



Vizhinjam International Seaport Project

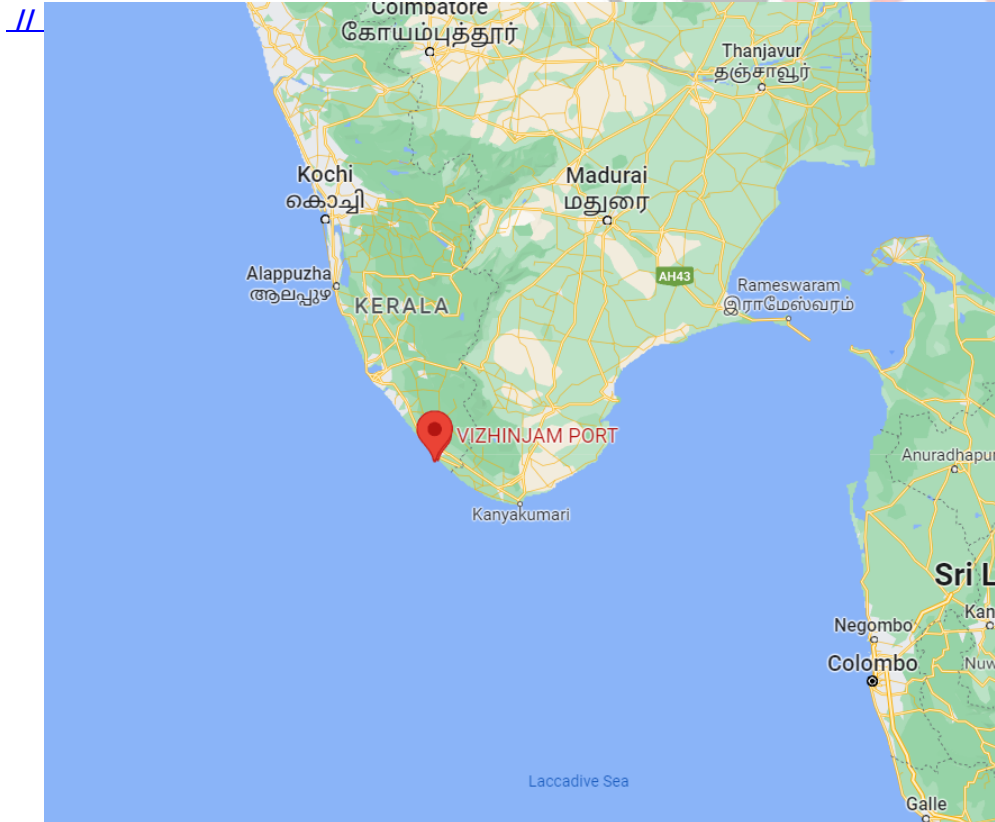
For Prelims: [Vizhinjam International Seaport](#), [Public Private Partnership](#)

For Mains: Issues and Challenges in Development Projects in India, Growth, Development and Employment, Ports.

Source: IE

Why in News?

The [Vizhinjam International Seaport Project](#), India's first deepwater transshipment port, has gained attention recently as the **first cargo ship arrived at the port.**



Note

- A transshipment deepwater seaport is a port that can handle large ships that carry cargo from one place to another.

- It has a **deep water channel and a large berth area** for loading and unloading goods. It also allows the transfer of cargo from one ship to another at the port.

What is the Vizhinjam International Seaport Project?

- The Vizhinjam International Transshipment Deepwater Multipurpose Seaport is an ambitious project taken up by the **Government of Kerala**.
 - It is designed to primarily cater to the **transshipment and gateway container business** with provision for a cruise terminal, liquid bulk berth and facilities for additional terminals.
- The port is currently being developed with a **Public Private Partnership**, with **Adani Ports Private Limited** with a component structured on a **design, build, finance, operate, and transfer ("DBFOT") basis**.
- It is strategically situated near **Thiruvananthapuram, Kerala**. Its location along the southern coast of India provides easy access to **international shipping routes**.
 - It is positioned to compete with global transshipment hubs like **Colombo, Singapore, and Dubai**, reducing the **cost of container movement** to and from foreign destinations.
- The port boasts a **natural depth of more than 18 meters**, which can be further scaled up to 20 meters.
 - This depth is crucial as it enables the port to accommodate large vessels and mother ships with substantial cargo capacities.
- Initial capacity in the **first phase is set at one million (twenty-foot equivalent units)TEUs**, with potential for expansion to 6.2 million TEUs.
- **Project Progress:**
 - Expected to generate 5,000 direct job opportunities and stimulate an industrial corridor and cruise tourism.
 - The project is approximately **65.46% complete**. The project has experienced delays over the years, mainly due to factors like natural disasters, protests, and logistical challenges.
 - The current timeline anticipates the first phase's operational readiness by December 2024.

Why India Needs a Deepwater Container Transshipment Port?

- India has **12 major ports**. However, the country lacks a **landside mega-port and terminal infrastructure** to deal with ultra-large container ships.
 - Hence, nearly **75% of India's transshipment cargo** is handled at ports **outside India**, mainly Colombo, Singapore, and Klang.
- In fiscal 2021-22, the total transshipment cargo of India was about **4.6 million TEUs, out of which about 4.2 million TEUs** were handled outside India.
- Developing a port into a Transshipment Hub will accrue significant benefits such as **forex savings, foreign direct investment, increased economic activity** at other Indian Ports, development of related logistics infrastructure, employment generation, improved operation/logistics efficiencies and increase in revenue share.
 - It also encourages related businesses, including ship services, logistics, and bunkering.
- A deepwater container transshipment port can attract a large share of the container transshipment traffic which is now being diverted to Colombo, Singapore and Dubai.

Major Ports in India



- Ports in India are classified as **Major** and **Minor Ports** according to the jurisdiction of the Central and State government as defined under the **Indian Ports Act, 1908** i.e. Major Ports are owned and managed by the Central Government and Minor ports are owned and managed by the State Governments.
- The **Major Port Authorities Act, 2021** provides for regulation, operation and planning of major ports in India and provide greater autonomy to these ports. It replaced the Major Port Trusts Act, 1963.
- There are **12 major ports**. **13th Major Port** (under construction) is **Vadhavan port, Maharashtra**.

UPSC Civil Services Examination, Previous Year Question (PYQ)

Prelims

Q. Recently, which of the following States has explored the possibility of constructing an artificial inland port to be connected to the sea by a long navigational channel? (2016)

- (a) Andhra Pradesh
- (b) Chhattisgarh
- (c) Karnataka
- (d) Rajasthan

Ans: (d)