Second Container Terminal at Kamarajar Port

Prelims: *Current events of national and international importance | Economy*

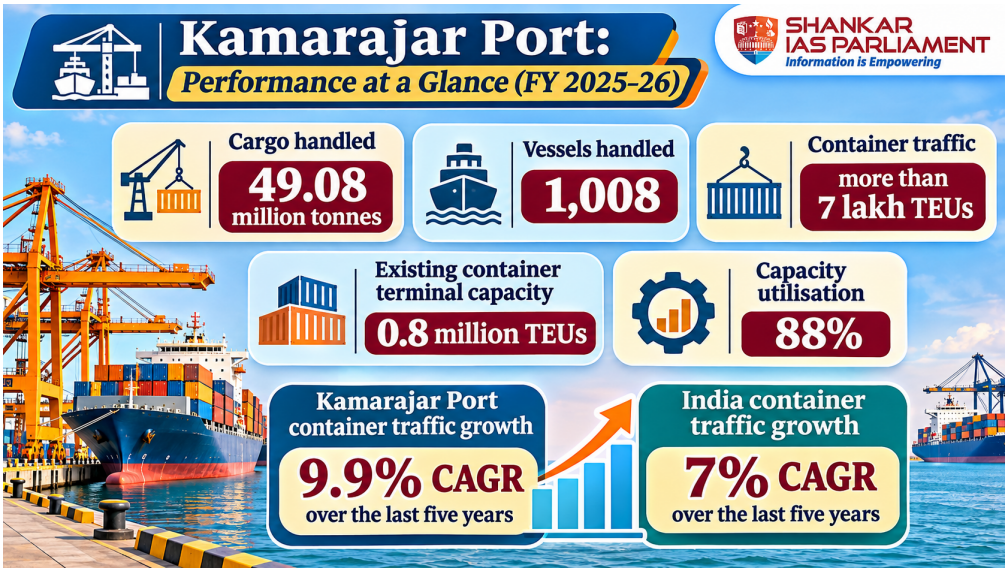
Why in news?

The Union Cabinet has approved the proposed project for the development of a second container terminal at Kamarajar Port Limited under the public-private partnership model at an estimated project cost of Rs 4,288.26 crore.

- **Kamarajar Port** – It is a deep-water major port on the Coromandel Coast near Chennai, Tamil Nadu.
- It was formerly Ennore Port.
- **Operated by** – Kamarajar Port Limited as a corporatised port and wholly owned subsidiary of the Chennai Port Authority.
- It is the ***only corporatised major port*** in India.
- **Governance** – It is India's 12th major port; incorporated in 1999 and began commercial operations in 2001.
- **Cargo & Terminals** – It handles thermal coal, petroleum/liquid cargo, LNG, LPG, automobiles, general/project cargo, and containers across PPP and captive terminals.

Second Container Terminal

- **Purpose for development** – It is intended to meet the growing demand for containerised export-import (EXIM) cargo from the Chennai-Ennore industrial and economic region and the wider southern hinterland.
- **Key cargo-generating sectors** include automobiles and auto components, engineering goods, electronics, chemicals and other manufactured products.
- **Development** – Under the public-private partnership mode on a design, build, finance, operate and transfer basis (DBFOT).
- **Terminal size** – It envisages the development of a 900-metre-long container terminal with a design draft of 18 metres and a berth width of 30 metres.
- **Handling capacity** – The annual container-handling capacity is 2.0 million Twenty-foot Equivalent Units (TEUs).
- The terminal is designed to handle large container vessels, including vessels of up to 24,346 TEUs and 400 metres in length overall.
- **Implementation** – The terminal will be implemented in two phases – Phase I having a capacity of 1.1 million TEUs and Phase II with a capacity of 0.9 million TEUs.



- **Aligned with** – The project is aligned with Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047.
- It is expected to strengthen KPL's position as a container gateway on India's East Coast, improve the efficiency of the maritime logistics chain and support the growth of EXIM trade.

Reference

AIR | Kamarajar Port terminal to reduce dependence on foreign ports, says PM Modi

SHANKAR IAS PARLIAMENT
Information is Empowering