

Government of Karnataka

Department of Public Works, Ports & Inland Water Transport

Office of the Assistant Executive Engineer

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The proposed port at Honnavar is planned to be developed at Kasarkod side of Honnavar Port. As the main activity is export and import of bulk cargos, the port must have efficient connectivity to evacuate the cargo speedily and economically. The cargos are transported to neighboring hinterlands through the nearest National Highway 66.

Alternatives examined

Option 1

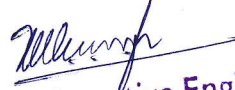
The “Option A” road connectivity from the port site to National Highway 66 is about 3.5kms from the National Highway with an average width of 4mtr. At both sides of the road there are residences, temple, mosques, school and Honnavar Fishery harbor and it passes through thickly habitation area. Due the **safety aspect** it is not advisable to allow heavy load traffic to pass through this area. It also has sharp curves at few places where turning of trailers (long trucks) is not possible. In this regards, according to the **NHAI norms** and as per IRC SP 73 2018, IRC 731980 and IRC 38-1988, desirable radius on the curve should be ensured which cannot be ensured in this option. The port operation requires a minimum of 40 mtr wide road for efficient operation and transportation. Therefore this connectivity option is not suitable.

Option 2

The “Option B” road connects the National Highway 66 to the beach area. The existing road from NH 66 to the beach is 200mtrs in length and 3 mtrs width which belongs to the revenue department. This existing road has to be expanded to a minimum of 40mtrs width for efficient port operations. As there is temple at the right side of road at beginning and a cemetery to the left side of the road at the curve near beach, which cannot be acquired for road expansion. As well as, as per **NHAI norms** and as per IRC SP 73 2018, IRC 731980 and IRC 38-1988, desirable radius on the curve should be ensured which cannot be ensured in this option at the curve near cemetery.

Note:

Under these circumstances, the Forest land with forest **survey nos. 233 & 237** is **proposed** for the said road connectivity from the NH-66 to the project site. This proposed road alignment as per the NHAI standards is suitable for the connectivity to the Port. This option does not create any sort of hindrances to the public and it can cover all the safety aspects of NHAI. Therefore it is proposed to take the land on **LEASE** basis from the Forest Department.


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