

DEVELOPMENT OF DRY PORT AT WARDHA IN THE STATE OF MAHARASHTRA

1 BACKGROUND

The Ministry of Shipping, Govt. of India, through “Sagarmala” project have chalked out a holistic and futuristic roadmap to transform India’s logistics landscape by integrating the development of the Ports, the Industrial clusters and hinterland and efficient evacuation systems through road, rail, inland and coastal waterways. As part of the plan, the Ministry had in August 2014 announced the development of a Dry Port in Sindi village in Wardha district of Maharashtra. The Dry Port is being developed by the Jawaharlal Nehru Port Trust (JNPT) in a bid to cater effective logistics services to the industries in Vidarbha region and improve cargo throughput at the Port.

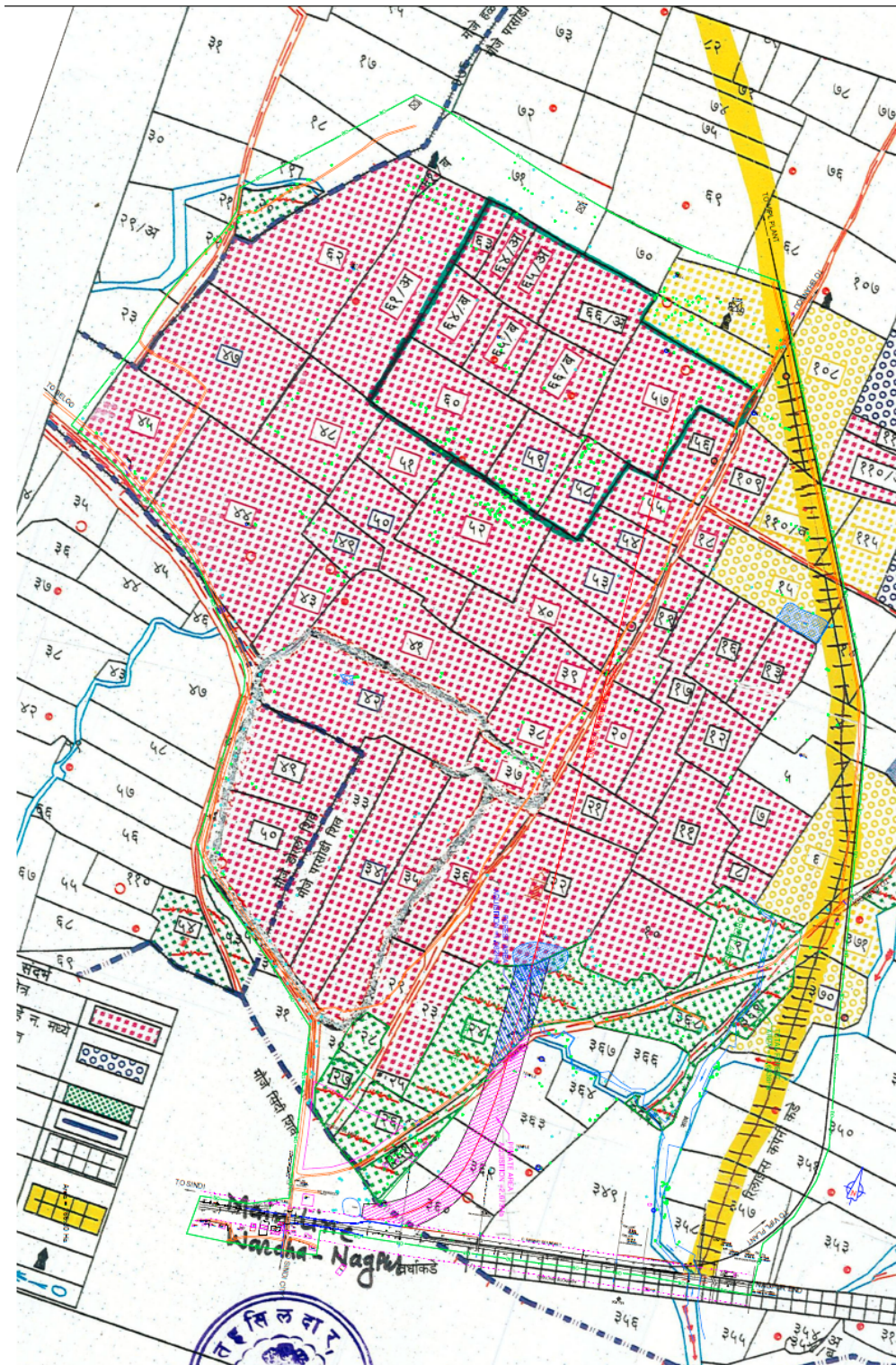
It was decided to set the dry port on the land belonging to State Industrial and Investment Corporation of Maharashtra Ltd (SICOM) and accordingly the land was acquired by JNPT from M/s. SICOM.

The Hon’ble Minister has asked JNPT to build the Dry Port to integrate trade and cargo movement to JNPT. The dry port would also help boost industrialization of the Vidarbha region. The dry port shall get connected to the Central Railways network through Nagpur-Wardha line, to Nagpur-Mumbai Super Communication expressway and six lane National highways connecting major cities of central, south and northern India. The Nagpur-Mumbai super-expressway, which would pass through Vidarbha and Marathwada, would also increase business of the two dry ports.

2 LOCATION OF SITE -

The site is located in Vidarbha region of Wardha District. The site is in villages Seloo, Dorli and Parsodi in Taluka Seloo, District Wardha & also it is adjoining to Seloo railway station of Central Railway. The Figure-1 is showing the location of site.





3 **INTRODUCTION / INFORMATION OF PROJECT-**

JNPT has undertaken the development of a Dry Port at Wardha near Nagpur in Maharashtra. Keeping in view the present operational metrics of the Port, there is an urgent need to reduce the congestion and load on the existing infrastructure of JNPT. In order to decongest the port and capture a wider hinterland for the port's traffic in Central and Northern India, JNPT Management and the administrative Ministry of Govt. Of India has proposed that a Dry port, should be developed in Wardha district in Maharashtra to provide direct logistic connectivity to the JN Port. The project will also boost the industrialization of Vidarbha region since the Industries will come up near these Dry ports.

Accordingly, a location has been selected for construction of a Dry port off Wardha (Parsodi and Dorli) in Maharashtra. The overall area for development of the Infrastructure for Dry Port is spread across 350 acres.

The Approach to Dry port is proposed Rail connectivity from the Sindhi Railway station on Central Railway- Main line of Mumbai-Nagapur. The siding is proposed from Sindhi Railway station to Dry port. For the siding of this Railway line, the Land needs to be acquired in Parsodi Village of Seloo Taluka of Wardha District.

The survey Gut of 24 of Parsodi village is Forest land (Van Vibhag). The area required is 0.682 Ha (174m x 40m). The 7/12 extract is enclosed herewith for reference purpose.

a) Project Cost –

The project cost for the Railway siding for Dry port is **Rs.27.70 Crore.**

b) Justification for Project location -

The project location as shown in the above figure as well as drawing is enclosed for the proposal of the Railway siding. The Rail Siding is taken from Sindhi Railway station to Dry port land. The Railway station & Dry port land are on both side of the forest land. For connecting to Main Railway line, the Forest land needs to be crossed at this point. Therefore forest needs to acquire for the functioning of Project.

c) Financial & Social Benefits –

The project will also boost the industrialization of Wardha district region since the Industries will come up near these Dry ports and will not have to waste time over import and export formalities at the clogged JNPT. The growth of this area will in terms of financially boost the area. Social benefit due to this project we enhance quality of life due to boosting the area by financially.

| Category | Description |
|---------------|---|
| Economic | Reduced travel of container cargo due to nearness of industries from the port area- resulting in saving in fuel |
| | Saving of time of container truck drivers/ helpers in view of the saving of travel for container cargo |
| | Improved road traffic conditions due to reduced traffic on the road |
| | Saving in Vehicle Operating Cost due to reduced travel |
| Social | Reduced accidents and injuries due to reduced traffic and less congestion on the road |
| | Reduced fatal accidents due to reduced traffic |
| | Increased employment opportunities for local population as well as increase in the skill development opportunities. |
| Environmental | Reduced emissions of air pollutants and lower environmental damage due to pollution |
| | Reduced noise |

d) Total Population Benefited –

The Vidharbha region & especially Wardha district shall be benefited due to

this project. An estimated population of around 10 Lakhs will be benefited due to this Dry port Project.

e) Employment Generated –

This Project will create major employment in this region. For Railway siding & in Dry port handling & operations is planned in phased manner. Initially for Phase – I @ 1000 to 2000 employment (Directly + Indirectly) could be generated. Subsequently for balance Phase also employment shall be generated since various industries shall also come up in this port area. Also due to this around 10km area also create the small scale business like hotel, lodging & boarding, spares –parts shops etc. This will creates the business opportunity around this area.