

Shahid Behesti Port – Chabahar

Presentation by IPGL at
India-Iran Joint Business Seminar at New Delhi
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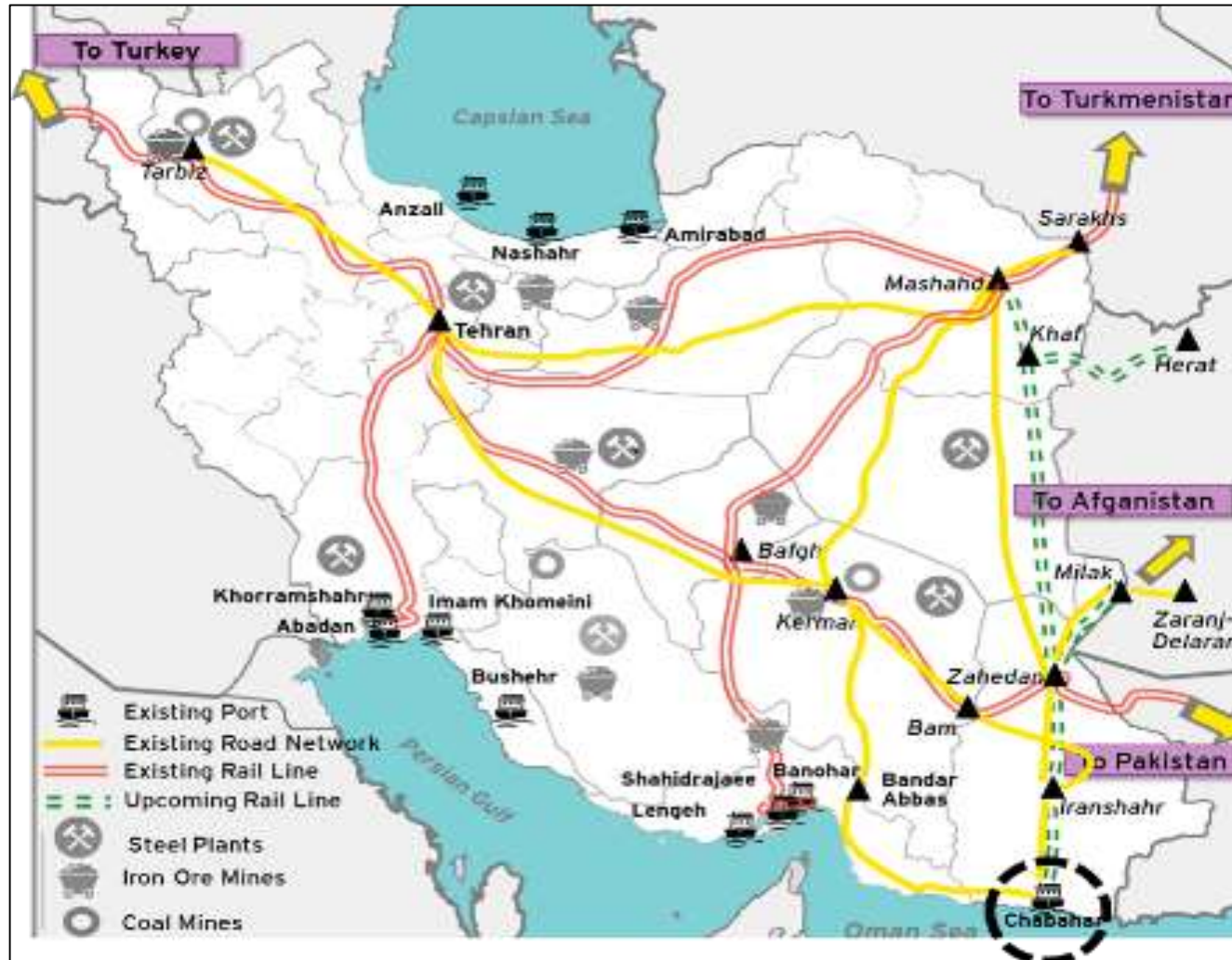


- Chabahar Port (Location / Strategic Advantages)
- Shahid Behesti Port - Development Plan
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Location

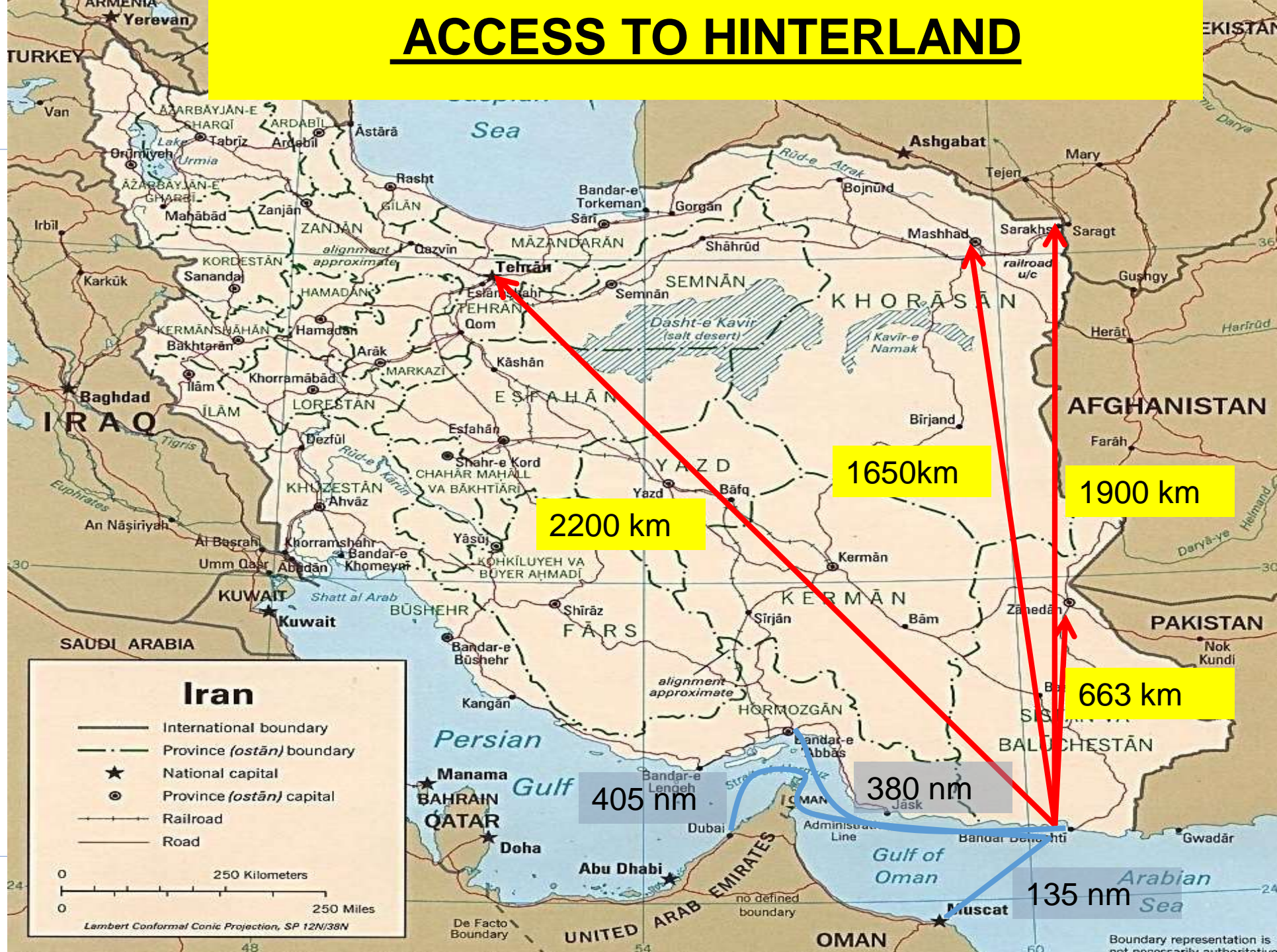


Chabahar Port – a gateway to the nations



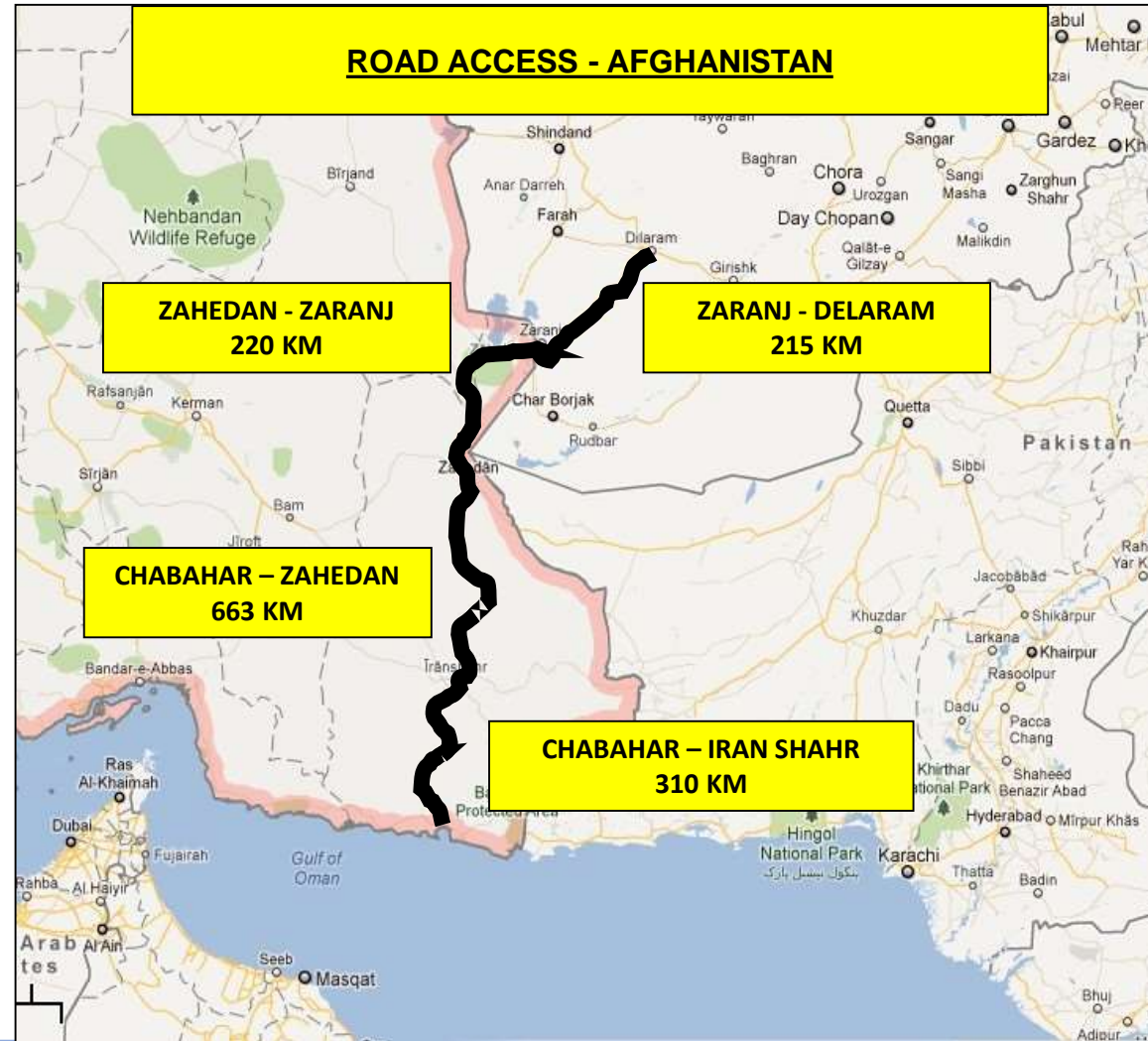
- Chabahar port is located at the cross roads of North - South and West - East international corridors and can act as the major intersection point of global trade
- It is envisaged that port development is a key component for developing trading relationships with Afghanistan and CIS countries
- Chabahar Port will greatly enhance the accessibility with Afghanistan and Central Asian Region

ACCESS TO HINTERLAND

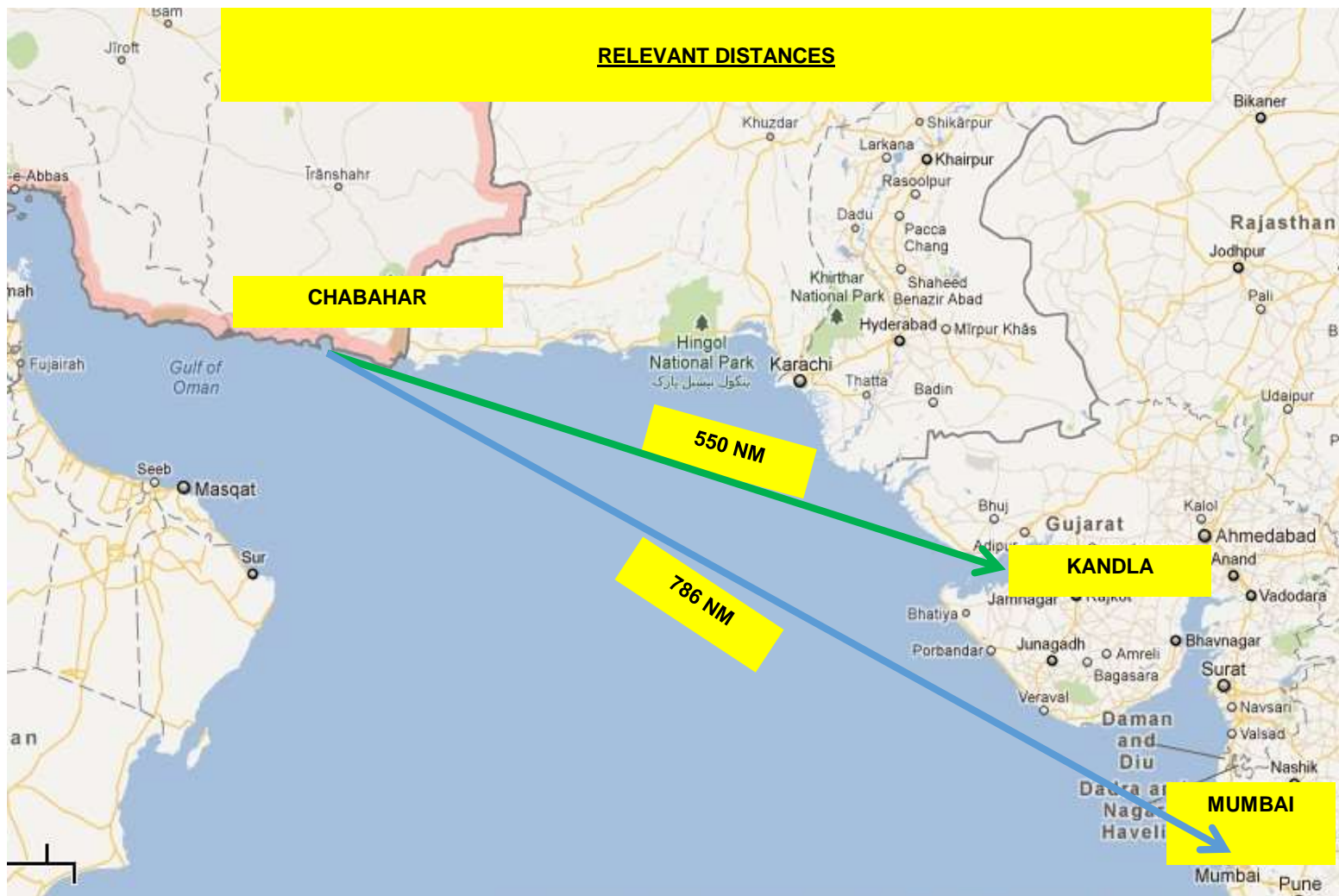


Boundary representation is not necessarily authoritative

Road connectivity to Afghanistan



Proximity to India



Development Plan of Chabahar



Work to be undertaken in Five Phases

PHASE I

2 terminals to be equipped and operated by IPGL

MULTIPURPOSE TERMINAL – 600 mts

CONTAINER TERMINAL– 640 mts

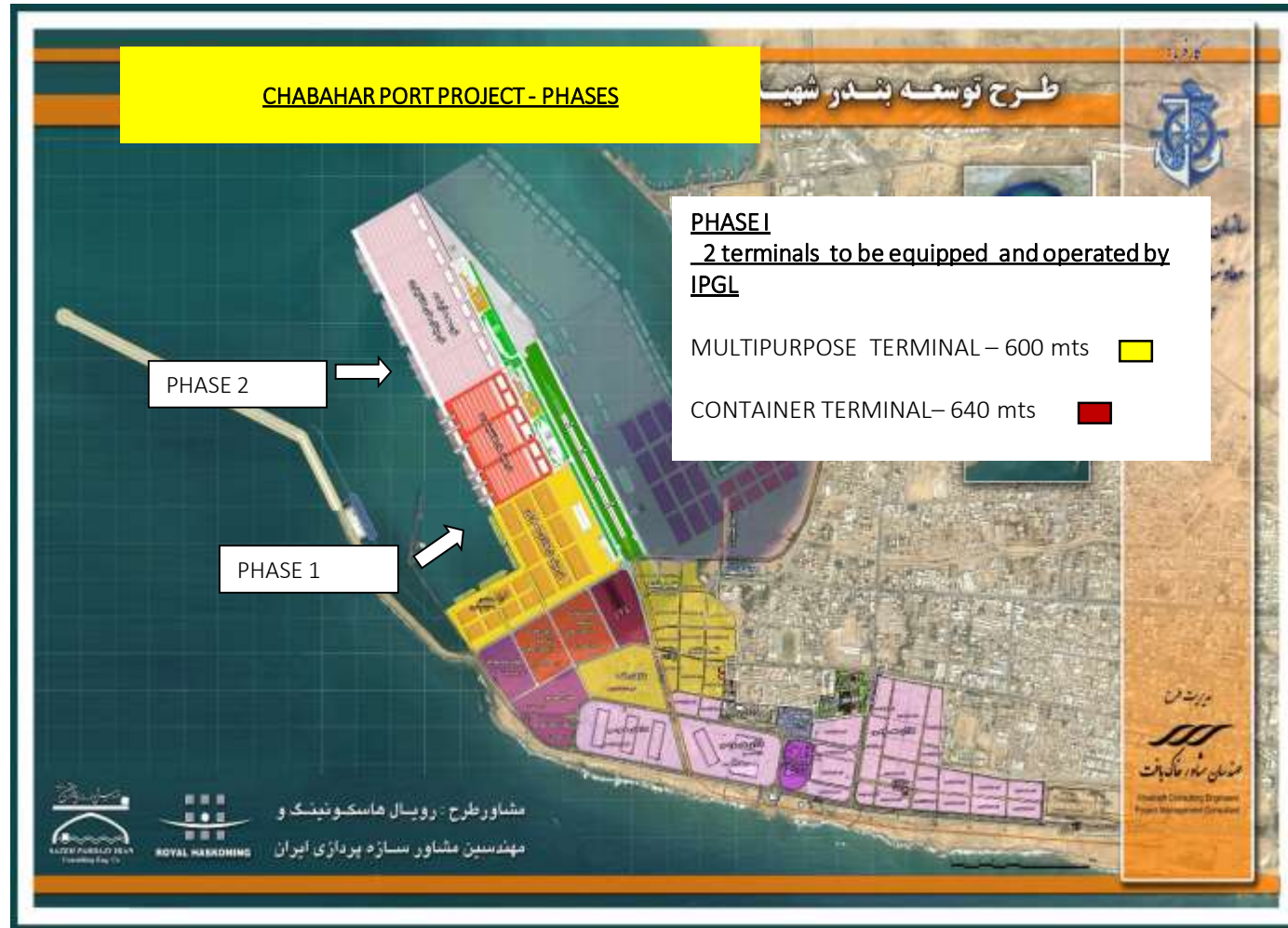


Phases of Development



Phase	Year	Description
1	2017	<ul style="list-style-type: none">➤ Approximately 1650 m of breakwater extension, Construction of two container berths (640m) and three multi-purpose berths (600m)➤ 17 million m³ dredging to (-16 m) depth➤ Reclamation of 195 hectares By sediment
2	2018	<ul style="list-style-type: none">➤ Construction of three container berths (900 m)
3	2020	<ul style="list-style-type: none">➤ Construction of three container berths (900 m)
4	2020	<ul style="list-style-type: none">➤ Construction of two container + three multi-purpose berths
5	2024	<ul style="list-style-type: none">➤ Construction of a General Cargo + Oil Terminal

Current Condition



- Presently there are 5+1 berths at Shahid Behesti Port with a capacity of 2.5 million tons per year.
- One of these berths can accommodate vessels of 80,000 dwt drawing a draft of 14 mts. Containers and bulk cargo can be handled using Mobile Harbour Cranes
- Remaining 4 berths have a draft of about 9-10 mts with adequate cargo handling equipment
- Additionally, Phase 1 partially inaugurated on 3rd Dec, 2017. On completion of Phase I the capacity will increase to 8.5 MTPA
- On completion of all 5 phases, port capacity will 82 million tons per annum.

Aerial view of the Port



Entrance to the Chabahar Port



Development of the Port - before reclamation



Dredging



Reclamation of Phase 1 completed



Snapshots of development stages



Small vessels at finger jetty



Trackway in Phase 1



Snapshots of development stages



View of Phase 1 from berth no 5



Bollards being installed at Phase 1



Snapshots of development stages



Warehouses



Snapshots of development stages



Vessel with Equipment



Equipment being offloaded



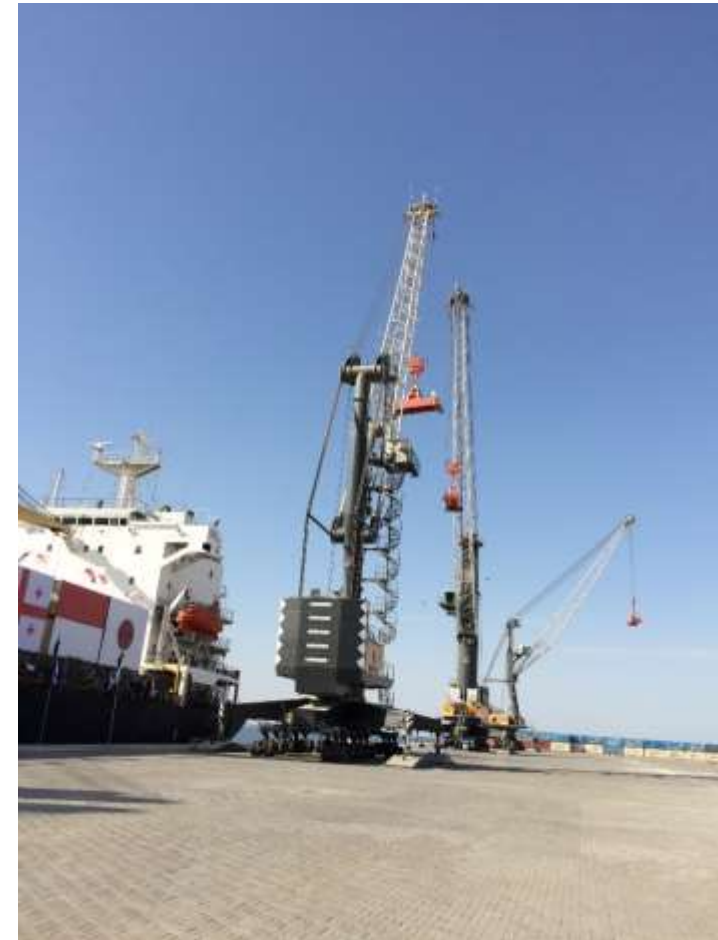
Snapshots of development stages



Container Vessel coming alongside



Cargo Operation in Progress



Infrastructure planned for Phase 1



- 02 nos of Container berths with a total quay length of 640 m. The draft of container berth will be ~16.0 m
- 03 nos of Multipurpose berths with quay length of 600 m. The draft of multi-purpose will be ~ 14.0 m
- The paved back up area of 33 Ha and 37 Ha for container and Multipurpose berth

Equipment planned for Phase 1



Container Berth	Quantity (Nos.)
Post-Panamax RMQC (65 T)	04
RTG Crane (40 T)	14
Tack Masters	32
Reach Stackers	02
Empty Handlers	02

Multi-purpose Berth	Quantity (Nos.)
Mobile Harbour Crane (140 T)	02
Mobile Harbour Cranes (100 T)	04
Rough Terrain MHC (100 T)	03
Rough Terrain MHC (60 T)	03
Fork Lifts (15 T, 7T, 3T)	10
Tractor-Trailers	10

Equipment Presently available



Sr. No	Description	Quantity
1	Mobile Harbour Crane of 140 Ton	2
2	Mobile Harbour Crane of 80 Ton	3
3	Yard Crane of 50 Ton	3
4	Yard Crane of 130 Ton	1
5	Reach Stacker	4
6	Empty Handler	8
7	Forklift 20 Ton	1

Chabahar Free Zone



- **Total area** - 14,000 hectares:
 - Industries - 10, 000 hectares
 - Light Industries - 3, 000 hectares
 - Heavy Industry - 7,000 hectares
- **Benefits:**
 - 100% capital and profit repatriation
 - Income and Corporate tax exemption for 20 years
 - Duty exemption on import of raw material and machinery
- **Projects in pipe line:**
 - Petro Chemical Complex – 1200 hectares
 - Refinery
 - Steel Mills for processing mineral ore – 3 nos
 - Car Manufacturing hub – 400 hectares

Incentives in Chabahar Free Zone



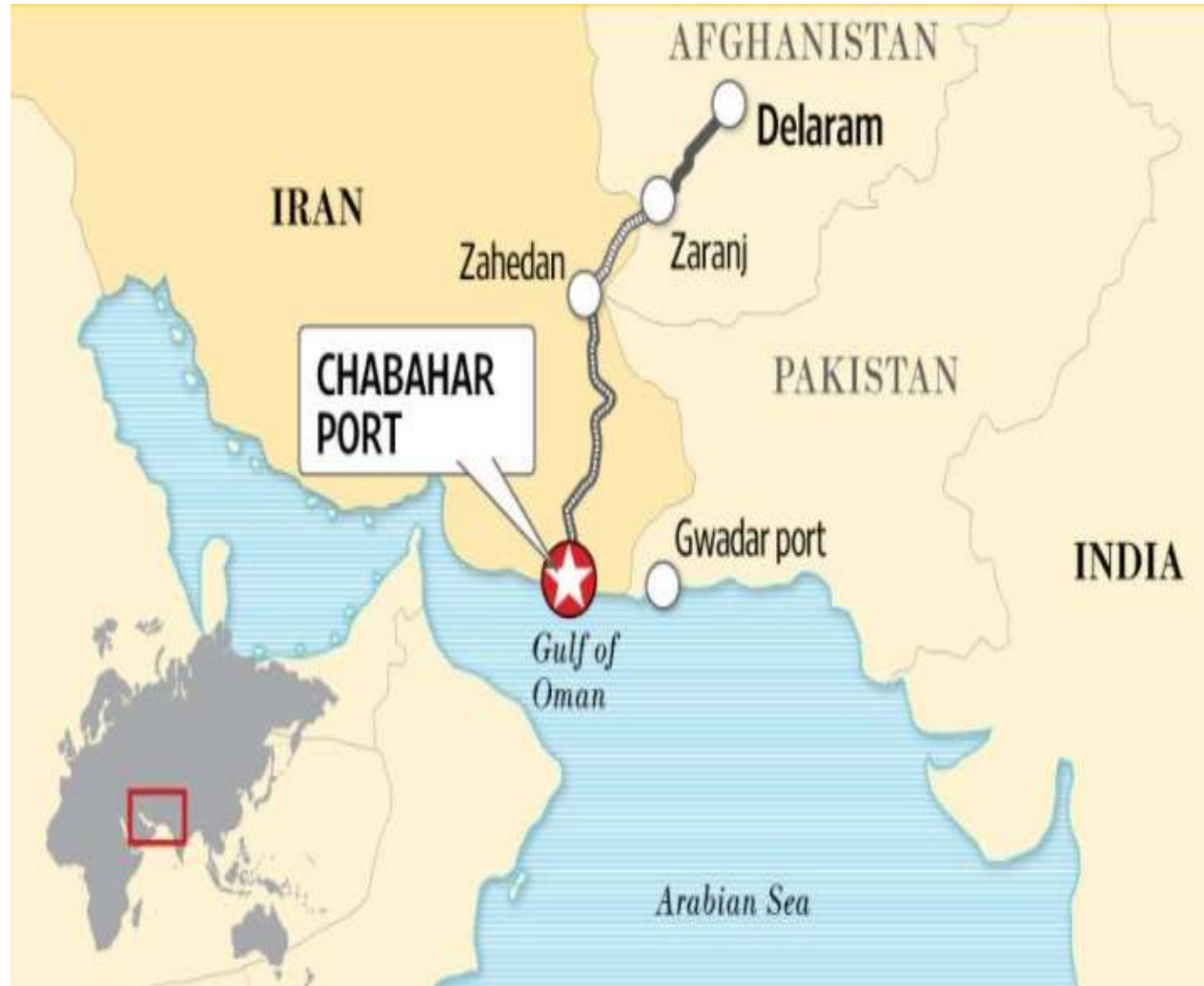
- Investment independently by foreign person or in partnership with Iranian individuals and companies
- No restriction on the percentage of foreign shareholding (up to 100%)
- Foreign investors may lease land and own the building and other installations built
- Free repatriation of net profits and capital
- Exemption from income tax and asset tax for the first 20 years
- Local and foreign employees' salaries/wages and benefits are not subject to income tax
- All goods shipped to the Free Trade Zones from within Iran are deemed domestic
- Foreign nationals, who choose to enter the Zones directly, do not need to apply for visa in advance.
Visa is issued upon entry
- Port likely to be included in Free Zone

Trilateral Transit Agreement



- Concurrent with Chabahar Port Development Contract, an Agreement on establishment of an International Transport and Transit Corridor amongst the Governments of the Republic of India, the Islamic Republic of Afghanistan and Islamic Republic of Iran was signed on 23rd May, 2016
- The objective being to support **landlocked Afghanistan** by giving access to the open seas thru Chabahar Port
- The Agreement will provide a **reliable transport corridor for smooth transport and transit of the goods** thru Chabahar Port
- Need to reduce the **logistic cost** has always been paramount
- Chabahar will also facilitate access to other international markets

Rail network in hand



- Connect Chabahar by rail to Zahedan in Iran to Zaranj in Afghanistan and there onwards into Delaram which is also in Afghanistan.
- If Afghan goods come up to Zahedan, they can be transported by rail link to Chabahar and shipped to India
- When linked to the International North-South Transport Corridor (INSTC), the Chabahar-Zahedan-Zaranj corridor would connect South Asia on one hand and Europe on the other

Chabahar Rail Link



- Construction of the Chabahar-Zahedan railway (project) with the aim of establishing the eastern rail corridor is undergoing and almost 27% is completed,
- It is expected to be operational by 2020
- The goods will be transported to Zahedan via Nikshahr, Iranshahr and Khash cities. The project will have 29 stations, 35 tunnels and 223 bridges
- The length of the project is 610 kilometers and 730 kms including the station length. Based on the design of the project, the speed of the passenger train is 160 km/h and the design for cargo train speed is 120 km/h

Chabahar road link



- Chabahar will connect Afghanistan at Zaranj through Iranian cities of Zahedan, Zabol and Milak.
 - The total distance is approx. 987 km
 - India has already built the 215 km long, Zaranj – Deleram stretch inside Afghanistan to connect to Afghan garland (ring) road thereby providing connectivity amongst all four major cities
- Chabahar provides India vital access to mineral resources in Afghanistan through land route via Iran.
- **Turkmenistan** can also be accessed through Sarakhas border to develop **eastern corridor**.

Garland Road



- From Chabahar port using the existing Iranian road network, a link up to Zaranj in Afghanistan and then using the Zaranj-Delaram road constructed by India in 2009, access to Afghanistan's Garland Highway can be made
- This would establish road access to four of the major cities of Afghanistan -- Herat, Kandahar, Kabul and Mazar-e-Sharif

Incentives to Customers



- 30% discount for all items of port dues and duties
- Minimum of 30% discount for all terminal handling charges (THC) compared with other southern ports of the countries
- 75% discount for storage of the imported containers and 87.5% for storage of the exported containers
- 30% discount for the costs of transfer and storage of non-container cargoes compared with other ports of the country

Official Inauguration – Phase 1



- The first phase of the Chabahar port was inaugurated on Dec 3rd, 2017
- The port was inaugurated by Iranian President H.E Hassan Rouhani in the presence of representatives from India, Afghanistan and several other countries of the region.
- Hon. Minister of State (Shipping), Shri Pon Radhakrishanan represented India at the inauguration
- This port reinforces mutual and regional cooperation between India and Iran

Wheat Transportation From India To Afghanistan



- The first consignment of wheat left Deendayal Port on 29th October, 2017
- **M.V. BEHSHAD** carrying first consignment of 645 TEUs (16308MT) was flagged off remotely from Delhi by Mrs Sushma Swaraj, Hon. External Affairs Minister
- This consignment reached Chabahar (Shahid Behesti Port) on 1st November, 2017
- The cargo will cross over to Afghanistan from Milak border and will eventually traverse Zaranj - Delaram road
- Total 7 nos consignments aggregating to 1,10,000 tonnes of wheat is planned to be sent to Afghanistan via Chabahar in this phase. This forms part of Government of India's commitment to gift 1.1 million tonnes of wheat to people of Afghanistan
- Till date four shipments (2600 TEUs approximately) have reached Shahid Behesti Port at Chabahar
- About 1200+ containers have been despatched to the Afghanistan (as on 9th January 2018)

Wheat transportation – a test of logistic



Wheat loading at Kandla



Loaded trucks leaving Chabahar for Afghanistan



.....Wheat Transportation – a test of logistic



- **M.V. Alvan**, carrying the third consignment of wheat from India to Afghanistan docked in Chabahar on 25 Nov 2017
- This consignment of 650 containers of wheat was discharged less than 24 hours using two mobile harbour cranes.
- Average 50 trucks daily are being despatched
- 128 empty containers returned from Afghanistan to Chabahar till 19 December 2017 of which 85 units returned to Kandla

Chabahar Port – a game changer



- Port backed by **Free Trade Zone**
- Port itself expected to have all advantages of FTZ
- Geographical location – outside Hormuz Strait
- Proximity to west coast of India
- Deep draft
- Can not only serve landlocked Afghanistan but also CIS countries through Turkmenistan
- Iran – India – Afghanistan trilateral transit agreement
- Alternative EU route - Eastern North-South Corridor
- Immense potential for **transit** cargo



Welcome to Port of four seasons!

Thank You

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