

PRESENTATION ON KOCHI SEAPORT-  
AIRPORT (CIAL) CONNECTIVITY BY  
WATERWAYS

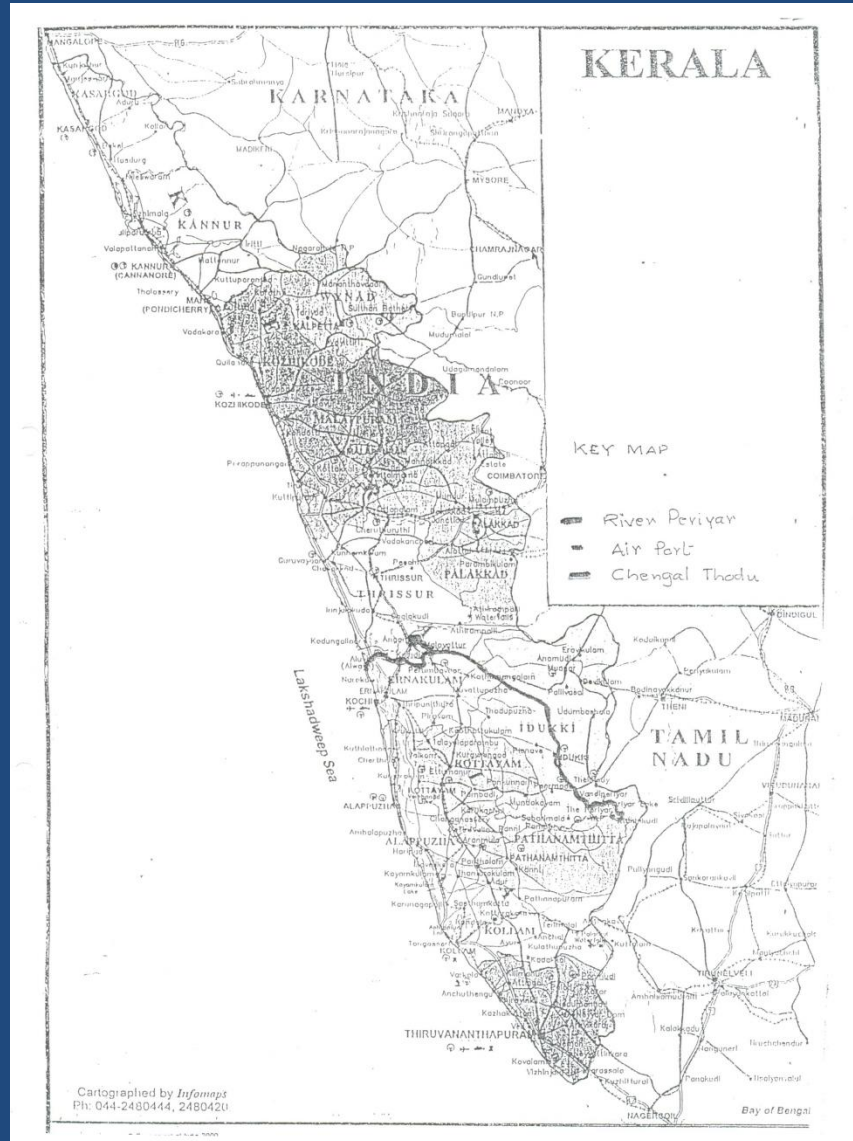
# COCHIN INTERNATIONAL AIRPORT (CIAL)

- Cochin International Airport is the first Greenfield Airport in private sector in India, spread over 1250 acres housing an internationally acclaimed Airport with ultra modern facility. Airport was commissioned on 25<sup>th</sup> May 1999.
- Today Cochin Airport is the 4<sup>th</sup> busiest Airport in India as far as International Flight operations are concerned.
- Handling 3.6 million passengers per annum, 455 aircrafts per week and 28000MT export Cargo.

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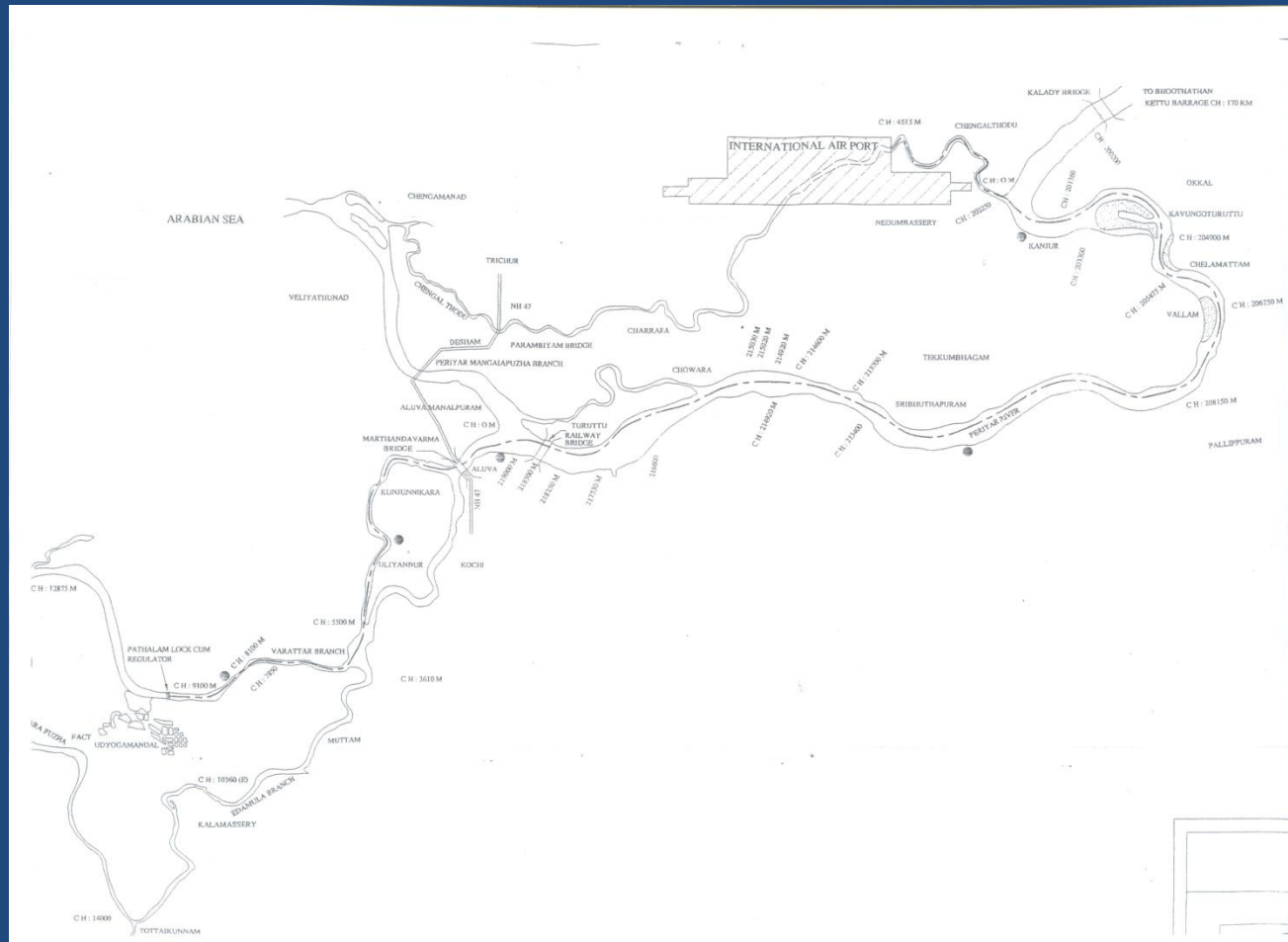
- CIAL has ambitious plan for the development of an Aerotropolis which will have facilities like Hotels, Trade fair centre, Golf Course & Country Club, Hospitals, Aviation Academy, Shopping malls, Museum, Maintenance Hangar, Aerospace industrial units etc. This Aerotropolis would be established in the city side land of CIAL. Some of these facilities like Maintenance Hangar, Golf Course etc. are in the final stage of completion.

# Inland water way route from Cochin Seaport to Cochin Airport-49.5 km



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- The proposed inland waterway route from Cochin Seaport to Airport is 49.50 Km and is divided into three reaches.
  - A. From Cochin Seaport to Eloor-23.00 Km
  - B. From Eloor to Kanjoor -26.00 Km
  - C. From Kanjoor to Airport -0.5 Km

# Waterway route from Cochin Seaport to Airport



## A. From Cochin Seaport to Eloor

- Primary reach from Cochin Seaport to Eloor 23 km stretch is a part of National Waterway 3 (NW3) is being maintained by IWAI.
- This stretch of the proposed airport route does not require any further improvement and further measures of improvement will be taken up by IWAI.
- At present country boats are plying through this route.

## B.From Eloor to Kanjoor

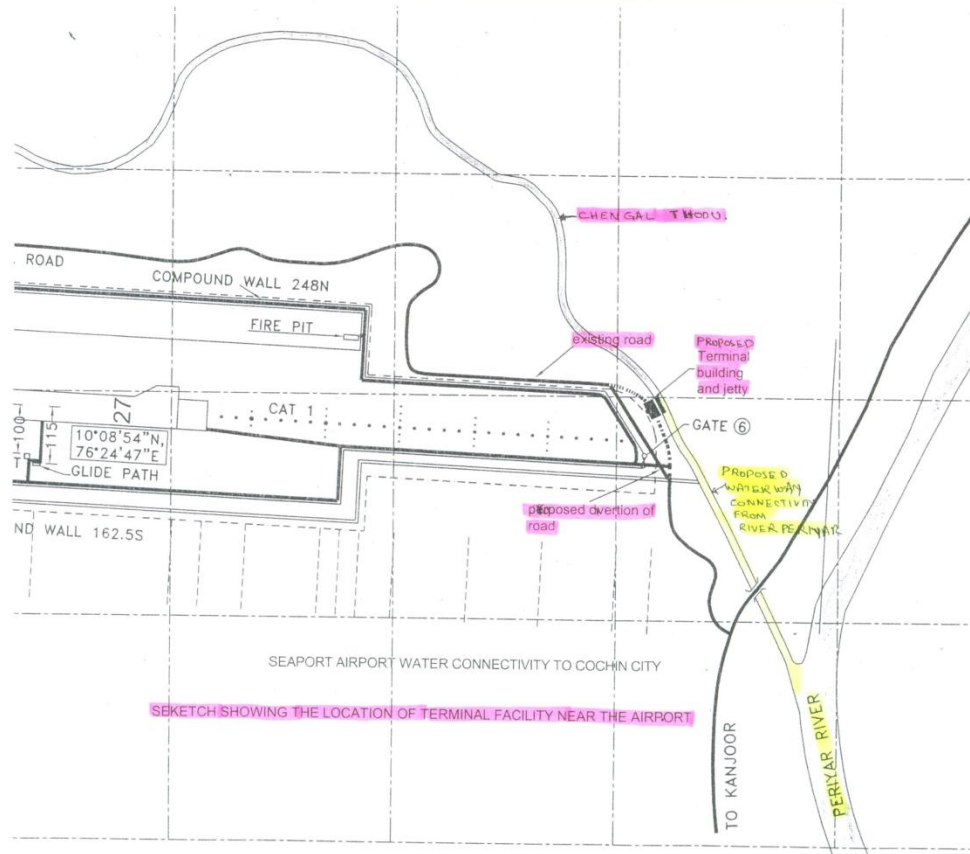
- Second stretch from Eloor to Kanjoor is 26 km and is a part of river Periyar .
- Hydrographic survey was conducted by I.W.A.I and Irrigation Department through this route reveals that sufficient draft can be ensured in all season.
- This stretch require only marginal improvement like deepening at some shallow portions.



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- Protection works of river banks are required at some portions.
- As there exist rocky stratas underwater blasting for removal of sheet rocks is required at some places.
- To ensure safety of the water transport concrete guide posts is required as this route comprise of sharp curves and deltas.

# C.From Kanjoor to Airport



# From Kanjoor to Airport

- This 500 m final reach is a tributary of river Periyar known as Chengalthodu and is extensively silted up. The development proposed in this route is
- (a) Deepening and widening existing thodu- Since tributary is heavily silted up it requires extensive desiltation.

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- (b) Side protection-The proposal is to protect the sides of deepened thodu upto water level by constructing masonry retaining wall on both banks.
- (c) Vegetative bank protection to the side berms of embankment-To stabilize the side berms above water level vegetative bank protection is proposed for entire length.

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- (d) Deepening of turning basin-It is proposed to deepen the full width of Chengalthodu i.e 60 m to facilitate turning radius of barges and vessels ,wider water way at the proposed terminus.
- (e) Terminal Jetty for barges-An R C C jetty of size 30x10 m is proposed.
- (f) Passenger Jetty-An R C C jetty of size 10x6 m is proposed.

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- (g) Terminal Building-An RCC roofed Terminal Building of 2000 sqft to house the Passenger amenities as well as for Cargo is proposed.
- (h) Approach to Terminal facility ,development of Parking Area-The land side approach to the proposed terminal facility already exists by way of public road passing nearby. However a portion of the road needs to be diverted to locate the Terminal facility.

## Conclusion

- On completion of the project Kochi will become the first major port getting direct inland waterway connectivity to Airport.
- The project does not require any displacement, rehabilitation as no private property is involved.
- The tourism potential of the area will get a tremendous boost on account of this project.
- Cargo movement through this connectivity will be very cost effective and therefore would boost the cargo traffic in this region.

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- The traffic congestion on roads can be reduced substantially by shifting the goods movements from roads to waterways.
- The proposed project will enable the overall development of this region in general and Cochin International Airport and Cochin Seaport in particular.



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