



**PERFORMANCE BUDGET
2004-2005**

HIGHWAYS DEPARTMENT

GOVERNMENT OF TAMIL NADU

2005

**PERFORMANCE OF HIGHWAYS DEPARTMENT
DURING 2004 - 2005**

The progress of the Nation can be made possible and visible only if Highways and Transport systems are developed, since road communication is one of the vital infrastructures for the economic development and social integration.

The Highways Department is in-charge of planning, design, construction and maintenance of Government Roads and Bridges in Tamil Nadu.

ROAD LENGTH

The statistics of various Government roads in Tamil Nadu as on date are set out below:

Sl. No.	Classification	Length	Authority
1.	National Highways (NH)	3850 km	Under the control of National Highways wing
2.	State Highways (SH)	7230 km	Under the control of Highways wing [GL]
3.	Major District Roads (MDR)	7383 km	Under the control of Highways wing [GL]
4.	Other District Roads (ODR)	41191 km	Under the control of Highways wing [GL]
5.	Sugarcane Roads	1635 km	Under the control of Highways (Project I) Wing
Total		61289 km	

DETAILS OF GOVERNMENT ROADS AS ON DATE IN TAMIL NADU GIVEN BELOW :

LANE WISE LENGTH

S. No.	Category of Road	Single lane	Inter mediate lane	Double lane	Multi lane	Total
		Length in Kilometres				
1.	National Highways	40	11	3510	289	3850
2.	State Highways	1802	1042	4114	272	7230
3.	Major District roads	4595	898	1790	100	7383
4.	Other District roads	39248	1178	720	45	41191
5.	Sugarcane roads	1600	--	35	-	1635
	Total	47285	3129	10169	706	61289
Percentage of lane width to the total length of roads		77.15	5.11	16.59	1.15	

SURFACE WISE LENGTH

S. No	Category of Road	Cement Concrete (c.c)	Black Top (B.T)	Metalled	Total
		Length in Kilometres			
1.	National Highways	7	3843	-	3850
2.	State Highways	21	7209	-	7230
3.	Major District Roads	2	7344	37	7383
4.	Other District Roads	4	41157	30	41191
5.	Sugarcane Roads	-	1635	-	1635
Total		34	61188	67	61289

FINANCIAL

The Financial Allotment made in X Five Year Plan period and expenditure incurred in Annual Plans 2002-03, 2003-04 and 2004-05 in Tamil Nadu may be seen from the table below :

Rs in Lakhs

Plan	Provisional Outlay	Approved Outlay	Expenditure
Tenth Five Year Plan 2002-2007	600000	--	--
Annual Plan 2002-03	--	97678.45	48346.00
Annual Plan 2003-04	--	97861.19	63370.54
Annual Plan 2004-05	--	119717.81	123259.59 (anticipated)

Financial and physical targets and achievements during the year 2004 - 2005 and target for the year 2005-2006 under plan schemes are detailed below:-

FINANCIAL

Rupees in Lakhs

S. No.	Name of Scheme	2004-2005		2005-2006 Budget Estimate
		Budget Estimate	Anticipated Expenditure	
1	State Highways	993.85	998.69	420.90
2	Major District Roads	839.09	908.39	372.98
3	Other District Roads	176.97	231.03	204.12
4	Other Roads	0.56	5.49	0.50
5	High Density Corridors	0.03	--	0.03
6	Construction of Bridges in Panchayat Union Areas	0.01	0.38	0.02
7	Special bridges scheme	0.11	50.96	0.09
8	Acquisition of Lands for Bypasses	0.01	--	0.01
9	Rehabilitation of Distressed Bridges on Government Roads	692.43	711.67	3644.38
10	Tools and Plant	0.02	1.37	0.02
11	Construction of Quarters for Drivers and Basic Servants	2.25	3.50	3.50
12	Coastal Roads improvements programme	0.05	--	0.05
13	Improvements to the Roads in Industrial areas	0.43	26.44	0.35
14	City Traffic improvement controlled by C.E.(Gen)	0.01	--	0.01
15	Improvements to Accident Prone Spots	0.01	--	0.01
16	Pro-rata Establishment	5978.67	5847.36	7409.53
17	Improvements to Roads with loan assistance from MRL	0.01	--	0.01
18	Miscellaneous Original works	0.01	--	0.01
19	Revamped CRF	9500.00	11694.94	12500.00
20	CMDP - Traffic and Transport improvement in Chennai city	5000.00	5000.00	14800.00
21	Upgradation of IT Highway in Chennai city	2000.00	4100.01	3000.01
22	Improvement of Roads with loan assistance from HUDCO/ TUFIDCO	722.99	723.67	0.05
23	Programme for plastic and litter free highways	25.00	25.00	25.00
24	Construction of bridges in ODRs for unbridged crossings	600.00	600.00	927.00
25	Improvement to ODR (Bus Routes) with HUDCO loan assistance	6000.00	7500.00	0.01
26	Hill Area Development Programme	300.00	200.00	200.00
27	Investigation / Estimation of Project Work under Roads and Bridges	200.00	100.00	200.00
28	Western Ghats Development Programme	0.16	52.64	50.10

S. No.	Name of Scheme	2004-2005		2005-2006
		Budget Estimate	Anticipated Expenditure	Budget Estimate
29	Margin Money to Chennai Metropolitan Development Authority for Radial Roads leading to Chennai City.	400.00	--	200.00
30	Improvement of Chennai Corporation bus routes	0.01	1020.00	0.01
31	Comprehensive Road Development Programme- State Highways	--	--	20000.00
32	Comprehensive Road Development Programme- Major District Roads	--	--	20000.00
33	Comprehensive Road Development Programme- Other District Roads	--	9000.00	25000.00
34	Comprehensive Road Development Programme- Panchayat and Panchayat Union Roads	--	4850.00	10000.00
35	Tamil Nadu Road Sector Project.	50000.00	38000.00	55000.00
36	Establishment Charges of Special Revenue staff for implementation of PMG under TNRSP	94.46	75.63	87.91
37	Establishment charges of Special Environment staff for implementation of PMG under TNRSP	13.80	10.05	11.64
38	Establishment charges for PMG for implementation of TNRSP	270.95	297.84	322.76
39	East Coast Road Works	0.01	--	0.01
40	National Highways Urban	0.03	19.65	0.04
41	Tribal Sub-Plan	0.25	--	0.25
42	Establishment charges for Rural Roads office	87.36	63.86	--
43	Rural Roads Scheme	4500.24	4113.00	5400.02
44	Minimum Needs Programme - Bus Route Roads improvements scheme	2500.10	2157.00	2900.04
45	Minimum Needs Programme Special component Plan	1505.00	1482.00	1700.01
46	Improvement of roads with assistance from Govt. of India under Inter-State and Economic Importance Scheme	0.03	--	--
47	Improvements to MDRs and ODRs with loan assistance from NABARD	9800.00	8045.00	10000.00
48	NABARD-Direction and Administration	232.57	137.88	1614.71
49	Tamil Nadu Agricultural Development Project Roads leading to Marketing Centres	0.01	--	0.01
50	Tamil Nadu Agricultural Development Project -Cyclone affected road reconstruction	55.55	1.48	64.48

S. No.	Name of Scheme	2004-2005		2005-2006
		Budget Estimate	Anticipated Expenditure	Budget Estimate
51	Tamil Nadu Urban Development Project Works	1500.38	928.22	800.37
52	Road Over/Under Bridges	645.73	236.92	1107.33
53	Chennai Urban Development Project	0.07	5.20	0.06
54	Integrated City Development Project	0.08	0.08	0.08
55	E & I Scheme: Construction of interchange at the junction of Pandy-Krishnagiri road	0.01	11.39	0.01
56	Construction of ROB in Chennai Metro Area for Traffic Management	1000.00	--	0.01
57	City Traffic Improvement works (Tiruppur ring road)	0.07	--	0.07
58	Margin Money to TNSCC for Construction of Bridges under HUDCO	2981.37	2979.45	0.01
59	Construction / Reconstruction of bridges with loan assistance from HUDCO	1500.00	827.00	1786.55
	Expenditure met from loan taken by TNSCC Ltd from HUDCO for construction of bridges	--	--	6375.08
60	Madurai Radial Roads	3388.16	1673.78	1000.13
61	Construction of ROB/RUB with loan assistance from HUDCO	4200.00	7211.96	12500.00
62	Bus route improvement in Chennai Metro Area	100.00	--	0.01
63	Missing links in Chennai Metro Area	500.00	--	0.01
64	Construction of bridges in Cauvery Delta districts with NABARD loan assistance	1400.00	1330.76	3266.39
65	Research and Development	8.89	--	0.06
66	Institute of Highways Research and Management	0.01	--	--
Grand Total		119717.81	123259.59	222896.98

PHYSICAL

S. No.	Name of Scheme	Anticipated Achievements 2004- 2005		Targets 2005-2006	
		Bridges/ Culverts/ Structures in Nos.	Roads length in km.	Bridges/ Culverts/ Structures in Nos.	Roads length in km.
1.	State Highways	6	14.80	22	2124.00
2.	Major District Roads	14	18.00	59	2208.00
3.	Other District Roads	--	9.20	9	5018.00
4.	Construction of bridges in unbridged crossings on ODR	16	--	131	--
5.	Other Roads	1	--	--	--
6.	Rural Roads Scheme	5	318.30	8	380.00
7.	Special Component Plan	--	125.44	6	100.00
8.	Bus Route Roads improvements scheme.	7	199.00	7	150.00
9.	Tamil Nadu Urban Development Project	--	--	--	5.00
10.	Road Over/Under Bridges	3	-	2	-
11.	Tamil Nadu Agricultural Development Programme	--	-	1	-
12.	106 bridges	--	--	3	--
13.	Sugarcane roads	--	269.00	-	250.00
14.	Madurai Radial Roads	1	7.80	1	--
15.	NABARD loan assistance- ODRs	72	448.72	20	1000.00
16.	Chennai Radial Roads	--	--	--	3.43
17.	HUDCO assistance 60 bridges	4	-	24	-
18.	HUDCO assistance ROBs/RUBs	1	-	20	-
19.	Revamped CRF	43	641.64	13	1291.41
20.	HUDCO and TUFIDCO loan assisted roads	--	34.40	1	--
21.	Other District Roads (Bus Route)	--	1416.43	--	--
22.	Construction of bridges in Cauvery Delta districts with NABARD loan assistance	3	--	38	--
23.	CMDP - Traffic and Transport improvement in Chennai city	--	55.70	2	122.05
24.	Western Ghats Development Programme	1	2.20	2	14.00
25.	Improvement of sugarcane roads under NABARD assistance	--	--	--	246.00

NON-PLAN

The main objective is to ensure proper upkeep of Government roads by utilising annual provisions under "Non-Plan". The allocation and expenditure incurred during 2004-2005 for maintenance of roads viz., State Highways, Major District Roads, Other District Roads, Sugarcane roads and Chennai Corporation Bus Route Roads and allocation for the year 2005-2006 are here under:

FINANCIAL

Rs. in lakhs

Name of Scheme	2004-2005		2005-2006
	Budget Estimate	Anticipated Expenditure	Budget Estimate
National Highways (Urban)	100.00	100.00	150.00
State Highways	7132.00	7100.00	8835.00
Major District Roads	6200.00	6200.00	7665.00
Other District Roads	25768.00	28555.00	29021.00
City Roads	600.00	600.00	700.00
Special Repairs to State Highways affected by flood and cyclone	0.01	--	0.01
Sugar cane Roads	1500.00	1500.00	1192.40
Chennai city Roads with financial assistance from Chennai Corporation	900.00	73.00	--
Total	42200.01	44128.00	47563.41

PART-II SCHEMES

Part II schemes for 2004-2005 provided for rehabilitation of 22 distressed bridges on State Highways, 17 distressed bridges on Major District Roads and 6 distressed bridges on Other District Roads at an ultimate cost of Rs.10 crores. Out of the above works, 7 bridge works on Major District Roads have been completed and the balance works are programmed to be completed during 2005-2006. Further, under the scheme of construction of bridges on Other District Roads for Unbridged crossings, 150 bridges at an ultimate cost of Rs.15 crores have been taken up. Out of this, 16 works have been completed and the balance works are in progress. Further under Part II 2004-2005, 74.80 km length of State Highways at a cost of Rs.7 crores and 112.70 km length of Major District Roads at a cost of Rs.8 crores have been taken up and out of which 14.80 km length of State Highways and 18.70 km length of Major District Roads have been completed.

Under New Services Scheme for the year 2004-2005, improvement of 563.86 km length of State Highways at a cost of Rs.100 crores, 663.56 km length of Major District Roads at a cost of Rs.100 crores have been taken up and the works are in progress. Further, improvements of 4545 km length of Other District Roads at a cost of Rs.250.00 crores have been taken up and the works are in progress.

IMPROVEMENT TO OTHER DISTRICT ROADS (BUS ROUTES)

In the year 2003-04, improvement of roads unfit for Bus Route for a length of 3000 km at a cost of Rs. 150 Crores have been taken up. Out of this, 1661 km of road works have been completed during 2003-04 and 1415 km of road works have been completed during 2004-05

The anticipated expenditure on these works during 2004-2005 is Rs.7500.00 Lakhs.

PLAN SCHEMES

During the year 2004-2005 an amount of Rs. 1197.18 Crores was provided in the Budget Estimate for all the wings of Highways Department and the anticipated expenditure to be incurred under Plan Schemes is Rs.1232.60 Crores.

TAMIL NADU URBAN DEVELOPMENT PROJECT

The Tamil Nadu Urban Development Project Works are contemplated in 10 Major Cities and Towns. Due to land acquisition process, Inner Ring Road could not be completed in full. The World Bank assistance was terminated on 30.9.97 and hence the balance works of land acquisition for km 0/0-5/0 of Inner Ring road are being completed with State Funds.

The anticipated expenditure on these works during 2004-2005 is Rs.928.22 Lakhs.

MADURAI RADIAL ROADS

Road works comprising a length of 125.36 km have been completed in all respects under the scheme of Madurai Radial Roads. The construction of high level bridge at Sakkudi is nearing completion and the construction of Road Over Bridge at Ellis Nagar is in progress.

The anticipated expenditure to be incurred during 2004-2005 is Rs.1673.78 lakhs

ROAD OVER / UNDER BRIDGES IN LIEU OF EXISTING LEVEL CROSSINGS

Out of the 6 works, 1 work has already been completed during 2003-2004 and 3 works have been completed during 2004-2005. The remaining 2 Road Over Bridges viz., MIT Gate (LC No.28) and Palakkarai (LC No.85) are in progress and are expected to be completed during 2005-2006. 1 Road Over Bridge near Tambaram (LC No.30) has been sanctioned at a cost of Rs.35 crores and work will be taken up during 2005-2006.

The expenditure on these works during 2004 – 2005 is Rs.236.92 lakhs.

Out of the 36 works sanctioned under HUDCO loan assistance, 1 work at Thirupathiripuliyur (LC No.159) has been completed and the balance works are in progress.

The anticipated expenditure on these works during 2004 – 2005 is Rs.7211.96 lakhs.

TAMIL NADU ROAD SECTOR PROJECT

Out of the Project cost of Rs.2160 Crores, the World Bank has provided loan assistance to the tune of Rs.1670 Crores. This project consists of the following three components.

- (1) Upgradation of 742 Km of Roads.
- (2) Enhanced periodical maintenance of 2000 Km of roads.
- (3) Institutional strengthening.

Under upgradation component, Civil works in respect of Package 1 (Arcot – Elavanasur, Polur – Chengam, Vridhachalam – Kumbakonam - Tiruvarur, Ariyalur – Jayankondam - 393 Km) have commenced. For Package 2 (Nagapattinam – Kattumavadi – 116 Km) and Package 3 (Kattumavadi to Ramanathapuram – 100 Km) contracts are approved and works have commenced . For Package 4 (Ramanathapuram to Tuticorin – 118 Km) rebid has been invited.

Under Maintenance Component of this project, it has been programmed to take up enhanced periodical maintenance of 2000 Km of Government Roads over four years period. Road works under the first year programme for a length of 634 Km at a cost of Rs.180 Crores are in progress. Road works under the second year maintenance programme for a length of 450 Km at a cost of Rs.158 Crores will be taken up during 2005-06.

The anticipated expenditure of these works for the year 2004-2005 is Rs.38000 lakhs.

IMPROVEMENTS TO GOVERNMENT ROADS UNDER NABARD LOAN ASSISTANCE

In the past years, improvements to Major District Roads and Other District Roads, Construction/ Reconstruction of Bridges on Major District Roads and Other District Roads have been taken up with loan assistance from NABARD under RIDF II to IX. So far, 6417.37 km of roads were taken up for improvements at a cost of Rs.497.12 crores and 503 bridges were taken up for construction/ reconstruction at a cost of Rs.302.55 crores. Further improvements to 1153.30 km of roads and construction of 5 bridges have been sanctioned under RIDF-X at a cost of Rs.118.79 crores during 2004-2005. Of this 5706.78 km of road works and 469 bridges have been completed. Balance road and bridge works are in various stages of progress. Against a physical target of 93 bridges and 570 km of roads set forth for the year 2004-2005, 72 bridges and 448.72 km of roads works have been completed.

The anticipated expenditure on these works during 2004-2005 is Rs.80.45 crores.

CONSTRUCTION / RECONSTRUCTION OF 60 BRIDGES WITH LOAN ASSISTANCE FROM HUDCO

The Government have sanctioned a sum of Rs.60 crores for construction/reconstruction of 61 bridges with loan assistance from HUDCO during 2001 and 2003. For this HUDCO has sanctioned a loan of Rs.10.59 crores for 19 bridges, Rs.28.81 crores for 26 bridges and Rs.8.46 crores for 13 bridges. Of the above bridges, 26 bridges have been completed. 25 bridges are in progress. Estimate is under preparation for 1 bridge. 7 bridge works are in tender stages. 2 bridge works have been deleted.

The anticipated expenditure during 2004-2005 is Rs.827 lakhs.

CONSTRUCTION / RECONSTRUCTION OF BRIDGES IN DELTA DISTRICTS

Administrative sanction has been issued for construction/reconstruction of 48 bridges at a cost of Rs.33.49 crores under NABARD assistance in Delta Districts. Of which, 3 bridge works have been completed. 38 bridges are in progress. 6 bridge works are in tender stages. 1 bridge work is deleted.

The anticipated expenditure during 2004-2005 year is Rs.1330.76 lakhs.

CHENNAI METROPOLITAN DEVELOPMENT PLAN

Under this Plan, provision of Rs.50 Crores was made in 2003 - 2004 for Traffic and Transport Improvement in Chennai City. Proposals were approved for 28 works at a cost of Rs.30.35 Crores and 27 works at a cost of Rs.19.53 Crores. Out of this, 27 works for a length of 86.30 km have been completed at a cost of Rs.33.71 crores. The balance works are in good progress.

A massive programme of 26 works in Chennai Metropolitan Area for Rs.369 crores for 2004 - 2005 has been approved and being entrusted.

The anticipated expenditure for these works during 2004-2005 is Rs.5000.00 lakhs.

IMPROVEMENT OF PANCHAYAT, PANCHAYAT UNION ROADS

The Rural Development Department had programmed to improve 5850 Km. length of Panchayat, Panchayat Union and Unclassified Roads at a total cost of Rs.300 Crores. In first phase, works to the tune of Rs.150 Crores were carried out by the Rural Development Department during 2004. Subsequently, as per the policy decision taken to transfer the implementation of Rural Roads Programme to Highways Department, orders have been issued to take up the second phase of improvement of Panchayat, Panchayat Union and Unclassified roads at a cost of Rs.150 Crores by Highways Department during the current year. The works are in progress.

RURAL ROADS SCHEME

The road connectivity programme to villages having population between 500-1000 is under good progress. During 2004-2005, an amount of Rs.54 crores has been allotted for

improving 400 km of roads and constructing 6 bridges to give connectivity to 180 villages. Of these, 318.30 km of roads have been improved and 5 bridge works have been completed. Till the end of 2004-2005, 999 villages have been given road connectivity.

The anticipated expenditure during 2004-2005 is Rs.4113 lakhs.

SPECIAL COMPONENT PLAN

Under this scheme, roads have been formed and improved to connect villages in which the Adi Dravidar population is more than 50% of the total population.

During 2004-2005, an amount of Rs.19 crores has been allotted for improving 175 km of roads and constructing 5 bridges to give road connectivity to 80 villages. Of these, 125.44 km of roads have been completed. Till the end of 2004-2005, 342 villages have been given connectivity.

The anticipated expenditure during 2004-2005 is Rs.1482 lakhs.

BUS ROUTE IMPROVEMENTS SCHEME

Under this scheme, the Panchayat and Panchayat Union roads in which buses have been plying for more than three years are taken up for improvement.

During 2004-2005 an amount of Rs.27 crores has been allotted for improving 225 km of roads and constructing 10 bridges. Of these, 199 km of roads and 7 bridge works have been completed.

The anticipated expenditure during 2004-2005 is Rs.2157 lakhs.

SUGARCANE ROAD DEVELOPMENT SCHEME

Under this scheme, the formation and improvement of roads in Sugar Mill Areas have been taken up from Sugar cane Cess Fund. So far, a total length of 1635 km roads were classified as Government Other District Roads and taken up for maintenance. During 2004–2005, 269 km of roads were improved under maintenance.

NATIONAL HIGHWAYS SCHEME

The National Highways are the properties of Government of India. The Maintenance and improvement works on National Highways are wholly financed by Government of India from their funds.

NATIONAL HIGHWAYS-ORIGINAL WORKS

The Government of India have accorded approval for Rs. 130 crores under Annual Plan 2004-05. Estimates for Rs. 172.18 crores have been sent to the Ministry of Road Transport and Highways and sanction obtained for taking up of 56 works at a cost of Rs.108.23 crores. Approval is awaited for the remaining works.

During 2004-2005, 61 Nos. original works have been completed. On the whole, 36.50 km length of road under improvements to riding quality, 144.25 km length of strengthening of two lane weak stretches, 32.82 km of widening single lane to double lane and Construction of 10 Minor Bridges have been completed.

The anticipated expenditure for 2004-2005 is Rs.53.07 Crores.

CENTRAL ROAD FUND WORKS

The Government of India have accorded Administrative Approval for Rs.149.50 crores for 254 works under Central Road Fund scheme for the year 2000-2001. Further, Administrative Sanction has been accorded for Rs.6 crores for the work of Reconstruction of collapsed bridge across Vettar River at km 186/6-8 of NH-45 A extension (Pondy - Nagapattinam section). All these works have been completed.

During 2002-2003, the Government of India have accorded Administrative Approval for Rs.70.43 crores for 77 works comprising 36 road works and 41 bridge works under Central Road Fund Scheme for the year 2002-2003. Out of these, 70 works have been completed and the balance works are in good progress.

During the year 2003-2004, the Government of India have accorded Administrative Approval for Rs.82 crores for 113 works comprising 105 road works and 8 bridge works. Out of these, 102 works have been completed and the balance are in progress.

During the year 2004-2005, the Government of India have accorded Administrative Approval for Rs.140.62 crores for 107 works comprising 100 road works and 7 bridge works. The works are in progress.

MAINTENANCE OF GOVERNMENT ROADS

The cost of maintenance of roads is increasing every year in view of (a) High cost of materials, (b) Increase in wages.

During 2004-2005, a budget provision of Rs.422 crores has been provided for maintenance of Government roads.

Under Special Programme of relaying of roads under Non-Plan 2004-2005, 5771.76 km length of roads have been taken up at a cost of Rs.307.67 crores. Out of these, 5751.46 km length of roads have been completed at a cost of Rs.306.65 crores and the balance works are programmed to be completed during this year itself.

TAMIL NADU MARITIME BOARD

Tamil Nadu with its vast Coastline of about 992 Kms. has 3 major ports at Chennai, Ennore and Thoothukudi and 15 minor ports at Kattupalli, Ennore Minor Port, Cuddalore, Thiruchopuram, PY-3 Oil Field, Tirukkadaiyur, Nagapattinam, Pamban, Rameswaram, Valinokkam, Punnakkayal, Manappad, Kudankulam, Kanyakumari and Colachel. Among these, Kattupalli, Ennore, Thiruchopuram, PY-3 Oil Field, Tirukkadaiyur, Punnakkayal, Manappad and Kudankulam have been declared for the captive use of Private entrepreneurs, where the development of entire infrastructure facilities are the responsibility of the company concerned.

All the minor ports in Tamil Nadu are anchorage ports, where cargo are transhipped from the vessels at mid-stream to shore and vice versa through lighters / barges. At Ennore and Tirukkadaiyur minor ports, Liquid Ammonia and Naphtha are being transferred directly from the vessel at Buoy Mooring system to the storage tank on shore through sub-marine pipelines respectively.

EXPORT AND IMPORT OF CARGO

The main items of cargo that are exported and imported at the minor ports are as follows:-

EXPORT

Crude Oil
General Cargo
Cement

IMPORT

Edible Oil
Liquid Ammonia
Naphtha
Crude Oil
Machineries
General Cargo

TAMIL NADU MARITIME BOARD ACT

Tamil Nadu Maritime Board, constituted in March, 1997 under the Tamil Nadu Maritime Board Act, 1995 (Tamil Nadu Act 4 / 96) having the official representatives from various Government departments as members on its Board is administering, controlling, regulating and managing the minor ports in Tamil Nadu.

The Tamil Nadu Maritime Board realises the close linkage between the Industry and the Ports and it encourages setting up of Captive Ports / Jetties / Moorings for the port based industries such as Oil Industries and Thermal Power Projects etc.,

PORT POLICY

A port policy for the investment opportunities for the development of minor ports in Tamil Nadu has been formulated by the Government of Tamil Nadu.

The main objectives of the Port Policy are:-

- ▶ To facilitate establishment of Port based Thermal Power Plants by providing exclusive port facilities to Import Coal / Naphtha / Oil / Natural Gas.
- ▶ To provide port facilities to promote export oriented Industries and Port based industries along the coastal districts of Tamil Nadu.
- ▶ To decongest Highways and Railways by providing facilities for Coastal Traffic along the East Coast.
- ▶ To promote Tourism / Cruises / Coastal trade.
- ▶ To provide facilities to encourage ship repairing, ship breaking and construction of floating crafts.
- ▶ To decongest the Major Ports at Chennai and Thoothukudi.

1. CUDDALORE PORT

The Government of Tamil Nadu decided to develop Cuddalore port through private Sector participation. In this connection, Tamil Nadu Maritime Board appointed UTI Bank Ltd., / RITES Ltd., as a Technical Assistance Provider. They have prepared the Initial Screening Report, Draft Bid document, Draft Concession Agreement and suggested Time schedule for implementation of Cuddalore Port Development project. The above are under consideration.

The port experienced the Tsunami wave on 26.12.2004. It caused damages to the port facilities. The damage is estimated as about Rs.2310 lakhs.

2. NAGAPATTINAM PORT

Edible Oil and Cement are handled at this port. M/s. Chennai Petroleum Corporation Ltd., Chennai has constructed a RCC jetty within Nagapattinam Port limits with an approach trestle so as to handle 4 Lakhs MTs. of Crude Oil per annum for their refinery at Panangudi.

During the current financial year upto February 2005, the following cargo have been handled at this port.

<u>IMPORT:</u>	Crude Oil	: 25 ships	: 3,38,907 MTs.
	Edible Oil	: 9 ships	: 20,687 MTs.
<u>EXPORT:</u>	Cement	: 13 ships	: <u>17,675 MTs.</u>
	Total	: 47 ships	: 3,77,269 MTs.

It is proposed to develop Nagapattinam Port in two phases at a cost of Rs.500 lakhs. In the first phase, the work of strengthening the north and south breakwater has been taken up at a cost of Rs.100 lakhs. While 22% of south breakwater and 59% of north breakwater works are in progress, the port experienced Tsunami which caused enormous damages. The damage is estimated to be Rs.5060 lakhs.

However, after Tsunami, a foreign ship with Edible oil arrived and handled 4602 MTs. in this port with temporary arrangements.

3. PAMBAN PORT

The only function at this port is to pilot the small drafted vessels of five feet passing through Pamban Channel from North to South and vice versa connecting East and West coasts of India. During the current financial year, up to February 2005, 87 vessels were piloted at this port.

4. RAMESWARAM PORT

This port had been catering to passenger service between Rameswaram and Thalaimannar operated by the Shipping Corporation of India. The service was suspended with effect from 8.1.1985 due to ethnic problems in Sri Lanka. There is no activity at this port now.

5. VALINOKKAM PORT

This port was earmarked for ship breaking due to its tranquil waters and low gradient. 30 acres consisting of Six plots owned by M/s Tamil Nadu Industrial Development Corporation Ltd., has been transferred to Tamil Nadu Maritime Board so as to continue ship-breaking activities.

The Environment and Forest Dept. Govt. of Tamil Nadu has informed that the State Coastal Zone Management Authority has examined the proposal of setting up of ship breaking at Valinokkam and resolved not to recommend the above proposal to Government of India for environmental clearance due to possible adverse environmental impact. Hence, no ship breaking is permitted at this port.

6. KANYAKUMARI PORT

This port is solely meant for facilitating ferry service between shore and Vivekananda Rock Memorial. M/s. Poompuhar Shipping Corporation Ltd., is operating the ferry service. The ferry service has now been extended to Tiruvalluvar Statue. Tamil Nadu Maritime Board is supervising the ferry service and deriving establishment charges from the Corporation. During the current financial year up to February 2005, 10,90,619 passengers were ferried across.

The port was greatly damaged by Tsunami. However, the resumption of ferry service commenced from 05.02.05 with the minimum available marine facilities.

7. COLACHEL PORT

M/s RITES Ltd., in their “ Port Vision 2020 ” Report had identified Colachel as a suitable port for developing into a Container Hub Port. The interest shown by the Government of Malaysia in developing this into a major Container Transshipment port has not borne fruit for want of suitable financial arrangements by them. However, considering the potential and the

viability of this Project, the Government of Tamil Nadu have requested the Government of India to include the proposal of developing the Colachel port in the “ Sagar Mala ” Project.

8. KATTUPALLI PORT

This port will be offered to the interested parties under BOT, BOOT and BOOST basis. As and when an offer /opportunity arises, this port will be developed appropriately.

9. ENNORE MINOR PORT

This port, consisting of the marine structure of Multiple Buoy Mooring System with submarine pipelines was developed by M/s. Coromandel Fertilizers Ltd., Chennai, for receiving Liquid Ammonia. The port is functioning since October 1996.

During the current financial year, up to February.2005, 8 vessels called at this port and 49,952 MTs. of Liquid Ammonia has been discharged.

10. THIRUCHOPURAM PORT

This port was declared for the captive use of M/s. Nagarjuna Oil Corporation Ltd., for handling 6.5 million tonnes per annum of crude oil for import and 2.8 Million tonnes per annum of Refined oil products for export in respect of their proposed oil refinery at Thiruchopuram. This port has also been notified as Customs port by the Ministry of Finance, Department of Revenue. The Ministry of Environment and Forests, Government of India have accorded environmental clearance for setting up the marine terminal facilities. The company is yet to obtain financial closure for the project.

11. PY-3 OIL FIELD PORT

This port, which is entirely situated within the sea off-shore Cuddalore, has been exclusively declared for loading of Crude oil being extracted from the oil wells situated at PY-3 Oil Field. This port is in operation from October'97.

During the current financial year up to February 2005, 22 vessels called at this port and 2,62,451 MTs.of cargo has been handled.

12. TIRUKKADAIYUR PORT

This Port was declared for the captive use of M/s. PPN Power Generating Company so as to handle Naphtha and Natural gas required for their 330 MW gas combined Cycle Power Project at Pillaiperumalnallur. This port is in operation from Jan.2001. During the current financial year, up to February 2005, 7 vessels called at this port and 87,924 MTs. of Naphtha has been handled.

13. PUNNAKKAYAL PORT

This is a captive port declared for the use of M/s. Dharangadara Chemical Works Limited. The commodities likely to be handled are Vinyl Chloride Monomer, Low Sulphur Heavy Stock, Liquified Petroleum Gas etc. The company is yet to finalise their financial tie-up.

14. MANAPPAD PORT

The Government have declared Manappad in Thoothukudi district as a Minor Port for the captive use of M/s Indian Gas Limited, for handling 2.5 million MTs. of LNG per annum required for the proposed 2000 MW. Gas Turbine Power Project to be set up by M/s. Indian Power projects Ltd., at Vembar.

15. KUDANKULAM PORT

Kudankulam port was declared for the captive use of M/s Nuclear Power Corporation of India Ltd., for their Nuclear Power project at Kudankulam consisting of 2 units of 1000 MW each. For the said project they have constructed a pond like structure for cooling water intake comprising of two breakwaters about 1 K.M long and 500 mtrs. wide. Besides, a RCC Jetty with necessary breakwater protection has been constructed for receiving over dimensional and heavy lift Machineries. The first consignment of project cargo was handled at this port on 15.1.2004. During the year 2004-2005, up to February 2005, 4619 MTs. of Machineries have been imported at the port.

TRAFFIC

During the year 2004-2005, up to February 2005, the Minor ports in Tamil Nadu handled a total cargo of 7,82,215 MTs.

POOMPUHAR SHIPPING CORPORATION LTD.

M/s. Poompuhar Shipping Corporation Limited (PSC) was formed on 11.04.1974 under the Companies Act, 1956 with the objective of transporting the entire requirements of coal for the Thermal Power Stations of Tamil Nadu Electricity Board (TNEB). The coal required by TNEB is transported from the load Ports at Haldia, Paradip and Vizag and discharged at Ennore and Tuticorin Ports. PSC acquired 3 specially designed shallow draft geared bulk carriers of 40000 DWT between August 1985 and January 1987 which are exclusively utilized for this purpose. In addition to its own three ships, PSC also charters ships from Indian and Foreign ship owners to transport the coal required by TNEB for the various Thermal Power Stations in Tamil Nadu.

The details of linkage of coal moved by own and chartered vessels are as follows:

In lakh MT

Year	Coal Linkage	Coal Moved by Chartered vessels	Coal moved by Own vessels	Total coal moved	Achievements
2003-2004	148.50	122.09	20.83	142.92	96.24%
2004-2005	149.50	117.87	21.87	139.74	93.47%
Projection for 2005-2006					
2005-2006	140.00	118.40	21.60	140.00	100%

Physical performance of Own and Chartered Vessels for the period 2003-2004 and 2004-2005:

	2003-2004	2004-2005
Chartered Vessels		
No. of vessels engaged	8	8
No. of voyages	228	219
Quantity of coal moved (in lakh MT)	122.09	117.87
Average quantity of coal moved per voyage in MT	53548	53822
Own Vessels		
No. of Vessels	3	3
No. of voyages	53	58
Quantity of coal moved (in lakh MT)	20.83	21.87
Average quantity of coal moved per voyage in MT	39302	37705
Total quantity moved (in lakhs MT)	142.92	139.74

CHARTERED VESSELS IMPROVED PERFORMANCE

Cargo carried per voyage for 2004-2005 has improved to 53822 M.T as against 53548 M.T. during 2003-2004. Thus Cargo carried per voyage has increased by 274 M.T.

PERFORMANCE OF TAMIL VESSELS

Tamil Vessels have crossed over 18 years and in spite of over aging still the own vessels are performing satisfactorily. In spite of two Tamil vessels were dry docked for survey repairs during the year 2004 -2005 own vessels performance has increased to 58 voyages during the year as compared to 53 voyages in the previous year.

FINANCIAL PERFORMANCE FOR 2004-2005

For the year 2004-2005 PSC will earn Cash Profit of Rs. 669.55 lakhs as against the cash profit of Rs. 1527.26 lakhs earned in the previous year 2003-2004 which include Rs.2085.55 lakhs towards reimbursement of interest of previous years.

PANAMAX SELF UNLOADER VESSEL (CHSU)

For the Paradip-Ennore sector a Panamax CHSU vessel (MV.Gem of Ennore DWT 75066 built in 2000) owned by M/s.West Asia Maritime Limited, Chennai was inducted into PSC service on 19.02.2002 for a TEN YEARS TIME CHARTER PERIOD. This type of vessel is operated for the first time in India. This is a very sophisticated and specially built modern vessel. The vessel has its own discharging gear consisting of cranes and grab and also has conveyor system with a discharge boom. The coal from the vessel is directly discharged to the shore based hopper. This vessel is achieving a discharge rate of 2600 MT per hour, thereby giving fast delivery of cargo to TNEB.

PANAMAX GEARLESS VESSELS:

PSC chartered two nos. Panamax Gearless vessels viz. MV. Rani Padmini owned by M/s.Shipping Corporation of India with a carrying capacity of 67000 MT and MV.APJ Sri Devi owned by M/s Surrendra Overseas Ltd., Kolkatta with a carrying capacity of about 62,000 M.T of coal and deployed these ships on Paradip - Ennore Sector. At times M.V.APJ Sri Devi is also used at Haldia for loading.

HANDYMAX GEARED VESSEL

For Haldia - Paradip-Tuticorin Sector and Vizag-Tuticorin Sector, the operation of Handymax Geared vessels will continue to be operated by PSC.

KANNIYAKUMARI FERRY SERVICE

Besides transport of coal to TNEB Thermal Power Stations, PSC is also operating a ferry service from main land at Kanniyakumari to the Vivekananda Rock Memorial and the Ayyan Thiruvalluvar Statue. On 26th December 2004 due to Tsunami tidal waves the jetty got damaged and out of three launches, two launches suffered extensive damage and another launch M.L.Vivekananda was washed away and could not be traced out by the Coast Guard. After repairing the existing two launches M.L.Thamiraparani and M.L. Bhagirathi, the ferry service was resumed from 5th February 2005 onwards. Due to Tsunami tidal waves Kanniyakumari Ferry Service has lost revenue of Rs.58 lakhs for 41 days and incurred additional expenses of Rs.49.30 lakhs for carrying out repairs on launches, Que shed, Jetty etc. The physical and financial performance of the ferry service for the two years are given below:

	<u>2003-2004</u>	<u>2004-2005 (Estimated)</u>
No. of Ferry in service	3	3 upto 26.12.04 2 from 5.2.05 onwards
No. of Passenger ferried	15,16,571	11,39,700
Fare collection (Rs. in lakhs)	290.32	232.64
Operation Profit (Rs. in lakhs)	86.47	0.92

PSC has taken action to replace the existing two old launches viz., M.L.Thamiraparani and M.L.Bhagirathi which are nearly 30 years old, by acquiring two new launches with financial assistance from Tourism Department, Government of India through Tamil Nadu Tourism Development Corporation Limited.

TAMIL NADU MARITIME ACADEMY

The Tamil Nadu Maritime Academy was set up at Thoothukudi and the training institute was inaugurated on 16.09.1998. The Academy has so far completed 10 batches of pre-sea rating course. The Academy initially conducted Seaman and Engine Rating Training courses. Now the Academy is conducting General Purpose Crew Course instead of Deck and Engine Rating Crew with the same number of trainees i.e. 40, in each batch. The Academy is also conducting five STCW-95 courses namely "Personal Survival Techniques", "Elementary First Aid", "Personal Safety and Social Responsibility", "Oil Tanker Familiarization" and "Fire Prevention and Fire Fighting".

O. PANNEERSELVAM,
Minister for Public Works,
Prohibition & Excise and Revenue