

PORT LED ECONOMIC GROWTH & THE LARGER ECO SYSTEM



Your Next Port of Call

WHY PORTS ARE ESPECIALLY IMPORTANT TO INDIA

With over 90% trade into India thru the sea route, ports play an important role in the growth of the Indian economy. Ports act as a catalyst and incite development not only in its immediate vicinity but in areas and industrial corridors and indeed the entire country

But the growth & operation of a port must be sustainable --- to the environment, the economy and society



MANKIND AND PORTS

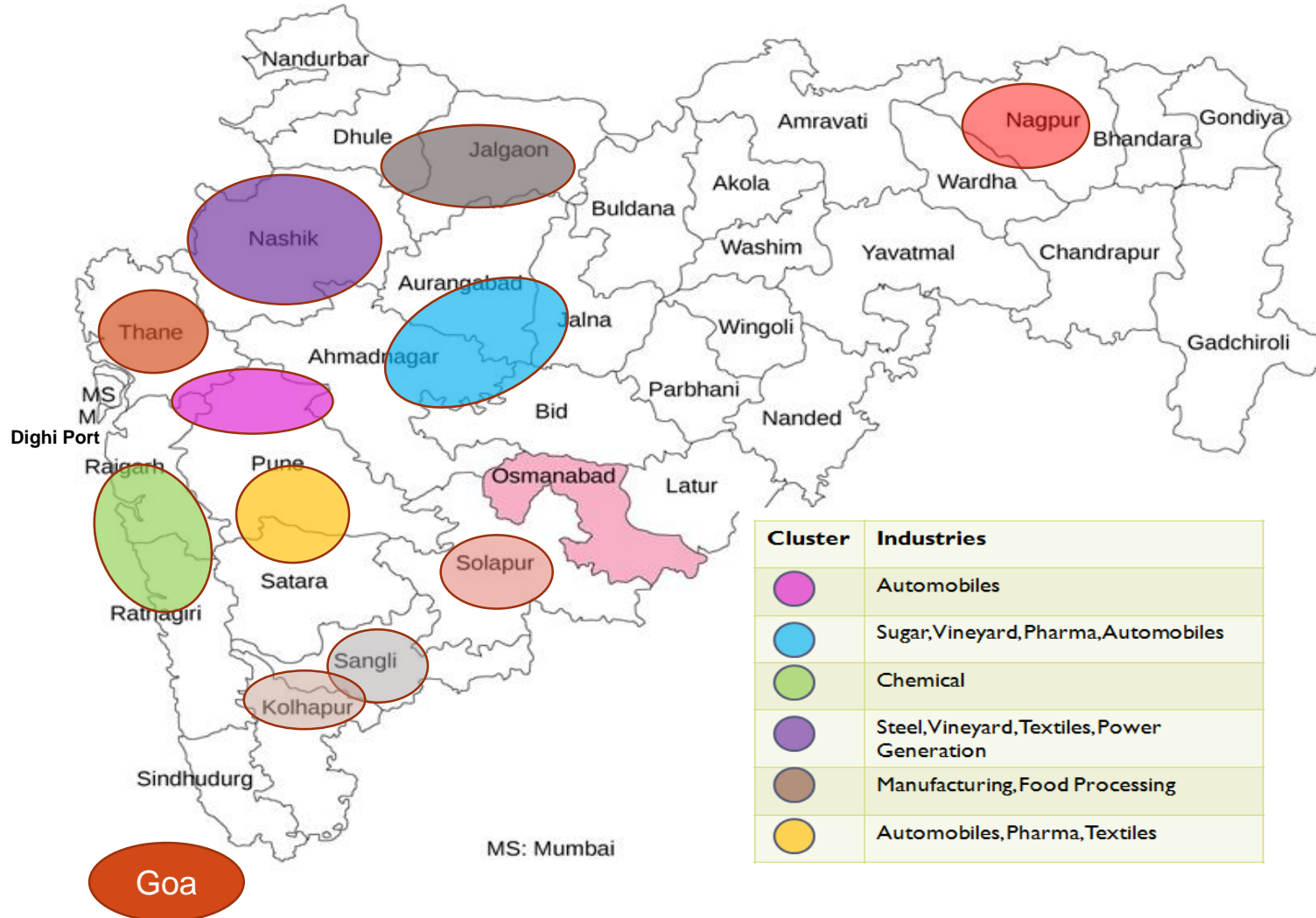
- Ports have been central to the evolution of mankind and civilization
- A port is but a means to an end
- The first ever port in the world was believed to be built in Egypt about 4500 years ago
- In India archeologists believe there was a port near present day Ahmedabad about 4000 years ago
- Throughout the world ports have contributed in large measure for the growth of cities
- Most major cities in the world grew out of a port

THE ECONOMIC & SOCIAL CONTRIBUTIONS OF A PORT

- Expand markets nationally and internationally.
- Open employment opportunities
- Improves infrastructure
 - Water and Electricity supply
 - Up gradation of schools & educational institutions
 - Improved Health and Hospital facilities
 - Better Public transport
 - Developed Road, Rail etc
- Increase value of land to land owners
- Expansion of towns/cities in the vicinity of the port
- Better connectivity helps reduce product cost



SERVICING HINTERLANDS

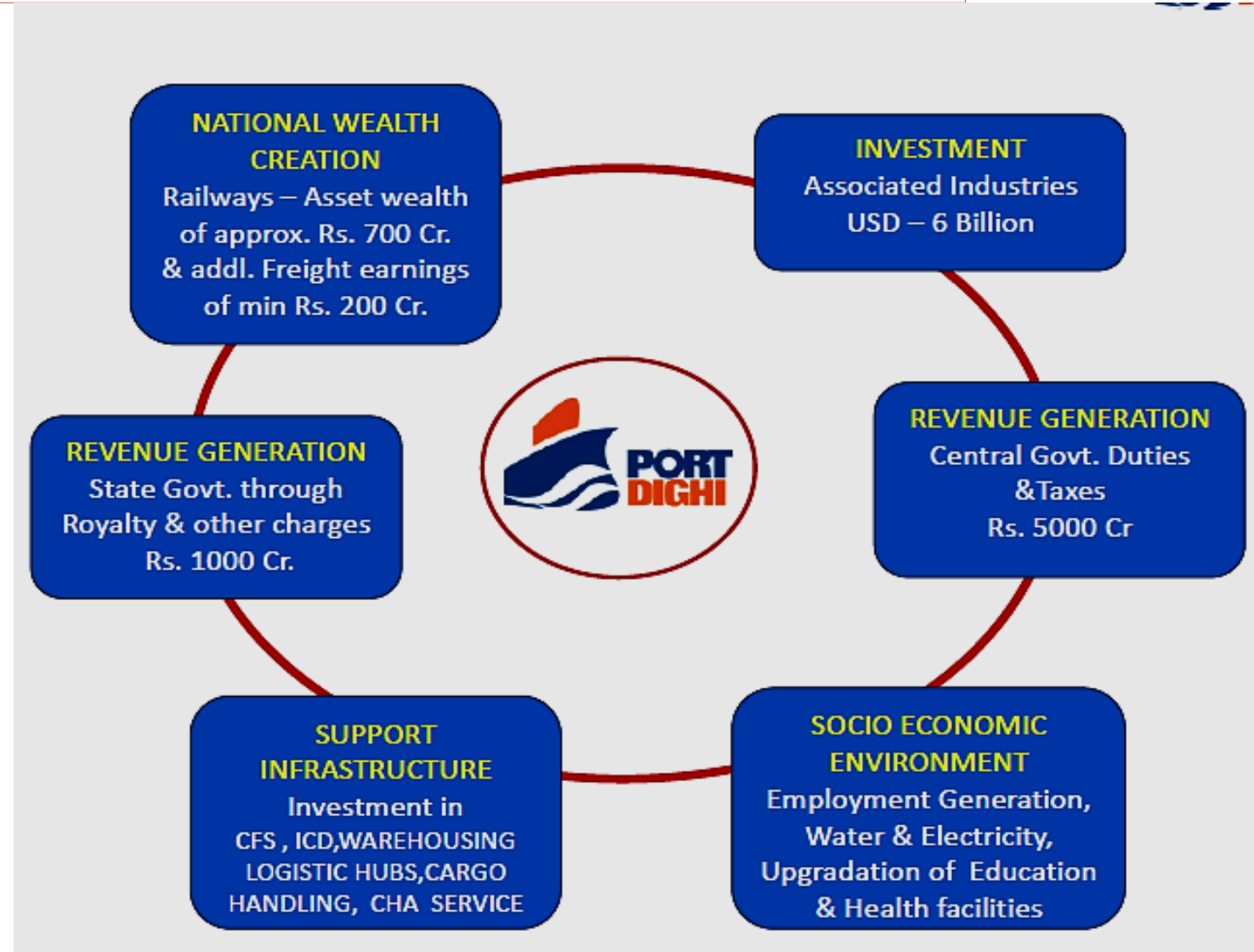


Throughout history ports have brought prosperity and growth to their hinterlands. DIGHI Port is enabling industries in its vicinity to grow & the people to prosper

ECONOMIC IMPORTANCE OF DIGHI PORT



- National Wealth Creation
- Investment
- Revenue generation
- Infrastructure Support
- Socio Economic Environment



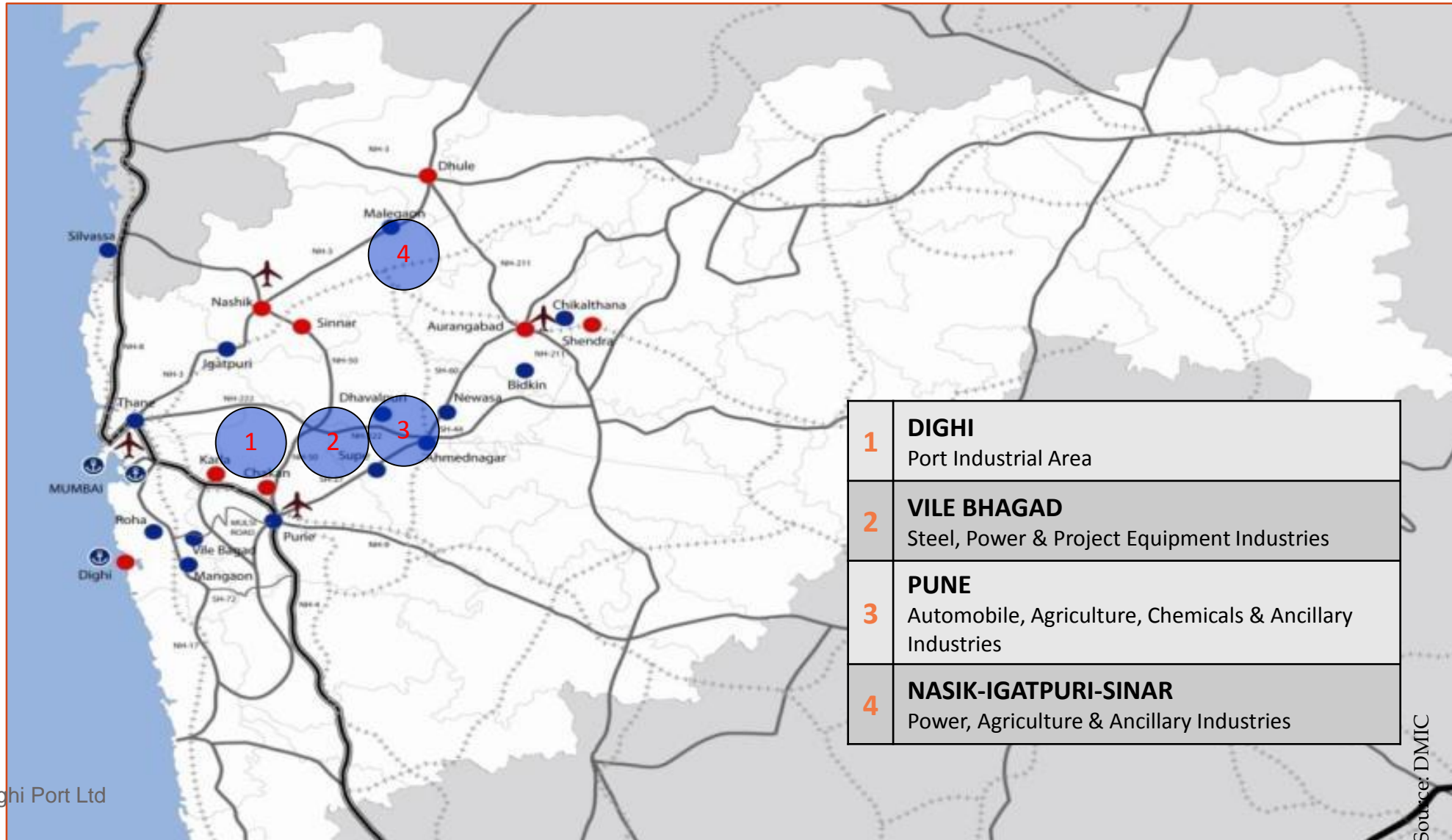
SPECIAL ECONOMIC ZONE (SEZ)

- Port based Special Economic Zone (SEZ) facilitate the setting up of manufacturing units, provisioning of services and other activities including processing, assembling, repairing and reconditioning.
- SEZ's have been the catalyst for China's growth and could do the same in India's "Make in India" policy
- At at Dighi we are developing a SEZ that will be spread over a total land bank of over 2000 acres, making it the largest port based SEZ in Maharashtra.

FREE TRADE & WAREHOUSING ZONE (FTWZ)

Creation FTWZ's in the vicinity of Ports with dedicated world-class infrastructure, warehousing, transportation and handling facilities, commercial office-space, with single-window clearance for import and export to make it an "international trading and transshipment hub" is the practical way to bring about a sea-change in the economy of the area.

DELHI MUMBAI INDUSTRIAL CORRIDOR (DMIC) PROPOSED CLUSTERS



DIGHI- DMIC & NMIZ



DIGHI PORT -Project Investment

- Port
- SEZ & FTWZ
- Railway & Roads
- Logistic Hub

Total investment of approximately USD 2 Billion in phases in port and port related infrastructures

- Integrated Infrastructure development for better efficiency and economics
- Largest node of the Delhi Mumbai Industrial Corridor in Maharashtra
- Received an in-principle nod for the DFC to be extended
- Part of the National Investment & Manufacturing Zone(NIMZ)

Only non –major port in Maharashtra to be a part of the prestigious DMIC & NIMZ



PORT INFRASTRUCTURE

▪ **Marine**

- Channel length – 15kms
- Draught in the harbour – 12.5 m at chart datum
- Protected by Nanavali Headland – acts as natural break-water

▪ **Waterfront**

- 2 berths - length 650 mtrs operational
- 3 berths under construction

▪ **Land**

- Right to develop approximately 1,600 acres of land
- ~ 600 acres developed;

▪ **Safety & Security**

- All Safety & Security Systems documented and in place
- Trained Firefighters & Equipment installed

▪ **Common facilities**

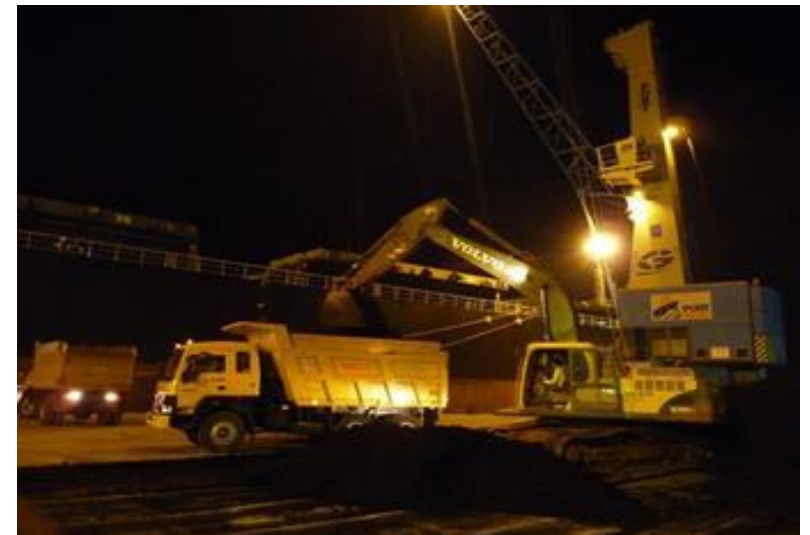
- Navigational and Communication Systems, Power, Navigational Control Tower, Bank, Customs, Pumping Stations, Sewage etc.



BULK HANDLING FACILITIES



- 2 Gotwald Mobile harbour Cranes
 - Capacity: 1000 - 1200 tonnes per hour
 - Discharge Rate at Jetty: 15,000 Tons/day
 - Discharge Rate at Anchorage: 12,000 Tons/day
- Storage yards with aggregate capacity of ~ 7 Million MT
 - 2,00,000 sq mtr of custom bonded area
 - Additional storage area of 2,00,000 sq mtr
 - Used for storage of coal, bauxite, steel coils, HBI
- Two Covered warehouse of 5400 & 7000 sq mtr each



OPERATIONAL HIGHLIGHTS



COAL: We regularly handle Capesize Vessels. The largest Capesize vsl handled so far is of 153,153 DWT. Avg discharge rates 1000MT/hr, by using our two Gottwald Cranes

BAUXITE: The port has been regularly handling export of Bauxite on 75,000 DWT vessels



STEEL COILS: We have been handling regular shipments of steel coils being brought on vessels of approx. 50,000 DWT. Avg discharge 27 coils/hr

LIQUID HANDLING FACILITIES

- Development on south bank includes a dedicated liquid & LNG Facilities

- **Phase 1:**

- Enclosure 1: 24,520 KL (Chemicals)
- Enclosure 2: 16,492 KL (Chemicals)
- Enclosure 3 : 30,684 KL (Chemicals)
- Enclosure 6: 29,597 KL (Safe Products)

Total : 101 293 KL

- **Phase 2:** 150,000 KL

- **Tank sizes:** 1150 to 5100 KL

- **Products:**

- Class A/B/C Petroleum Products
- Vegetable Oils, Bio-fuels, Acids & Safe Class Liquids

- **Pipelines to Jetty**

- 2 Nos 18" Dia (MS)
- 1 No: 10" Dia (MS)
- 1 No 8" Dia (MS)
- 1 No 8" Dia (SS)



Tanks under construction



View of the jetty



Typical Pipelines on jetty (planned)



CONSTRUCTION ACTIVITY ON THE NORTH BANK



- **3 berths under construction on the North Bank**
 - Berth 3 expected to be operational in April 2015
 - Berth 4 & 5 expected to be operational by October 2015
- **Storage**
 - 600 Acres land on North Bank
 - Container yard being built to accommodate, Containers, Ro-Ro traffic--Cars, Project Cargo etc.
- **Connectivity**
 - Widening of Roads in progress
 - Government has approved the construction of a 35 Km railway line to Roha, operational in 2018
- On completion of the fifth berth Port will be able to handle 30 million tonnes of cargo



WHY YOU SHOULD CONSIDER DIGHI AS YOUR NEXT PORT OF CALL

- Proven Capability: In operation for over two years; handled more than 5 million tons cargo
 - Successfully handled Post Panamax & Capesize vessels with DWT of up to 155,000 MT
 - Discharged 883 Cold Rolled Coils (CRC) weighing 21,436 MT in 26 hours
 - Trained & qualified staff of nearly 100 persons at Dighi Port
 - Competent stevedores and other support services
- Stockyard of about 5,00,000 sq m in close proximity to the port
- Covered warehouses of 7,000 sq. meters and 5,400 sq. meters
- No waiting time
- Advanced Cargo Handling Facilities with quick turnaround of vessel
- Freedom to fix tariff - not governed by TAMP
- With Bombay High Court mandating closure of coal handling at Mumbai, Dighi an attractive alternative
- Most ports in the west coast currently working at full capacity. At DIGHI we will handle your cargo with care, economically & without hassles

THANK YOU



Your Next Port of Call

CONTACT US



For queries please contact:

Eva Dias

Sr. Manager-Business Development

Dighi Port Ltd,

New Excelsior Biilding, 6th Floor,

Fort,

Mumbai 400 001

E-mail eva_dias@balaji.co.in

Mobile: +91 8422999074

For queries please contact:

Ronjoy Rajkhowa

President—Business Development

Dighi Port Ltd,

New Excelsior Biilding, 6th Floor,

Fort,

Mumbai 400 001

E-mail Ronjoy_rajkhowa@balaji.co.in

Mobile: +91 95949 51709

