara Kannada district will further augment tourist footfall in the region.
- Development of niche tourism products such as luxury yachts and cruises, water sports activities, superior tented accommodations, island resorts, heli-tourism and marina development etc will all be major attractions that can pull in crowds especially from urban centres such as Bengaluru and Mumbai.

3. Well Spread and Connected River Network

- State has several waterways including Kali, Gurupura, Netravathi, Suvarna and Almatti which can be considered for tourism development. Development of boating activities, water sports activities, cafes, luxury accommodation as well as development of infrastructure such as docking stations for tourist boats will augment tourist inflow to these spots.
- Further, development of inland waterways can also serve to enhance connectivity of ports to hinterland industrial areas which will hugely boost exports from these ports leading to employment and development of the region.



Where does Karnataka stand with respect to other States?

Sustainable Development Index, India
(2020-21)

| | India | Karnataka |
|---------|-------|-----------|
| Score | 60.7 | 72 |
| Ranking | - | 4 |

Sustainable Consumption & Production
(2020-21)

| | India | Karnataka |
|---------|-------|-----------|
| Score | - | 89 |
| Ranking | - | 3 |

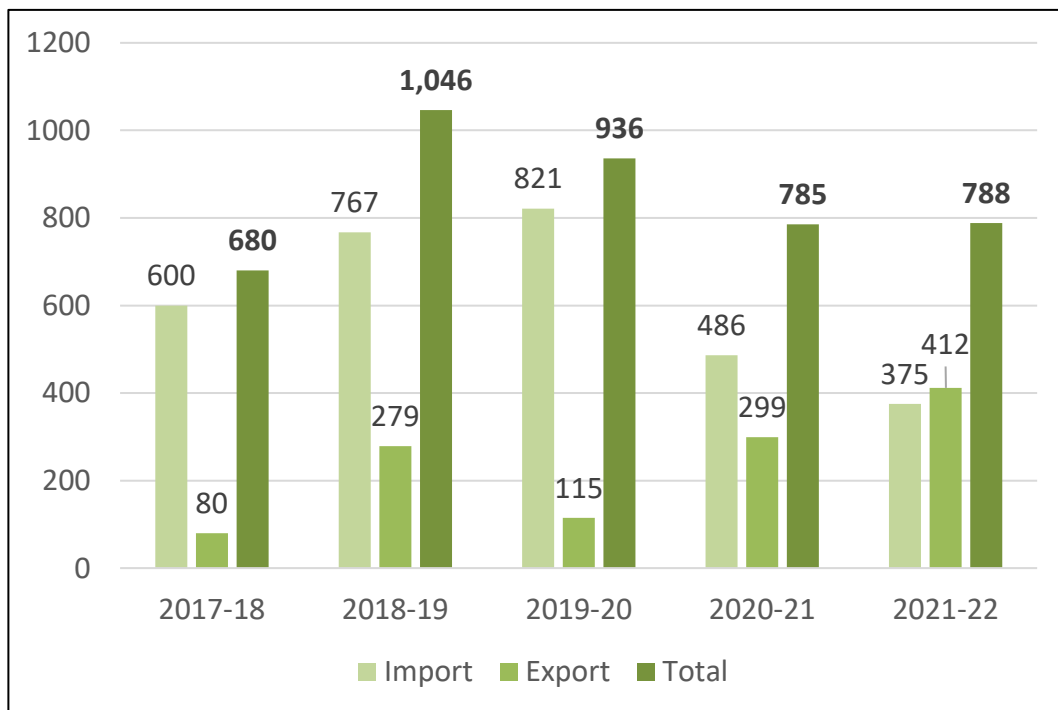
Decent Work and Economic Growth
(2020-21)

| | India | Karnataka |
|---------|-------|-----------|
| Score | - | 66 |
| Ranking | - | 6 |

FDI Equity Inflow in Indian States
(2020-21)

| | Karnataka |
|---------|---------------------------------|
| Score | 48% of total FDI Equity Inflows |
| Ranking | 3 |

Traffic Handled at Non Major Ports in Karnataka (In thousand Metric Tonnes)



INVESTIBLE PROJECTS

Port Projects

All-weather Deepwater Greenfield Port at Pavinakurve

Vision

The vision is to develop the site as an All Weather, Deep Water, Multi Cargo Greenfield Port.

Introduction

- Located in the Pavinakurve coastal area which is on the western estuarine region of the Badagani river.
- Exceptional road connectivity and Seamless cargo transport with lower gradients compared to Goa & Mangalore.
- Proximity to National Highway No. 66.
- Near Konkan Railway for efficient rail connectivity.
- Strategic location as a Commercial Port serving Central & North Karnataka, Telangana, and Southern Maharashtra.

Location

- **Proposed Site:** Near Pavinakurve village, Honnavar Taluka, Uttar Kannada district, Karnataka.
- **Location Advantages:** 5 km north of Honnavar fishing port, along River Sharavathi and River Badagani, utilizes natural tranquillity, reducing breakwater and land reclamation needs.



Fig: Indicative Port Layout, Pavinakurve

Commodities

- Key commodities: **Thermal coal, iron ore, coking coal, and dolomite.**
- Estimated potential for thermal coal traffic: **3 MTPA**, rising to **4.2 MTPA** by 2030

Salient Features

| Port Details | Description |
|------------------------|-----------------------------------|
| Estimated Project Cost | Rs. 3,047.86 Cr. |
| Port Capacity | ~14 MTPA |
| No of Berths (min) | 2 |
| Vessel Draft | 18 m |
| Total Land required | 114.9 Hectares (284 Acres) |
| Berth Length | 600 m |

Port Projects

Multi-Purpose Harbour at Manki

Introduction

- Manki Multipurpose port *bridges the gap between Karwar Non Major Port and New Mangalore Major Port* in Karnataka.

Commodities

- This port has been designed with a cargo handling capacity of approx. 18 MTPA in the first phase and shall handle cargo such as coal & coke, non-metallic minerals, steel and finished goods, etc.

Location

- **Strategic location:** Manki Port strategically positioned between Karwar and Old Mangalore non-major ports, unlocking vast potential.
- **Key road access:** NH 66, the Panvel-Kochi-Kanyakumari Highway, provides essential connectivity.
- **Railway advantage:** A parallel North-South railway line links Karwar to Mangalore, forming part of the Konkan Railway Line, with the proposed Hubli-Ankola railway line covering 167 km.
- **Transport hubs:** The nearest airport is Mangalore, while Manki railhead serves as a vital transportation node, with a proposed airport in Ankola enhancing connectivity.

Future Prospects

This location has immense potential for development of a bulk cargo port capable of handling the potential captive cargo of the industries in the hinterland.

Salient Features

| Port Details | Description |
|--------------------------|-------------------------------|
| Estimated Project Cost | ~ INR 435Cr. (Phase I) |
| Port Capacity | ~ 18 MTPA |
| No. of Berths | 1 |
| Deadweight Tonnage (DWT) | 1,80,000 |
| TPD for Coal | 70,000 |
| TPD for Iron Ore | 40,000 |



Fig: Indicative Port Layout, Manki

Port Projects

Multipurpose Harbour at Baindur (Byndoor), Udupi



Fig: Location of Harbour at Byndoor

Aim

- **Cruise Tourism Catalyst:** Elevating State's Cruise Tourism with enhanced infrastructure and tourism attractions.
- **Enhanced Connectivity:** Streamlining travel between key tourist destinations to reduce travel time significantly.
- **Economic Boost:** Becoming a catalyst for regional industries, especially the hospitality sector, capitalizing on increased visitor influx, and fostering economic growth.

Location

- **Prime Coastal Location:** The project's proposed site graces Ottinene Beach in Udupi district, a coastal gem in the Western Ghats, just 60 km from Mangalore and 400 km from Bangalore.

Future Prospects

The Government of Karnataka has proposed an airport at Byndur under the regional air connectivity scheme of the Union Government – UDAN.

Project Components

MARINA FACILITY

SEA PLANE FACILITY

SEA WALK

| Port Details | Description |
|------------------------|--|
| Estimated Project Cost | Rs. 337.50 Cr. |
| Safety features | Safety Induction and training center Boats and safety equipment Slip Way and Boat Launch Facility |
| Berthing Facilities | 40 |
| Other features | Sufficient parking, landscaping and refreshment facilities |

Waterways Hospitality Projects

Tadadi – Aghanashini near Gokarna, Kumta

Introduction

Waterways Tourism is considered under the Fifth Pillar of the Sagarmala Scheme initiated by Ministry of Ports, Shipping and Waterways, Government of India

Future Prospects

- Development of core waterways components (like terminal development, berthing facilities, dredging etc) at various locations in Karnataka are already being undertaken by the Government of Karnataka
- Introduction of waterways tourism & transport at these locations could be synchronised with the ongoing development works
- The project is expected to increase the tourist footfall in Karnataka and improve the socio-economic scenario of the region
- Government of India intends to increase the share of Inland Water Transport (IWT) from 2% to 5% as per Maritime India Vision (MIV)-2030. Hence, the project shall contribute in the overall maritime development vision of the Government of India

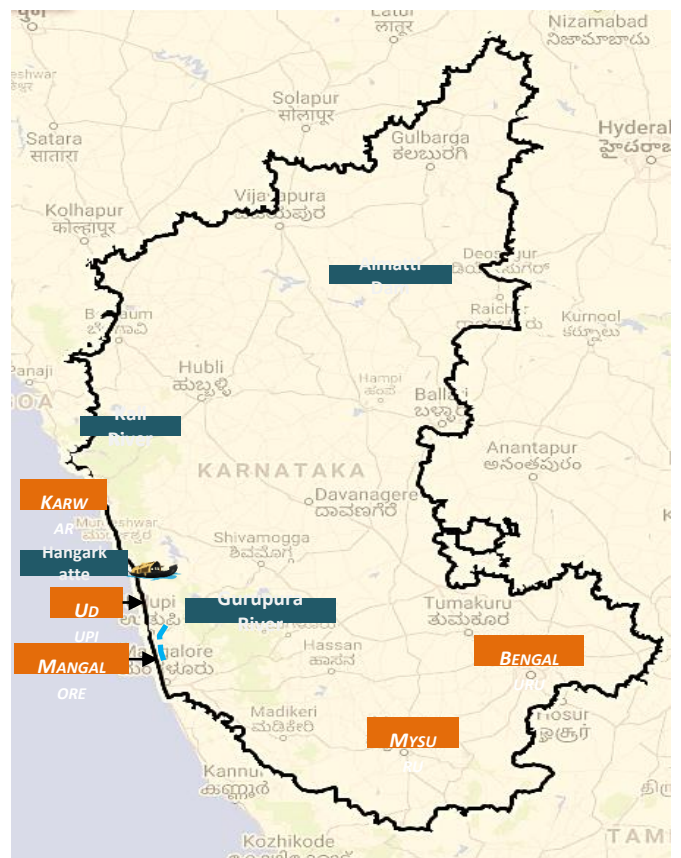


Fig: Location of potential waterway locations

Salient features

- 5 locations in Karnataka have been identified for the introduction of waterways tourism & transport and ancillary activities
- Almatti, Hangarkatte, Kali, Gurupura and Tadadi are well established tourist spots with the presence of major scenic locations / beaches / islands in the vicinity

Almatti

Hangarkatte

Kali

Gurupura

Tadadi

The areas already enjoy decent footfall and have been well established as tourist spots. Additionally, the introduction of houseboats and water sports activities is expected to offer comprehensive holiday packages to the tourists and the locals

Waterways Hospitality Projects

Kali River (NW-52) in Karwar



Fig: Location of Kali Waterway

Introduction

The proposed 10 km Class III waterway runs along the majestic River Kali, benefiting from an INR 14.46 crore government investment.

Salient features

Waterway Transformation:

- **Two Terminals** (Manipal End Point and Hangarkatta Port)
- **Three Vessel Types** (Catamarans, Ro-Ro boats, Passenger boats)
- Unlocking potential, connecting communities.

Future Prospects

- The project has been approved by IWAI and work has been tendered out for phase 1. The OMT contract for operationalising the waterway shall be floated shortly.

Location

- The Kali River emerges near the quaint village of Diggi in Uttar Kannada district, meandering through the picturesque Uttara Kannada District.
- Its remarkable route spans 10 km from the iconic Sadashivgad Bridge to Katne.

Tourism Projects

Gurupur River Islands Development, Mangalore



Fig: Locations of 3 Riverine Islands of Gurupur Islands



Project Vision

The project in Mangalore will cater to domestic and international tourists in Coastal Karnataka, offering leisure and recreation for all.

Introduction

Heart of Tourism: The proposed project site is nestled in the heart of Mangalore, a leading tourist destination in the region, ensuring unparalleled access and appeal.

Location

- The project sites in Mangalore, Dakshina Kannada District, Karnataka, enjoy exceptional connectivity.
- They are seamlessly linked through National Highways - NH-73, NH-66, NH-169, and State Highway SH-67, creating a web of accessibility.

Future Prospects

The proposed project of the Development of Gurupur River Island will enhance the connectivity across the river islands and additionally has great potential for tourism activities.

Salient Feature

Three Riverine islands located in the Gurupur River have been identified to be developed into **World-Class Eco-Tourism Locations.**

The offerings include-

- Island Strengthening
- 2Nos Jetty Development
- Eco-Huts
- Themed Gardens etc.

Play Video



Tourism Projects

Cruise tourism between Old Mangalore and Lakshadweep

Introduction

The Government of Karnataka sets sail towards a transformative vision, unlocking passenger cruise connections between the historic Old Mangalore Port and the enchanting Union Territory of Lakshadweep.

Future Prospects

The proposed project will encourage cruise tourism activities in Old Mangalore port which has seen fewer cruise activities as compared to its neighbouring New Mangalore port.

Project Vision

- The proposed cruise operation is expected to revive the historic trade ties between the Lakshadweep Islands & Mangalore

Location

- The proposed project site is located in Mangalore.
- The site is well connected by various modes of transportation i.e., Air, Road and Railways.
- The region already attracts a high number of tourists annually. The frequently visited places in the region are Kudle and Tanirbhavi beach etc.



Fig: Route between Mangalore to Lakshadweep

Salient Feature

- The region attracts a high number of tourists every year
- The frequently visited places in the regions are Mangalore, Tanirbhavi beach etc.
- As per the Coastal Master Plan of Karnataka, Govt. of Karnataka, around 30,00,000 people visited Mangalore annually

Salient Features

| Port Details | Description |
|------------------------|--------------------------|
| Estimated Project Cost | ~INR 350 Cr. |
| Cruise Vessels | 2 |
| Type | Luxury/Adventure Cruises |
| No. of Keys per Ship | 100 |

Play Video



Fisheries Projects

Fisheries Harbour and Ancillary Facilities at Majali

Introduction

The fishing harbour at Majali is envisaged to substantially boost the fisheries activities in the region, and establish an eco-system for the sector in Uttara Kannada.

Future Prospects

- The fishing Harbour has huge potential to develop waterside facilities such as fish landing, idle-berthing, outfitting and boat building yards.
- Shore side facilitates such as auction halls, ice plants, fish drying yards, net mending sheds, fishing gear storage sheds, fish cleaning units etc.

Salient Feature

Infrastructure that can be proposed in Majali Fishing Harbour:

- **Motorized Crafts and Mechanized Fishing Vessels with in-built freezing storage** and onboard management facilities under the “Pradhan Mantri Matsya Sampada Yojna” (PMMSY)
- Fisheries Infrastructure Plan
- Ancillary Infrastructure -
 - Ice Plants
 - Cold Storage
 - Processing Plants
- Enhancing the connectivity from proposed harbours to nearest NH

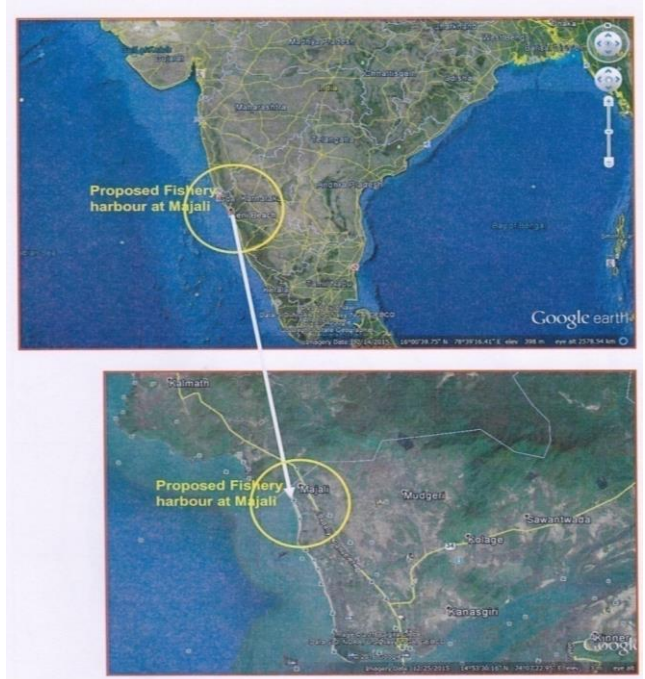


Fig: Location of Mega Seafood Park at Byndoor, Udupi

Location

- The location of the proposed fishery harbour site at Majali is in the Karwar taluk of Uttara Kannada District of Karnataka State.
- The site is about 13 km north of Karwar town, the district headquarters.
- The nearest railway station is Karwar situated on Mangalore-Mumbai section (Konkan Railway line) of south-western railway.
- The National Highway (NH) 17 passes in the vicinity of the site and the site is about 1 km from the NH.

Fisheries Projects

Mega Sea food park at Byndoor, Udupi

Introduction

The conceptualization of Mega Seafood Park is a step towards the creation of an integrated food value chain.

Future Prospects

Envisioned in Byndoor, Udupi, this project represents a holistic transformation as follows:

- Unveiling top-tier infrastructure for the entire seafood processing sector.
- Fostering export excellence with advanced cold storage and logistics facilities.
- Propelling rural employment and skill development for fish farmers.
- Forging a synergy between farmers, fishermen, processors, exporters, and retailers to maximize value.
- Minimizing wastage, maximizing returns, and enhancing fishermen's livelihoods. A bold stride towards a prosperous, efficient seafood industry.

Salient Feature

- The total land area dedicated to the establishment of Mega Sea Food Park is 52 Acres.
- Tentative Cost for the project – ₹200 Cr



Fig: Location of Mega Seafood Park at Byndoor, Udupi

Location

- The project site, nestled in Byndoor, Udupi District, Karnataka, stands 70.9 km from Udupi City. Exceptional connectivity through various modes of transportation ensures a central position in the town.

| Mode | Description | Distance |
|------|---------------------------------|----------|
| Road | Beside NH66 & NH 766C | ~2 km |
| Rail | Byndur Railway Station | ~2 km |
| Air | Mangalore International Airport | ~122 km |
| Port | NMPA Mangalore | ~130 km |

Fisheries Projects

Modernization of College of Fisheries at Mangalore

Introduction

The College of Fisheries, Mangalore, a premier Fisheries Education and Research Institute was established in 1969 by the then University of Agricultural Sciences, Bangalore as the first fisheries college in India under the agricultural university system of the Indian Council of Agricultural Research, New Delhi.



Fig: Location of Mega Seafood Park at Byndoor, Udupi

INITIATE FISHERIES CENTERED TRAINING AND EDUCATIONAL FACILITIES IN THE STATE.

ADVANCED RESEARCH FACILITIES FOR FISHERIES STUDIES.

PROVIDE INDUSTRY-RELEVANT SKILL DEVELOPMENT AND OPPORTUNITIES TO THE YOUTH

TRAINING PROGRAMS FOR ASPIRING FISHERY PROFESSIONALS

COASTAL COMMUNITY DEVELOPMENT AND EMPLOYMENT GENERATION

COLLABORATION WITH RESEARCH INSTITUTIONS AND INDUSTRY.

TAP THE ECONOMIC POTENTIAL OF KARNATAKA COASTAL REGION.

ENCOURAGING INNOVATION AND SUSTAINABLE PRACTICES.

BOOST THE FISHERIES SECTOR IN MANGALORE.

PROVIDING SKILLED MANPOWER FOR THE SECTOR'S DEVELOPMENT.

NON MAJOR PORTS

Operational Non-Major Ports

Karwar Port

Karwar Port is located at the northern extremity of the state on 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 is 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, Andhra Pradesh and 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 a few districts of South Maharashtra, West Andhra 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.

The components include extension 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.

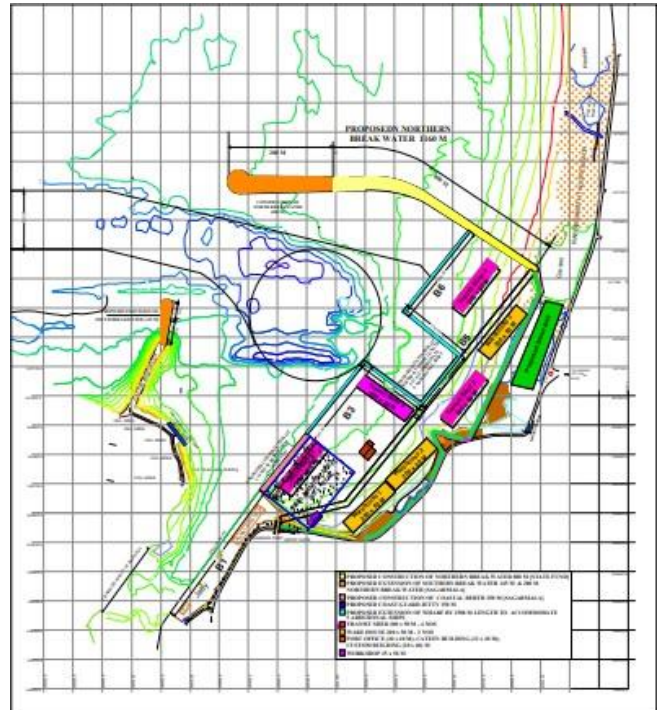
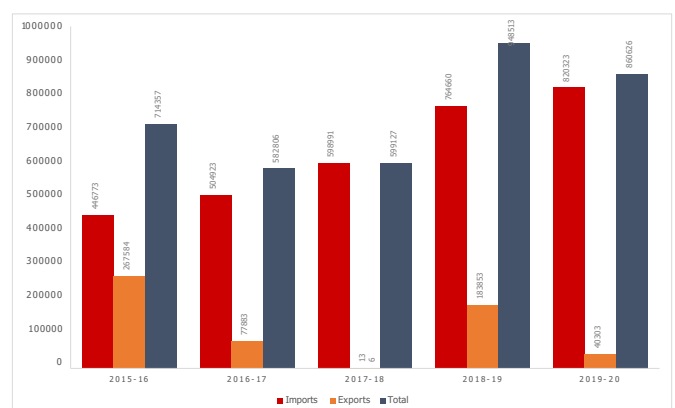


Fig: Proposed Port Layout, Karwar

Non Major 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.

Traffic Handled at Karwar Port



The Karnataka State Government has developed Karwar Port under State Sector and created infrastructural assets worth approximately INR 150 Crores. Karwar Port has been declared as a container freight station. Basic infrastructure for container handling is under construction. Private entrepreneurs have already constructed 35 Liquid Cargo Storage Tank Terminals with the storage capacity of 1.5 Lakhs cubic metres. The port is permitted to handle class “C” & “B” petroleum products.

Major Commodities in Transaction at Karwar Port

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

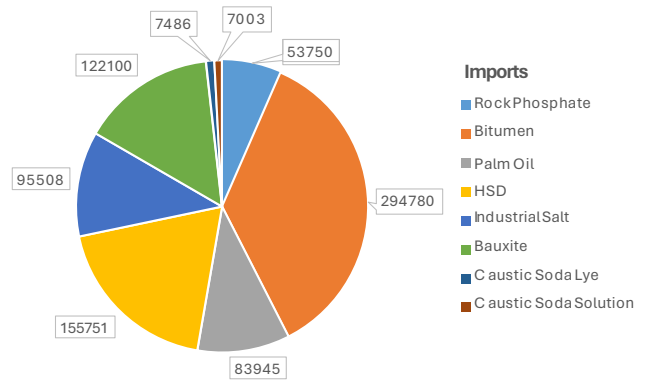
Existing Infrastructural Facilities at Karwar Port:

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

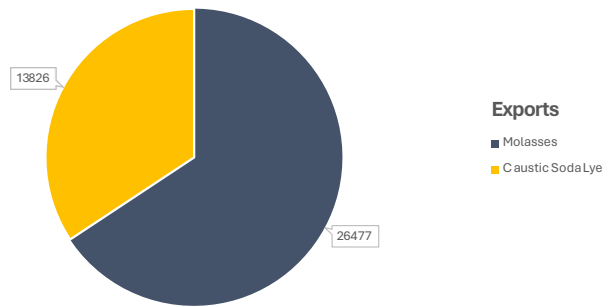
1. 515 meters Wharf accommodating two ships with other matching facilities.
2. 205 meters lighterage wharf of 3.5 Meters draft.
3. 250 meters long breakwater.
4. Departmental transit sheds – 4 Nos.
5. 30 Tonnes capacity Mechanical weigh bridge.
6. Bunkering facilities by IOC.
7. Diesel Generator 63 KVA.
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 Radar and digital-VHF.
13. Oil Spill Response Equipment IMO Level-1
14. Tugs for berthing and un-berthing operations chartered by private parties.

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)



2nd Stage Karwar Port Development: Salient Features

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

Further, KMB has entered into a concession agreement for operationalising a container terminal at Karwar Port on PPP basis.

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 the work to increase 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 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 soon.

With this infrastructure augmentations, port traffic will certainly increase as well. Furthermore, DPR for the development of a 15 km long proposed Class III waterway that is situated on the Gurupur River has been approved.

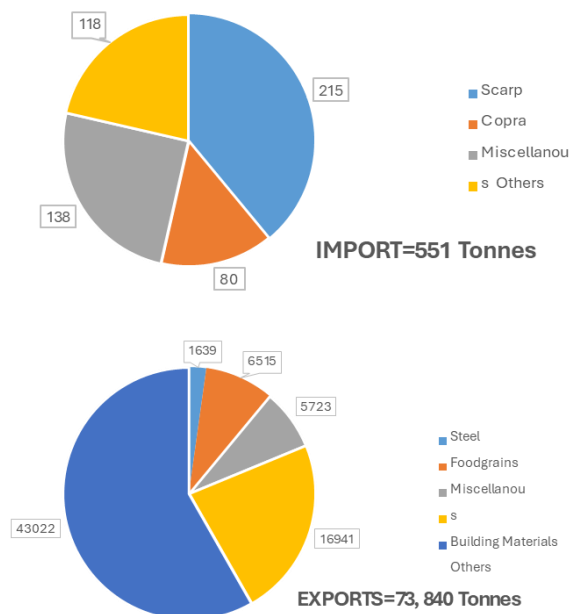
Old Mangalore Port: Existing Facilities

1. South –Wharf of 320 Meters land
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. Crane 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 is in operation since several years and optimally utilizes 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



Green Field Ports on Public Private Partnership (PPP) Model

Keni Port

Considering the rising demand in comparison to the current meagre cumulative capacity in the coastline, there is a clear need for an additional deep draft port specifically to be located in the northern end of the coast considering the presence of NMPA in the southern end. Keni is one such suitable site for an all-weather, greenfield, multi-cargo, direct berthing, deep-water and commercial port.

A bifurcation of the Ports limits for the proposed Keni Port was undertaken while keeping the overall limits for the proposed Keni Port was undertaken while keeping the overall limits of the Belekeri Port Intact. The Gazette Notification no. IDD 280 PSP 2021(E-632148) was issued on 11.04.2022.

The Government of Karnataka has accorded the Administrative approval vide G.O. No. IDD/68/PSP/ 2022 (E-746686), dated 08.04.2022.

Keni port is envisaged as an all-weather, greenfield, multi-cargo, direct berthing, deep- water and commercial port for handling cargoes on the west coast in North Karnataka region to serve the industries in the area covering Bellary, Vijayanagara, Hubballi, Kalaburagi and South Maharashtra.

The proposed site is located at a distance of 144 kms from the Hubli airport, 8.2 kms from the Ankola Railway Station, and is approximately 5 kms away from NH – 66 which runs along almost the entire western coastline of India connecting Mumbai in the north and Kanyakumari in the south.



Fig: Proposed Location of Keni Port

The location of the Port is well connected to the hinterland through National and State Highways. Through existing roads, the proposed Port location is approximately 4.2 Km from the Edapally-Panvel or Kochi-Panvel Highway (NH 66). With regard to railway connectivity, Konkan railway line is at a horizontal distance of 3.8 km from the site.

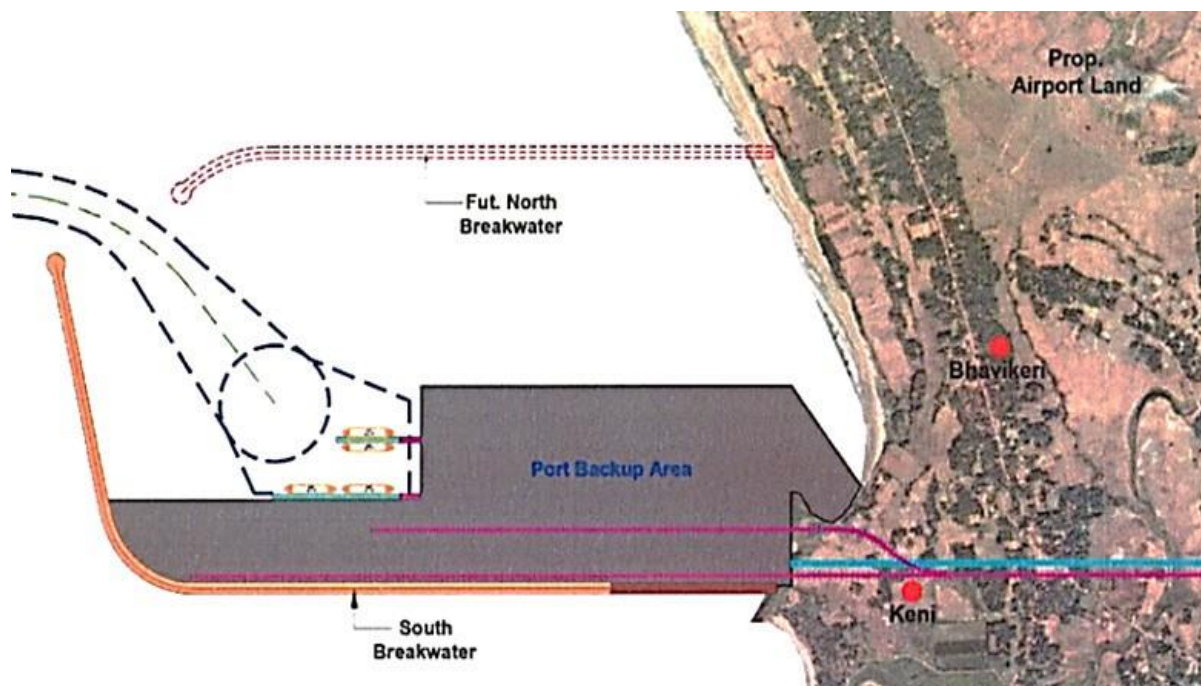


Fig: Concept Plan at Keni Port

There is a hinterland potential primarily of coal and coke cargo which is being utilized for steel, cement and power plants. It is also further supported by Iron ore, limestone, dolomite handlings and export of finished steel products.

The port is expected to be of the capacity of 27 MTPA in the medium term and 56.5 MTPA in the long term.

The following infrastructural facilities are envisaged for the Proposed Port :

Infrastructural Facilities Development

Details

| Port Details | Description |
|---|------------------------------|
| Estimated Project Cost | INR 4,118.84 Cr. |
| Port Capacity | ~30 MTPA |
| Port Vessels | Capesize, Handymax & Panamax |
| No of Berths (min) | 2 |
| Vessel Draft | 18 m |
| Total Land required | 200 Hectares (494 Acres) |
| Land reclaimed by dredging | 155.9 Hectares (385.1 Acres) |
| Land for approach road & rail connectivity, utilities etc. (to be acquired) | 44.1 Hectares (108.9 Acres) |
| Power requirement | 6 MVA |
| Water requirement | 500 KLD |

Salient Features

- Provision of two breakwaters,
- The port shall be adequately dredged to handle vessels upto 2,00,000 DWT.
- The marine infrastructure for the facility would include the required berths, turning circle, channel of required length etc.
- Provision of tugs, mooring launches, survey launch and pilot launch.
- Backup area of approx. 500 acres is proposed to be created with dredged material.
- No land acquisition or displacement is envisaged for the port except for the road and rail connectivity.
- Appropriate width of roads up to backup area for commodity/ trucks movement.
- Provisions for utility infrastructure such as power and water would be developed as per the requirement.



Honnavar Port

The port of Honnavar is located on 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 strategic location of the port is also less prone to environmental risks.

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

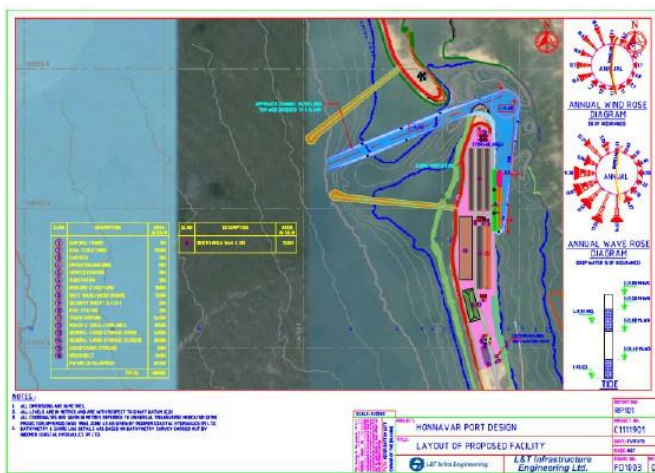


Fig: Indicative Port Layout, Honnavar

Honnavar Port: Existing Facilities

1. First stage lighterage wharf of 400 m length 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 imported and 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 Non Major port.

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.

The development of the Port will be advantageous to the villagers with the provision of various infrastructural facilities like Breakwaters, provision for dredging and Service Roads. The development of the port will also help boost business opportunities in the hinterland.



Fig: Ongoing works at Honnavar

Pavinakurve Port

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

The vision is to develop the site as an All Weather, Deep Water, Multi Cargo, Greenfield Port.

The proposed site for development of Pavinakurve port is located near Pavinakurve village, Honnavar Taluka of Uttar Kannada district, Karnataka. The geographical location of the port is positioned at the following coordinates.

Latitude 14°18'49.1"N
Longitude 74°24'54.4"E



Fig: Pavinakurve Port Location

This location is approximately 5 km north of the Honnavar fishing port and is located along the coast of Pavinakurve village, situated on the right bank of the estuarine region of River Sharavathi and River Badagani.

The location of the proposed port is at the east of Basavarajdurga Island & sea shore of Pavinkurve village and the reclamation area, to take leverage of the available natural tranquillity, thereby reducing the requirement of break water and land reclamation.



Fig: Indicative Port Layout, Pavinakurve

Pavinakurve is well connected to the hinterland through National and State Highways and has a lesser gradient compared to Goa & Mangalore, making it easier to move cargo by road. The National Highway No. 66 passes very close to the port site. With regards the railway connectivity, the Konkan Railway passes just a couple of kilometres away.

Thermal coal, Iron ore, coking coal and dolomite would be the key commodities that can be catered by the proposed port. The port will operate as a Commercial Port for Industrial hinterland of Central & North Karnataka and also to the adjacent states of Telangana and Southern part of Maharashtra.

It is estimated that the proposed port has a present potential of attracting thermal coal traffic of 3 MTPA which can go upto 4.2 MTPA by 2030. The current potential is estimated on the basis of Pakinakurve being better placed given the shorter distance from most of the Steel plants and power plants located in the hinterland.

The port would be better placed to handle iron ore moving inbound to Bellary region as compared to Krishnapatnam, since the distance from Belekeri to Bellary is significantly lesser than the distance between Bellary and Krishnapatnam port. This will result in reduced logistic costs and Pavinakurve port may become the primary port to handle iron ore traffic in future.

The traffic cargo potential of the proposed Port is expected to be 14 MMTPA in the short term and

will potentially increase to 37 MTPA in the long term by FY50. A Detailed Project Report (DPR) has already been prepared to envisage the port under the PPP model.

The following infrastructural facilities are envisaged for the Proposed Port :

Infrastructural Facilities Development Details

| Port Details | Description |
|---|----------------------------|
| Estimated Project Cost | INR 3,047.86 Cr. |
| Port Capacity | ~14 MTPA |
| No of Berths (min) | 2 |
| Vessel Draft | 18 m |
| Total Land required | 114.9 Hectares (284 Acres) |
| Land for approach road & rail connectivity, utilities etc. (to be acquired) | 25.9 Hectares (64 Acres) |
| Berth Length | 600 m |
| Turning Circle | 600 m |
| Channel Length | |
| Approach Channel | 8900 m |
| Entrance Channel | 1100 m |
| Channel Width | 240 m |

Salient Features:

- Pavinakurve port is envisaged as a modern Greenfield Deep water Port to boost EXIM - with capacity of 14 MTPA and having 2 berths in the initial phase.
- The Port would have modern environment friendly high throughput equipment with deep draft berthing facilities for handling of cape size vessels up to 1,80,000 DWT capacity, enabling the Port to meet the present and future requirements of trade and shipping.
- Construction of breakwater protected harbour on the leeward side of the Basavarajdurga Island estimated with 8 km long channel.
- The average productivity is envisaged to be 70,000 TPD for iron ore and 40,000 TPD for coal
- Being predominantly a bulk import terminal, it can serve the social good through export of agro-products and the locally finished steel products and can also supply fuel to the existing power plants in the hinterland.

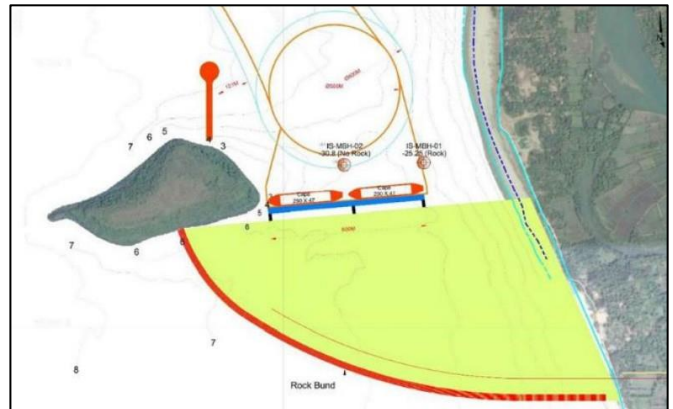


Fig:C oncept Plan, Pavinakurve

Other Non-Major Ports in Karnataka

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 proposed port would be located in Manki village, in Honnavar Taluka in Uttara Kannada district of Karnataka. It is strategically located between the ports of Goa and Mangalore, about 100 km from Karwar. The proposed location of the port at Manki is 14.142879° N, 74.478421° E.

The closest airport is Mangalore and the closest railhead is Manki with a proposed Airport at Ankola. The Hubli Ankola railway line is also proposed to cover the length of 167 km.

The proposed site at Manki has a generally plain terrain with slight undulation towards the western end. There is a protrusion in the ocean which can potentially be used as a breakwater.

This location has immense potential for the development of a bulk cargo port capable of handling the potential captive cargo of the industries in the hinterland. There are majorly three types of bulk cargo namely, Dry Bulk, Liquid Bulk and Break Bulk.



Fig:Port Location, Manki

NH 66 (the erstwhile NH-17 and part of NH-47) also known as the Panvel-Kochi- Kanyakumari Highway is a significant road connection for the Manki Port. Starting from Maharashtra, it passes through Goa, Karnataka, Kerala and Tamil Nadu.

A railway line runs parallel alongside the NH 66. The line runs North South and connects to Karwar, Bhatkal, Udupi and Mangalore and falls on the Konkan Railway Line. Manki Railway Station is the nearest station at about 5 km away (aerial distance) from the port. It is a single electric line running between Karwar and Thokur.



Fig:Indicative Port Layout, Manki

The Multipurpose port at Manki lies strategically between the Non Major port of Karwar and the major port of New Mangalore in Karnataka. In addition to the above, a greenfield port with a capacity of 5 MTPA is also being proposed at Honnavar. The port at Manki, with a capacity of 18 MTPA in Phase 1, would be specialized to handle dry bulk, liquid bulk and break-bulk cargo, which would be an important augmentation to the cargo capabilities and will be a significant boost to the EXIM (export and import) sector of the state of Karnataka.

The major commodities that would be catered to at Manki port are Iron Ore, Coal and Pet Coke, Limestone and Steel Finished Goods. These would be catering to the hinterland industries of Iron & Steel, Cement factories and thermal power plants.

Bhatkal Port

Bhatkal Port is located on Latitude 13° 58' North and Longitude 74° 32' East at the mouth of Sharavathi river in Uttara Kannada District, near the Bhatkal lighthouse.

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 the port



Fig: Port Location, Bhatkal

Hangarkatta Port

Hangarkatta port is located on 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 78.28 cr from the Government.

M/s Waterways Shipyards Pvt. Ltd. has developed a modern Ship building yard at Hangarkatta Port,

The existing fishing harbour is located inside the inlet. The approach channel to the port is protected by the headland itself in the north and a breakwater in the south.

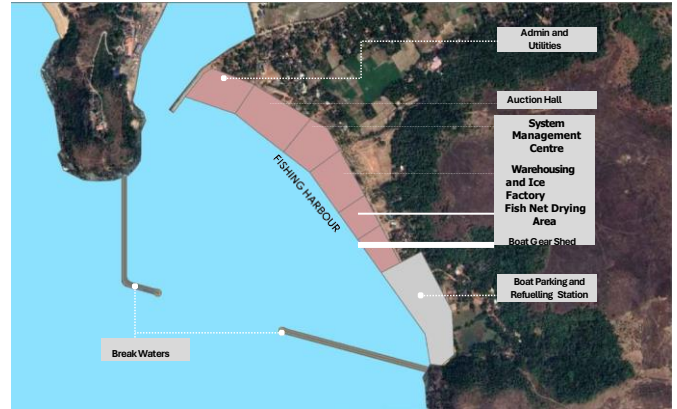


Fig: Indicative Port Layout, Bhatkal

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

with the Ship building and Ship repair activities are in full swing and plans of expansion.

Hangarkatta Port: Existing Facilities

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

Hangarkatta Coastal Berth has been approved vide order no. IDD/166/PSP/2021, Dated: 12-04-2022 and construction will commence soon.

Malpe Port

The port of Malpe is located on 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 break water for guiding the river flow and is working as an efficient harbour. 1st stage Development of Malpe Port at an estimated cost INR 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.

M/s. Udupi Cochin Shipyard Limited is operating a modern ship building and ship repair yard at Malpe and are currently undertaking numerous ship building mandates.

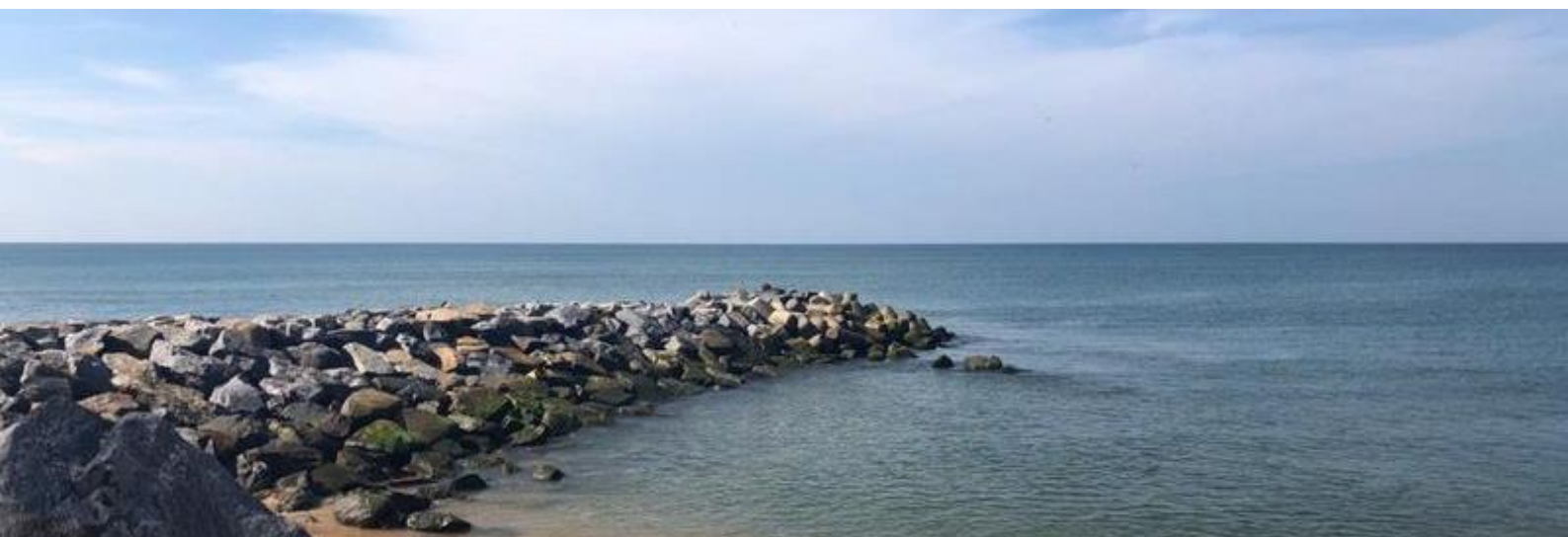
Other Ports

1. Kundapur Ports
2. Tadri Port
3. Padubidri Port
4. Belekeri Port

Besides providing better employment opportunities to the people of the region, the port also helps to earn huge revenue to the state exchequer.

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)



SAGARMALA PROJECTS

| Sl. NO | Project Name | Cost (INR in Cr.) |
|--------|--|-------------------|
| 1 | Construction of Coastal Berth of 250 mtr length at Karwar Port | 63.00 |
| 2 | Extension of existing Southern breakwater by 145m and construction of new North breakwater of 1160 Mtrs. at Karwar Port | 109.60 |
| 3 | Construction of 350 Mtr. long coastal cargo berth at Old Mangalore Port | 55.65 |
| 4 | Capital Dredging at Old Port Mangalore (Bengre | 29.00 |
| 5 | Port Upgradation at Karwar Port – Installation of Firefighting Equipment at Karwar Port, Karnataka | 18.84 |
| 6 | Integrated Development of Tadadi – Aghanashini Waterway in Kumta Taluka of Uttar Kannada District | 20.00 |
| 7 | Construction of Coastal Berth at Hangarkatta in Udupi Taluka of Karnataka | 78.28 |
| 8 | Development of waterways from Almatti to Bagalkot in Karnataka | 15.00 |
| 9 | Development of waterways on Gurupur (NW-43) in Mangalore Taluka of Karnataka | 29.62 |
| 10 | Gurupur River Islands Development in Dakshina Kannada District | 30.50 |
| 11 | Development of Beachfront and Ancillary Infrastructure at Bengre | 10.00 |
| 12 | Construction of Coastal Berth at Gangolli in Byndoor Taluka of Karnataka | 95.88 |
| 13 | Development of Dedicated Jetty for Lakshadweep with allied infrastructure facilities for Cargo and Cruise Terminal at Old Mangalore Port | 65.00 |
| 14 | Development of Majali Fishing Harbour in Uttara Kannada District | 250.00 |

The above Projects have been approved by Sagarmala, MoPSW and Government of Karnataka. These projects are at various stages of tender process and are expected to be grounded shortly.

DEVELOPMENT OF WATERWAYS

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 Ghataprabha River,
2. Hangarkatte Area on the Suvarna River,
3. Stretch on Kali River,
4. Stretches on the Gurupur 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 estimated to be around 93 Lakhs annually by 2030.

The department is also redeveloping the Tadadi-Aghanashini ferry line.



Fig: Locations of Waterway Projects

Integrated Development of Tadadi – Aghanashini Waterway

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 20 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)

The OMT contract for operationalising the waterway shall be floated shortly.

| 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 |



Fig: Location of Tadadi Aghanashini Waterway

Development of waterways on Kali River (NW – 52) in Karwar (Phase 1)

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 14.46 cr from the Government. 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)

The project has been approved by IWAI and work has been tendered out for phase 1. The OMT contract for operationalising the waterway shall be floated shortly.

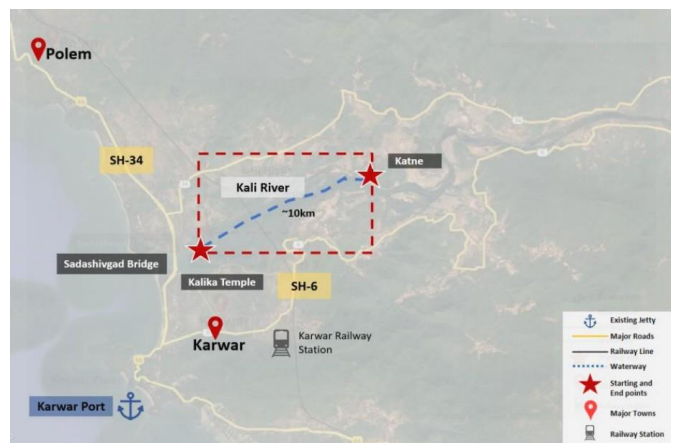


Fig: Location of Kali Waterway



Development of waterways on Gurupur (NW-43) in Mangalore

The proposed Waterway is located on the Gurupur River. It stretches 10 Km and requires a total funding of INR 29.62 Cr from the Government.

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)

The project has been approved by Sagarmala cell vide P2-25021/32 /2021-SM (e 349156) Dt.16.03.2022. The administrative approval was accorded by GoK vide IDD 166 PSP 2021, Dt: 12-04-2022. The OMT contract for operationalising the waterway to be floated shortly.

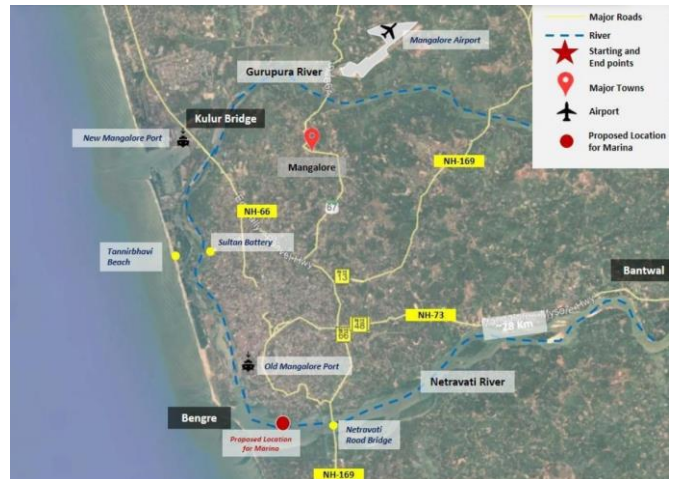


Fig: Location of Gurupur River Waterway

Development of waterways from Hangarkatte to Manipal in Udupi

The 15 km long proposed waterway is situated on the Suvarna River. The total funding for this particular project is INR 23.7 cr from the Government.

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)

The project is being actively considered by the Sagarmala cell for approval.

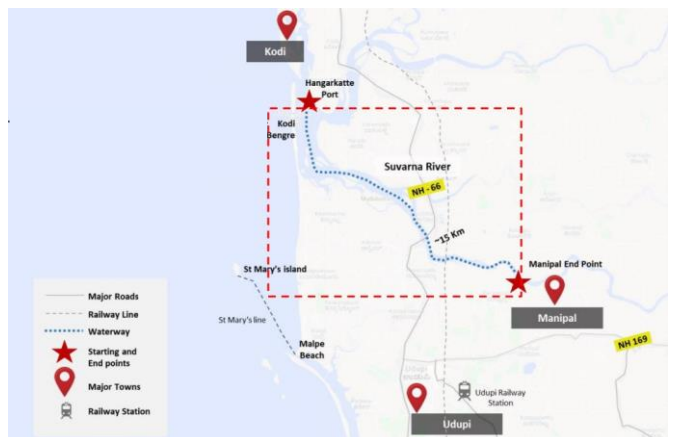


Fig: Location of Suvarna River Waterway

Development of waterways from Almatti to Bagalkot

The proposed Waterway is situated on the Krishna River. It stretches about 25 Km and requires a total funding of INR 15.00 Cr from the Government.

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)

The project has been approved by Sagarmala cell vide letter no. P2-25021/33 /2021-SM (e 349176) Dt.14.03.2022.

The administrative approval was accorded by Government of Karnataka vide IDD 166 PSP 2021, Dt: 12-04-2022

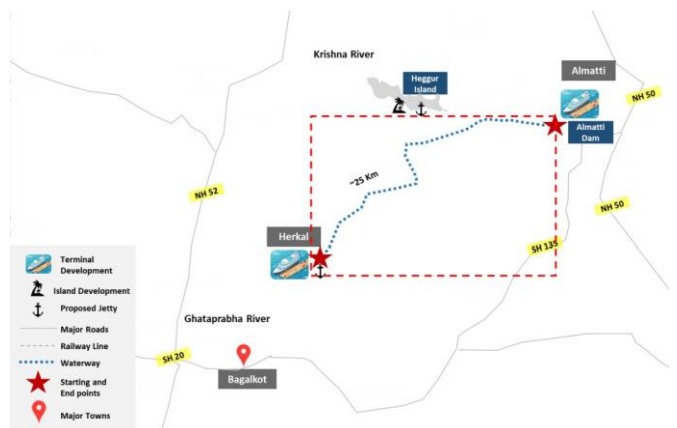


Fig: Location of Almatti to Bagalkot Waterway

The OMT contract for operationalising the waterway is to be floated shortly.

ISLAND DEVELOPMENT PROJECTS

Island Development

Karnataka, a state known for its rich cultural heritage and diverse landscapes, also boasts a hidden treasure - its picturesque islands. These islands, scattered along its pristine coastline, hold immense potential for development and have become the focus of attention for policymakers and environmentalists alike. Karnataka boasts 106 islands, including one inhabited accessible island, 46 accessible uninhabited islands, and 56 inaccessible uninhabited islands, alongside some unnamed rocky islands.

Among these islands, 23 islands have been identified which may be taken up for further development. The roadmap for harnessing their potential includes the creation of an Island Master Plan along with a comprehensive strategy that addresses various aspects of island development.

3 Riverine islands located in the Gurupur River have been identified to be developed into World-Class Eco- Tourism Locations.

The offerings include –

- Island Strengthening
- 2 Nos Jetty Development
- Eco-Huts
- Themed Gardens etc.

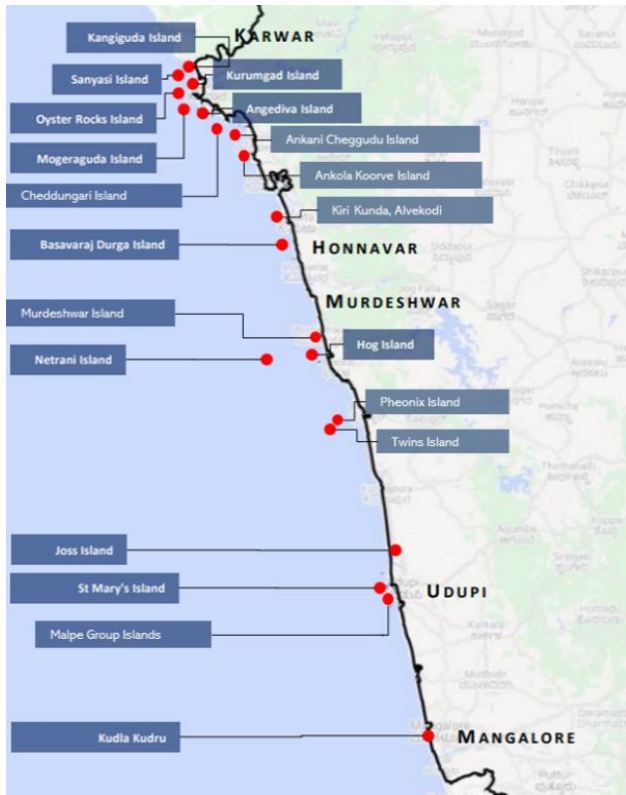


Fig: Identified Islands in the State of Karnataka



Fig: Locations of 3 Riverine Islands of Gurupur Islands

As Karnataka sets its sights on island development, it does so with a vision for responsible and sustainable growth. By carefully planning each step and considering the ecological and societal implications, the state aims to unlock the full potential of these islands, transforming them into vibrant hubs of economic activity and natural beauty. The Island Master Plan will serve as a guiding light, ensuring that these developments enrich the lives of residents and visitors while preserving the fragile ecosystems that make these islands so unique.





Contact Us

Chief Executive Officer,
Karnataka Maritime Board,
No.49, Khanija Bhavan, West Wing, 3rd Floor,
Racecourse Road, Bengaluru-560001
Telephone No:080-29577444
E-mail: directoratp@karnataka.gov.in | ceokmb2019@gmail.com

