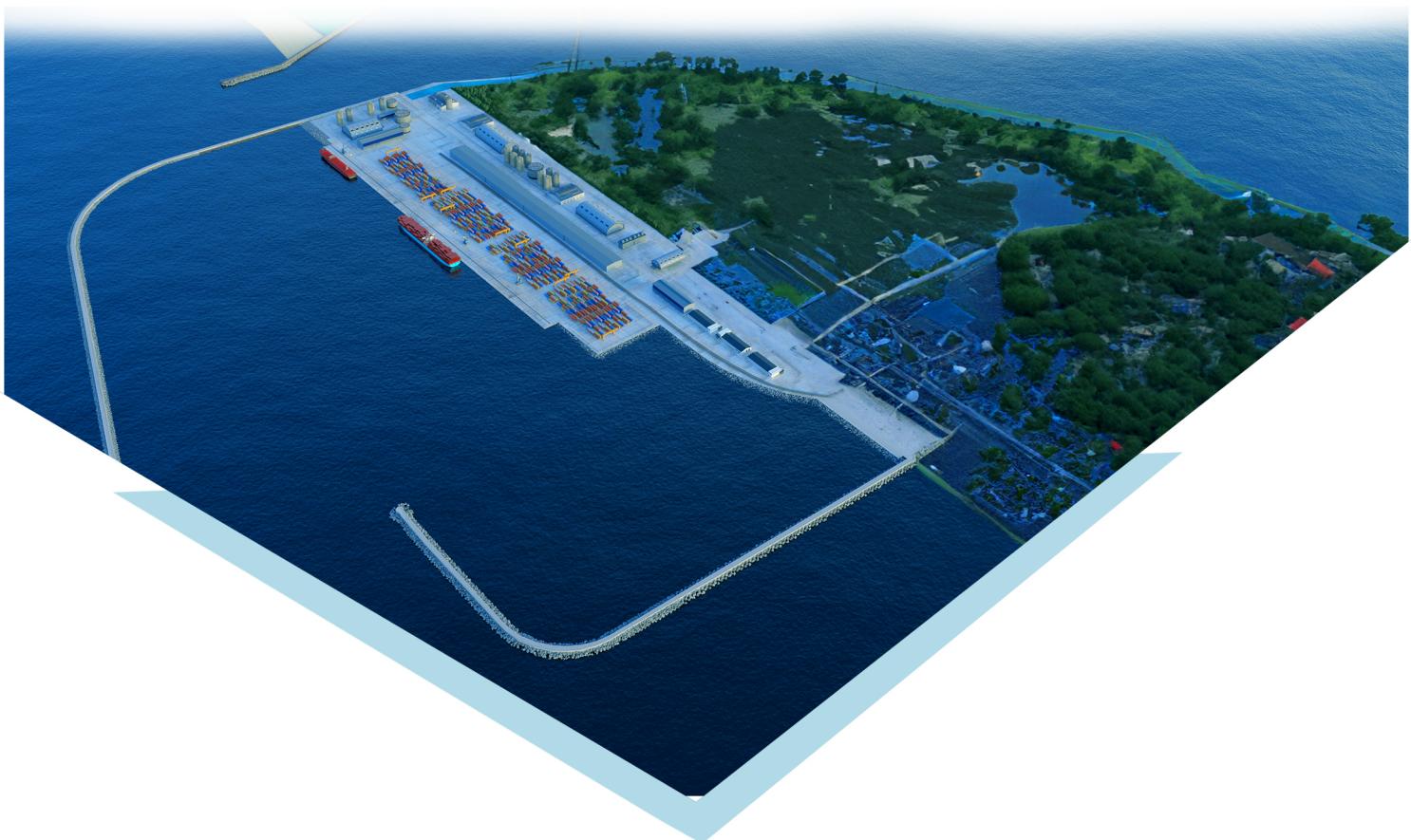


# OPPORTUNITIES for INVESTORS in PPPs/Direct Industrial Investments



## MALABAR INTERNATIONAL PORT & SPECIAL ECONOMIC ZONES/ INDUSTRIAL PARKS

Kannur, Kerala

### Project Location



**(MIPS Ltd, A Government of Kerala Undertaking)**

## INTRODUCTION

The Government of Kerala is developing a world-class Greenfield International Port with Special Economic Zones and Industrial parks north of Kannur city, to transform Malabar into a major logistics and industrial hub.

Strategically located between the two ports of Kochi (275 km) and Mangalore (145 km), it will vastly improve the maritime, logistic and industrial infrastructure of the Malabar region, facilitating economic development and employment.

Malabar International Port & SEZ Ltd (MIPS Ltd), a special purpose company of the Government of Kerala with the Chief Minister as Chairman will be implementing this project of global standards.

For enhancing port-led manufacturing, port-dependent businesses, export-import trade and economic development of the Malabar region, master plans for industrial parks/SEZs are being designed by Tata Consulting Engineers, based on land parcels in possession or under acquisition, for port-based industries/ SEZs, Free-Trade Warehousing Zones, etc. in co-operation with Kerala's industrial development agencies.

## PORt FEATURES

**Draft :** Dredge depth of over 14 metres, to handle Panamax size container vessels (up to 5,000 TEUs) and ships up to 75,000 DWT.

**Multi-Cargo Handling :** Equipped to handle containers, liquid bulk (including petroleum products), dry bulk, and break-bulk cargoes.

**Strategic Land Use :** Initial development utilizes 60 hectares of Government land. Expansion through land acquisition and reclamation for future port and connectivity infrastructure.

**Phased Development :** Total project cost: ₹5,047 crores (€488 million); to be implemented in 3 phases: Phase 1: ₹3,742 Cr (€362 million), Phase 2: ₹375 Cr (€36 million), Phase 3: ₹930 Cr (€90 million) for the port alone (excluding port-based SEZs and industrial/logistics parks)

**Catalyst for Regional Growth :** The port, along with planned SEZs and industrial/logistics parks, is set to drive substantial industrialization, economic development and employment across the Malabar region.

## MALABAR INTERNATIONAL PORT : ADVANTAGES

- Channel and Port dredged depth over 14 m to handle Panamax size / 75000 DWT vessels
- Very competitive tariffs compared to other ports
- Cargo handling infrastructure for containers and bulk cargoes
- 24hr Customs Electronic Data Interchange for EXIM/transshipment containers, port-based Special Economic Zone (SEZ)/ Free Trade Warehousing Zone (FTWZ) cargo
- Container feeder services to Western, Northern, Eastern and Middle Eastern ports
- Bunkering, ship handling and supplies; ship repair also envisaged in future
- Warehousing/Storage for dry, bulk, break-bulk, liquid, and general cargoes
- Dedicated National Highway extension for movement of cargo via the National Highway network
- Integrated Special Economic Zones and Industrial Parks for manufacturing, logistics, marine industries, food processing, and value-added exports
- Hinterland connectivity improvements to neighbouring States like Karnataka, Tamil Nadu

## PORT CONNECTIVITY

**Road Connectivity** : NHAI approved six lane extension of 8.3 km connecting the port to the NH-66 Kannur By-pass being developed in Phase-1

**Rail Connectivity** : Valapattanam Railway station 7 km from the Port. Rail extension to the port from the Konkan Railway is designed.

**Air Connectivity** : Kannur International Airport is 30 km from the Port.

**SEZs/Industrial Parks** under design will be connected to the port by modernized roads.



## MAJOR PROJECT COMPONENTS in PHASE - I Marine Infrastructure and Facilities

**Phase-wise Estimated Investment**  
(As per DPR 2022)

Particulars	Phase 1	Phase 2	Phase 3
	₹	₹	₹
Breakwater	1,428	-	-
Dredging and reclamation	680	31	28
Berth	252	151	151
Yard and site development	22	50	78
Equipment	288	90	394
Tugs and navigational aids	186	-	-
Utilities	69	16	19
Internal Road	45	13	22
Rail Connectivity	-	-	132
Environmental mitigations	20	-	10
Buildings	30	-	7
<b>Base cost</b>	<b>3320</b>	<b>351</b>	<b>842</b>
Engineering, Project Management etc. + Contingency	233	24	59
Land Acquisition	190	-	30
<b>Total cost including contingencies and project management costs</b>	<b>₹3742</b> (€362 million)	<b>₹375</b> (€36 million)	<b>₹930</b> (€90 million)

Total Investment in Port only (Phases 1+2+3) = ₹ 5047 crores (€488 million)

All ₹ in Crores

- Northern breakwater - 2152m - extension to the existing breakwater
- Southern breakwater - 1407m
- Turning circle - 515m diameter
- Inner approach channel - 192m wide 14.1m depth below CD
- Outer approach channel - 155m wide 15.4m depth below CD
- Inner approach channel - 1350m long
- Outer approach channel - 6577m long

## Landside Infrastructure and Facilities

- Multi-purpose/container berth - 500 m initial, extend to 1100 m
- Other Open Storage - 10.5 Ha
- Other Open Storage - 4.5 Ha, Plus container storage

Modern cargo handling equipment: unmanned automated cranes and straddle carriers, AI and robotic systems, smart port systems using real-time data analytics and the Internet of Things (IoT), digital twins, drones, electric autonomous guided vehicles, mobile harbour cranes, gantry/ STS cranes, reach stackers, forklifts, shore power to ships etc.

## CARGO PROJECTIONS

OVERALL SUMMARY OF EXIM (including NEW SEZ/FTWZ & INDUSTRIAL PARK CARGO) & COASTAL (000 MT)  
(As per the Traffic Study Report of Howe Engineering Projects India Pvt Ltd)

Type of Cargo	Trade	FY 31	FY 32	FY 33	FY 34	FY 35	FY 36	FY 37	FY 38	FY 39	FY 40	FY 41	FY 42
EXIM INCL. NEW SEZ/FTWZ/ IND. PARKS CARGO	Empty	1,407	1,569	1,699	1,862	2,029	2,205	2,399	2,669	2,868	3,102	3,302	3,519
	Loaded	1,135	1,257	1,382	1,539	1,720	1,881	2,086	2,278	2,535	2,820	2,982	3,191
TOTAL EXIM		2,541	2,826	3,081	3,401	3,749	4,085	4,485	4,946	5,403	5,922	6,284	6,710
COASTAL	Empty	2,654	2,927	3,097	3,458	3,693	4,105	4,378	4,834	5,119	5,413	5,732	6,035
	Loaded	414	457	487	519	552	610	650	718	819	903	963	1,027
TOTAL COASTAL		3,068	3,384	3,584	3,976	4,245	4,715	5,027	5,551	5,938	6,316	6,695	7,062
TOTAL	Empty	4,061	4,496	4,796	5,320	5,722	6,309	6,776	7,502	7,987	8,515	9,034	9,554
	Loaded	1,549	1,714	1,869	2,057	2,272	2,491	2,736	2,995	3,355	3,723	3,945	4,217
GRAND TOTAL		5,609	6,210	6,666	7,377	7,994	8,800	9,512	10,498	11,341	12,238	12,979	13,772

Note: Excludes future traffic potential from port-based LPG and LNG terminals.

### SUMMARY OF TOTAL CONTAINER TRAFFIC FORECAST (EXIM + COASTAL + SEZ/ FTWZ/ INDUSTRIAL PARKS) IN TEUs

Sl. No.	Type of Cargo	FY 28	FY 33	FY 38	FY 40	FY 41	FY 42
1	Exim Containers	80,300	1,38,300	232,500	2,70,500	2,90,500	3,12,600
2	Coastal Containers	72,000	138,000	224,000	252,000	270,000	292,000
3 (a)	Additional containers from new SEZ/FTWZ in North Kerala	30,980	45,510	66,880	78,000	84,250	90,980
3 (b)	Additional containers from new Industrial Parks and SEZs in South Karnataka	4,160	9,760	20,620	26,140	28,230	30,500
Total Container Traffic		1,87,440	3,31,570	5,44,000	6,26,640	6,72,980	7,26,080
'000 MT		2,773	4,941	8,084	9,583	10,245	10,957

Private Investment opportunities in port-based and other SEZs / EXIM industries in SEZs/ Industrial parks: ₹4000 crores (€388 million)

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