OUTER HARBOUR PROJECT BRING TO THOOTHUKUDI

From harbour infrastructure to new container terminals, the Outer Harbour Project lays the foundation for the next phase of V.O. Chidambaranar Port Authority.

Swipe through to explore:

- Major harbour infrastructure under HAM
- Phase I & II container terminal development under DBFOT
- The overall project scale
- Why the project matters for Thoothukudi’s maritime future

From infrastructure to connectivity, discover what is being built.

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The Project Scale

The Outer Harbour Project has been approved by Cabinet Committee on Economic Affairs (CCEA), with an approximate total project value of:

₹17,167 CRORE

(APPROXIMATELY)

₹11,733.28 CRORE

Harbour Infrastructure (HAM)

+

₹5,434.09 CRORE

Container Terminals (Phase I & II) (DBFOT)

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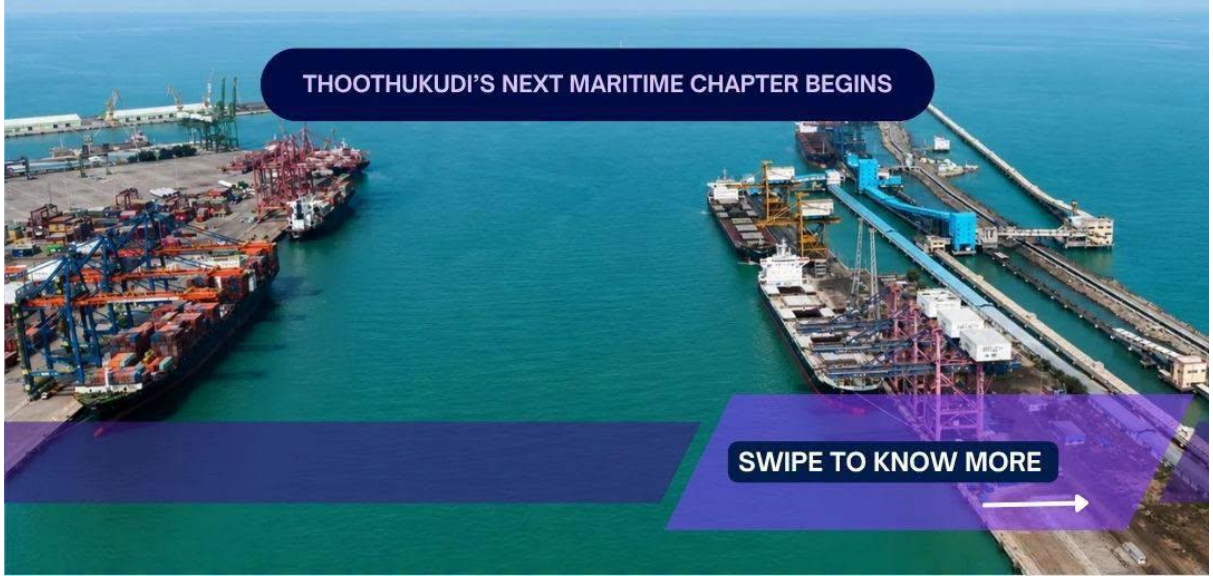
₹17,000+ CRORE

OUTER HARBOUR PROJECT

A NEW MARITIME GATEWAY

FROM SEA TO SCALE

Expanded Harbour Infrastructure → New Container Terminal → Greater Maritime Capability



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Harbour Infrastructure

Major marine and harbour infrastucture will be developed for the Outer Harbour, including:

- Breakwaters
- Rock Bunds
- Wharfs
- Deepening
- Reclamation
- Backup Yard Infrastructure

₹11,733.28 CRORE

Under the Hybrid Annuity Model (HAM)

What is HAM?

The Hybrid Annuity Model is a project financing model where the cost and the project responsibilities are shared between the government/port authority and the private partner, with payments made over the project period.

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Container Terminal

Development of Phase I & II container terminals at the Outer Harbour.

₹5,434.09 CRORE

Under the Design, Build , Finance. Operate and Transfer (DBFOT) model

What is DBFOT?

In the DBFOT model, the private partner is responsible for designing, building, financing and operating the terminal for a specified period, after which it is transferred back as per the concession arrangement.

Design | Build | Finance | Operate | Transfer