



MASTERPLAN FOR PIR PAU EXTENSION AREA

05.12.2025



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1.0 Background

The areas at Pir Pau and Jawahar Dweep (JD) are Mumbai Port's pure operational areas where liquid bulk cargo (liquid chemicals, POL products, crude oil) as well as LPG is handled. These are business areas of the Port where around 2/3rd of the total traffic volume of the Port is handled. Various oil companies are operating in this area.

A piece of land known as the Triangular Plot is along the waterfront and situated to the south of Pirpau area is now proposed for development. Recently, a piece of land 11904 sq.m. land is leased to Aegis Logistics Ltd. within this land parcel.

Presently, the land falls within the jurisdiction of BMC as planning authority. In order to have control over regulating the development on this land parcel, the board vide BR no. 135 dated 27.09.2024 approved to prepare a masterplan under MPA (Major Port Authorities) Act 2021 for all the lands in possession of MbPA which also includes the land at Pir Pau.

Accordingly, the proposal of masterplan has been prepared and explained in this report. The masterplan contains:

1. A set of drawings
2. Report

This Master Plan was placed before the Board of Mumbai Port Authority and was subsequently approved vide BR no. 123 dated 05.12.2025 under the provisions of the MPA Act 2021.

2.0 About the Proposal

MbPA intends to develop the Triangular plot and surrounding marshy land as per the provisions of MPA Act, 2021 section 25 & 26. The proposal delineates about reclamation of land for industrial storage purpose near Pirpau Jetty and demarcating it as an industrial landuse zone, augmentation the supporting infrastructure and the diversion of the existing creek.

2.1 Major Port Authority Act Provisions 2021

As per the Major Port Act (MPA) 2021, The Section 25 of the MPA Act 2021 empowers Port to create specific masterplan in respect of any development or infrastructure established or proposed to be established thing the Port limits and the land appurtenant thereto. Such master plan shall be independent of any local or State Govt. Regulations of any authority whatsoever. In case of any conflict between the masterplan created by the Board and any local authority, the Masterplan created by the Board shall prevail.

2.2 Mumbai Port Authority - Board Resolution

The board vide BR no. 135 dated 27.09.2024 approved to prepare a masterplan under MPA act 2021 for all the lands in possession of MbPA which also includes the land at Pir Pau and the area under present Proposal.

The present proposal of preparation of Masterplan for the site in question is in accordance with the above Board Resolution. (Annexure - I)

3.0 Masterplan

3.1 Site Analysis

3.1.1 Site Location

- a. The site is located in the Eastern Suburb of Mahul. The Site U/R is partially located in ward M/W and majorly in ward M/E.
- b. The site is defined as follows:
 - To the north – existing Pirpau complex
 - To the South – Thane creek
 - To the East – Trestle
 - To the West – Tata Power & BPCL Pipelines
- c. RR Zone: 90/419D
- d. Site Coordinates:
 - A1 - 18.996231, 72.904737;
 - A2 - 18.994532, 72.905019;
 - A3 - 18.995453, 72.906739



Figure 01: Demarcation of Masterplanning Boundary and land parcel under consideration

The site is divided into 3 parts i.e. A1, A2, A3 based on the site features for ease of understanding. The triangular plot A1 is leased out to Aegis Logistics Ltd. The Plot A1 has access roads abutting to the east (6.0m wide) and west (7.0m wide). The demarcated A2 & A3 plots are marshy areas. The trestle leading to Pirpau Jetty divides the Plots A2 & A3. A creek flows from plots A3 and A2 and subsequently enters the sea on the southern side.



Figure 02: Triangular Plot (A1) handed over to Aegis Logistics Ltd. and approach road (on the west side)



Figure 03: Marshy area Plot A2

3.2 Accessibility



Figure 04: Google Earth Image showing connectivity to the Site U/R

The site has a connectivity from the Eastern Freeway on the north connecting the BPT/Corridor Road through Duleep Singh Marg.

Nearest Railway Station: Kurla Station – approximately 9.0 km

Nearest Mono Rail Station: Mysore Colony Station – approximately 4.5 km

Nearest Bus Depot: Tata Power Bus Stop – 0.9 km

Access Road Width: As per the survey drawings, the approximate road width abutting the



Triangular Plot A1 on the west side is 7.0 m and the approximate road width on the east side of plot A1 is 6.0 m.

The approach road carriageway is approximately 6.0 m wide with pipeline belonging to Tata Power Ltd. and BPCL on the either side of the road.

Figure 05: Access road to plot A1



Figure 06: The bridge near the exit is approximately 4.5 m wide

3.3 Existing Flora & Fauna



The site excluding pocket A1 is a marshy land devoid of any vegetation. Few trees are observed between the plot A2 and road.

Figure 07: Image showing peripheral trees/plantations

3.4 Existing Infrastructure

Roads: There are existing road abutting plot A2 7.0 m wide on west and 6.0 m wide on the east

Trestle: Road and trestle connecting the Pirpau jetty between plot A2 & A3 and on the east of Plot A3.

Pipelines: The Tata Power Ltd. and BPCL pipelines abutting the access roads pass through the vicinity of the site.

Streetlights: The streetlights are observed only abutting the trestle. No streetlights observed abutting the site u/r.



Figure 08: Image showing plot A2, trestle between plot A2 & A3 and streetlights along the trestles on the eastern side of plot A3.

3.5 Topography

Plot A1 - As per the Google Earth data dated 04.02.2024, land elevation for plot A1 ranges between 17m – 19m, average being considered as 18m.

Plot A2 - As per the Google Earth data dated 04.02.2024, land elevation for plot A1 ranges between 16m – 17m, average being considered as 16.5m.

Plot A3 - As per the Google Earth data dated 04.02.2024, land elevation for plot A1 ranges between 16m – 20m, average being considered as 18m.

The plot A2 and A3 to be reclaimed have a gradation of 1.5m which considered as a minor slope towards the sea-side. These areas are observed to be marshy area.

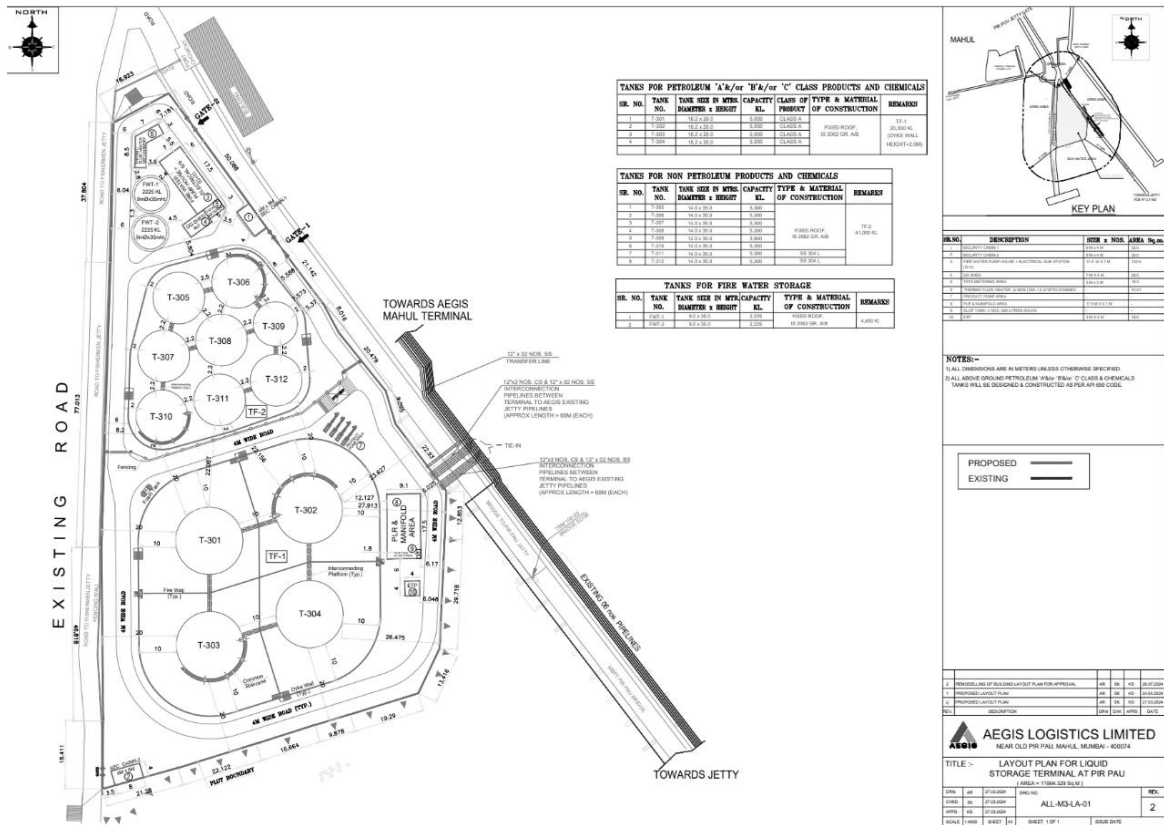


Figure 09: Image of Plot A2 from the Triangular Plot

3.6 Existing Development

As per Board Resolution BR no. 62 dated 06.07.2023 and BR no. 200 dated 11.01.2024 Board has allotted two plots of areas 7500 sq.m. and 3500 sq.m. to Aegis Logistics Ltd. for storage tanks for Base oil & Chemicals with a capacity of 63,000 KL The plot is shown as A1 in the Master plan.

Permitted Usage: Figure 10: Image showing Triangular Plot A1 planning submitted by Aegis Logistics Ltd.



3.7 Land Suitability Analysis

Since Pirpau is already developed for chemical storage with the existing plot A1 already being handed over to Aegis Logistics Ltd., the selected site for the Industrial Storage meets all technical, legal, environmental, and economic criteria, ensuring suitability for large-scale storage facilities. The combination of strategic location, infrastructure availability, regulatory compliance, and sustainability initiatives makes it an ideal choice for the proposed development.

3.8 Future Reclamation proposal marked at A2 and A3

- The land is a marshy land and environmentally sensitive land. Any development will have to be taken considering the environment and after obtaining Clearance from the Environment Department.
- The land has very poor accessibility particularly for the heavy transport. The present bridge is not designed to take the load of the heavy vehicles. It is therefore necessary to design a new access road from the site with flyover and connecting to the main public road, designed for heavy vehicles.
- The proposal also envisages diversion of the existing channel to make more land for development. The works needs to be carried out with proper environment assessment and study of effect of diversion of the channel on the surrounding area.

4.0 Present Applicable Regulations & Site Constraints

4.1 Development Plan 2034 of BMC

The site lies partially in **M-west** ward and majorly in the **M-east** ward in Mumbai's **Eastern suburb** of **Mahul**. The corresponding **ES 03** DP sheet highlights the site under reference (Site U/R). The following are the observations from the DP Sheet 2034:

- The site is divided by the ward boundary in wards MW & ME
- Zone: The site u/r is classified under zone of Natural Areas (NA)
- The site u/r abuts a creek which is mentioned as Natural Water Course in the DP sheet
- The site is connected with the secondary road of road width 25.0 m and tertiary access road of road width ranging between 9.0 and 11.0 m. However, the roads are occupied by the pipelines connecting the public utilities reservation and therefore the effective road width is observed to be lesser than shown in this DP Sheet.
- The alignment of Mumbai Trans Harbour Link (MTHL) is incorrect. The proper alignment is further south as mentioned in the site location map above.

DCPR 2034 Provisions

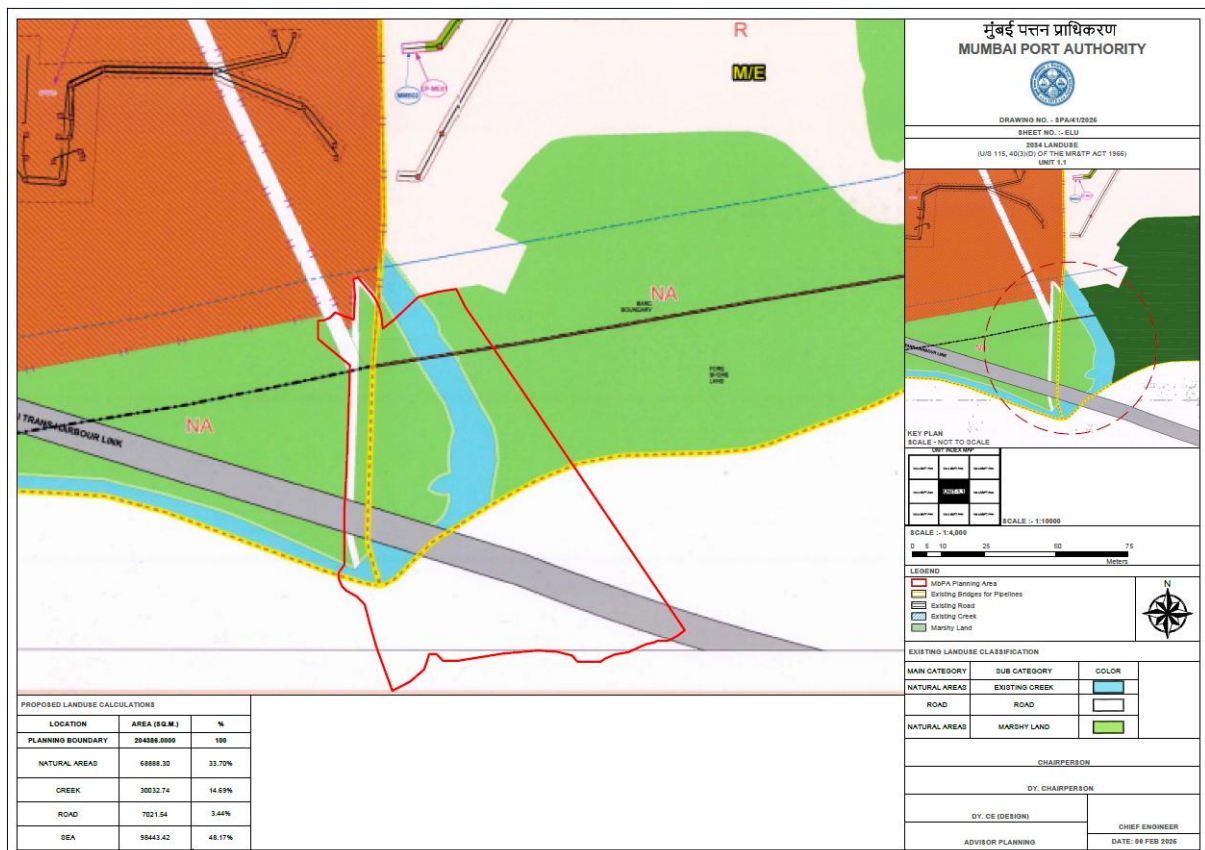


Figure 11: Existing Development Plan 2034 with Planning Boundary highlighting the Site U/R

As per DCPR 2034, Part-VII Land Use Classification and Uses permitted, Section 34 Land use Zoning & Uses Permitted, sub-section 3.7 mentions about activities permissible in Natural Areas (NA).

The Natural Areas are defined as environmentally sensitive zone amenable to buildable development with the approval of the Competent Authority where the following activities may be permissible:

- Board walks in mangroves, trekking facilities, Public Sanitary Conveniences for visitors, Sewerage Pumping Station.
- Uses permissible as per the notifications issued by the Ministry of Environment and Forest, if any, as amended from time to time.
- Reservation proposed in Natural Area shall be allowed to be developed at par with other zones subject to approval of the Competent Authority and subject to compliance of conditions as mentioned in the notifications issued by the Ministry of Environment and Forest, if any, as amended from time to time.

4.2 CRZ & CZMP Provision

The Map no. MH 73 demarcates the site under consideration. As per the CZMP plan, the land is under two different zones viz. CRZ-II and CRZ-IB. The following are the observations from the CZMP map and the CRZ Notification, 2019:

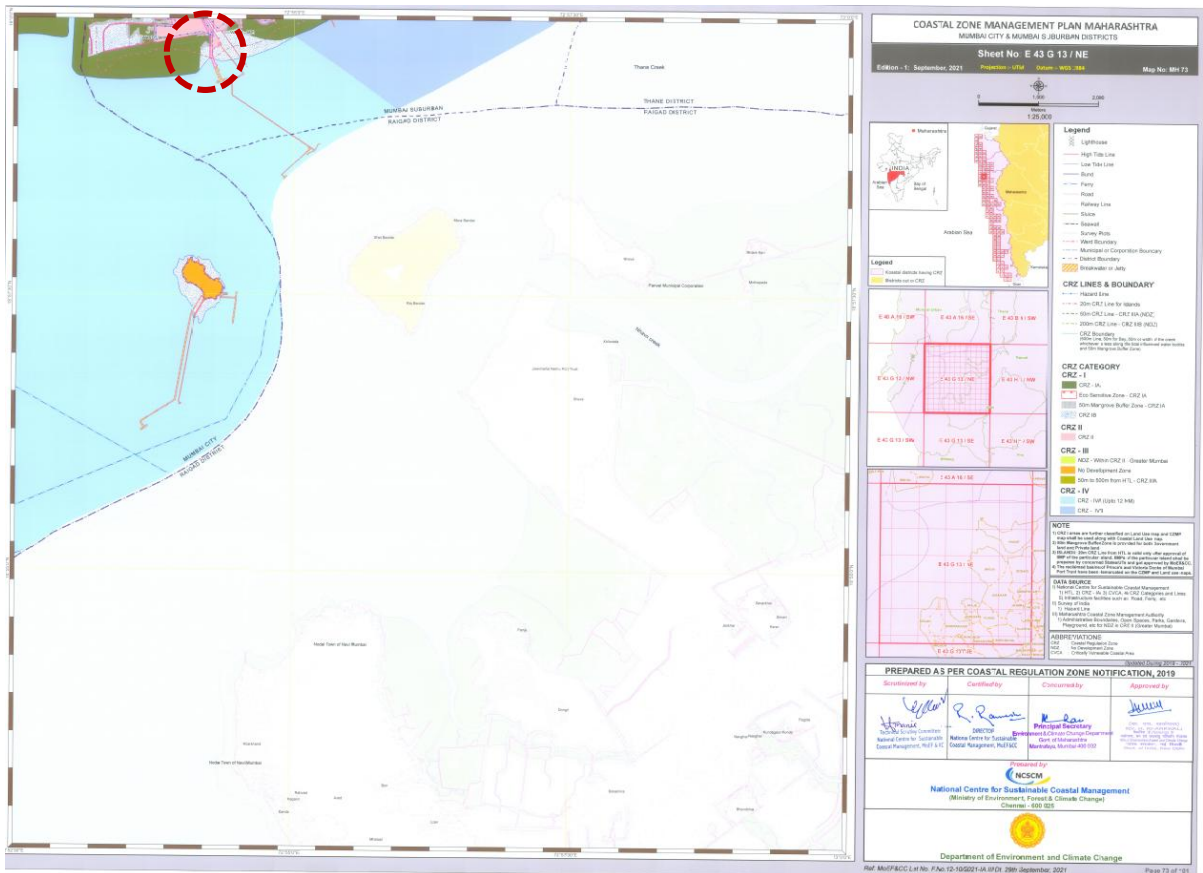


Figure 11a (above) 11b (below): CZMP plan for site U/R



a. CRZ IB

As per the CRZ notification dated 18th January 2019 as per regulation no. 2.1.2, CRZ-IB is defined as the intertidal zone i.e. the area between Low Tide Line and High Tide Line shall constitute the CRZ-I B.

i. Permissible activities in CRZ - IB

According to Regulation no. 5.1.2 of CRZ 2019, the permissible activities in CRZ IB are as follows:

- (i) land reclamation, bunding, etc permitted for port activities such as,-
 - (a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hover ports for coast guard, sea links, etc;
 - (e) Maintenance and clearing of waterways, channels, ports and hover ports for coast guard
- (iv) Transfer of hazardous substances from ships to Ports, terminals and refineries and vice versa
- (v) Facilities for receipt and storage of petroleum products and liquefied natural gas as specified in Annexure-II to this notification, subject to implementation of safety regulations including guidelines issued by the Oil Industry Safety Directorate in the Ministry of Petroleum and Natural Gas and guidelines issued by the Ministry of Environment, Forest and Climate Change, provided that such facilities are for receipt and storage of fertilizers and raw materials required for fertilizers, like ammonia, phosphoric acid, sulphur, sulphuric acid, nitric acid, etc.
- (vi) Storage of non-hazardous cargo i.e. edible oil, fertilizers and food grains in notified Ports.
- (xv) Pipelines, conveying systems including transmission lines.

b. CRZ II

As per the sanctioned CZMP, part of the landward area is designated as CRZ II.

i. Permissible activities in CRZ – II

- Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.
- All the activities permissible under the industrial zone shall be allowed on the landward side of the existing road.

5.0 Existing LandUse Plan

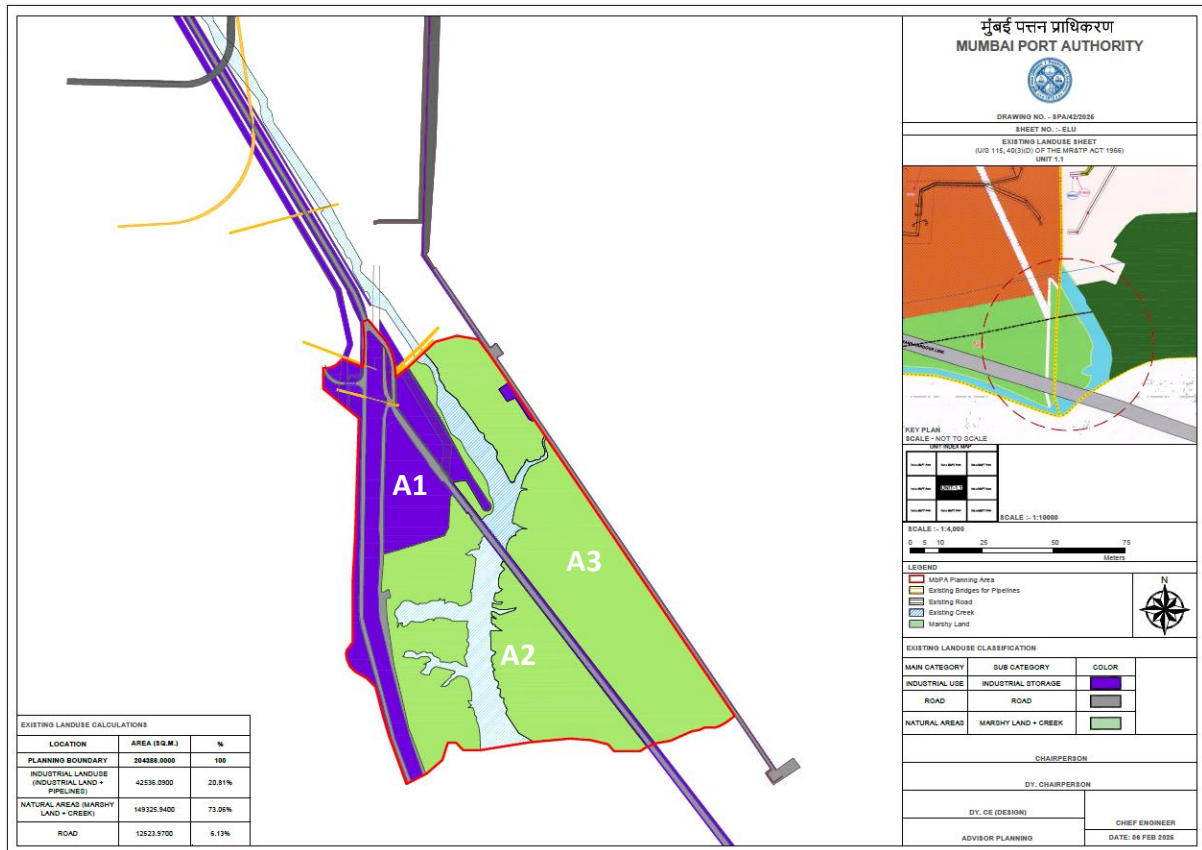


Figure 12: Existing Landuse Plan

The Existing Landuse (ELU) facilitates the following details:

1. The plot earmarked for the Industrial storage admeasures approximately 11904.33 sq.m. and is leased to Aegis Logistics Ltd.
2. The existing road abutting the industrial storage plot (triangular plot/A1) is 7.0 m wide and 6.0 m wide on the eastern side. The existing roads are narrow.
3. Marshy areas (A2 & A3) are observed to the east and south of the A1 Plot.
4. The creek passes through the Marshy area with an approximate width of 20.0 – 30.0 m.
5. The roads have been constructed to serve pipelines for Tata Power Pvt. Ltd and BPCL

5.1 Existing Landuse Statement

EXISTING LANDUSE CALCULATIONS			
Sr. No.	Location	Area	%
1	Area under Planning	204386	100
2	Industrial Landuse (Industrial Land + Pipelines)	42536.09	20.81 %
3	Natural Areas (Marshy Land + Creek)	149325.94	73.06 %
4	Road	12523.97	6.13 %

6.0 Proposed LandUse Plan

6.1 Objective:

1. Considering the potential of the land and the market demand, it is proposed to develop the land for mainly for the petroleum and chemical storage.
2. To provide proper accessibility to the site and already developed plot.
3. To provide adequate infrastructure required for the development of the land.

6.2 Proposed land use

1. Considering the requirement and the objective, the land which is suitable for the development is zoned for the industrial use.
2. The land which is more sensitive for nature is retained as natural area designated as No Development Zone (NDZ).
3. Provide access to the land.
4. The proposed landuse has been prepared accordingly.

Proposed Landuse Plan

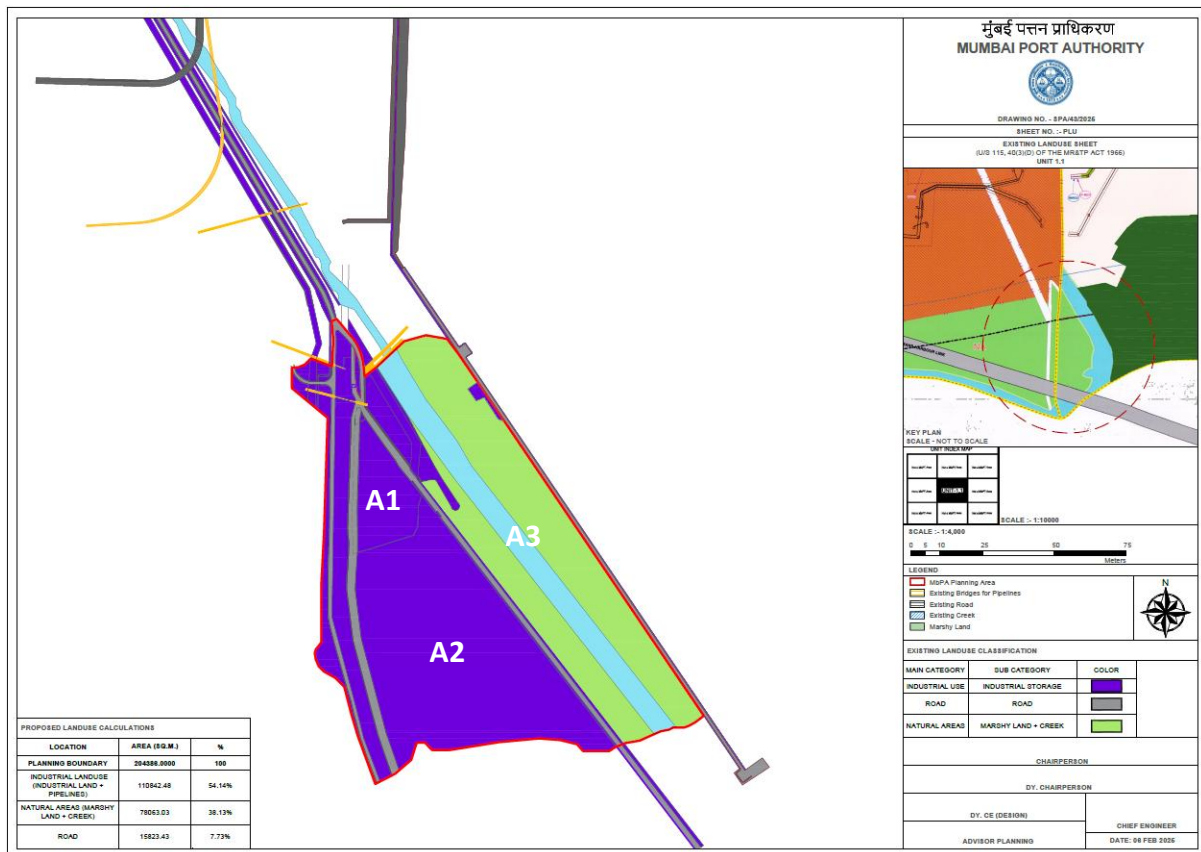


Figure 13: Proposed Landuse Plan

With a view to reclaim land parcel A2 and A3 in the currently marshy areas, the Proposed Landuse Map facilitates the following details:

1. The Vacant Plot to the east of the Triangular Plot is earmarked as Industrial Storage Plot which is presently lying vacant.
2. Plot A2 admeasuring approximately 68787.49 sq.m. is reclaimed for Industrial Storage purpose.
3. In order to handle the additional traffic load, it is proposed to widen the access road on the western side of the plot which is at present 7.0 m wide.
4. The proposed road is 12.0 m wide which necessitates road widening in the triangular plot. A strip of 7.0 m wide and 180.0 m long will be deducted from the Triangular Plot A1.
5. The revised area of the Triangular Plot is 10637.99 sq.m. Subsequently the rental calculations will require a revision.
6. The creek route is modified through plot A3. The area of the creek is approximately 20190.92 sq.m.
7. The Plot A3 is earmarked as No Development Zone. The area of A3 (including the creek and vacant plot earmarked as industrial storage in PLU) is 83959.05 sq.m.
8. The total reclaimed area is (A2 + A3) is 1,52,746.54 sq.m.

6.3 Area Statement

PROPOSED LANDUSE CALCULATIONS			
Sr. No.	Location	Area	%
1	Area under Planning	204386	100
2	Industrial Landuse (Industrial Land + Pipelines)	110842.48	54.14 %
3	No Development Zone (Marshy Land + Creek)	78063.03	38.13 %
4	Road	15823.43	7.73 %

6.4 Estimated Population

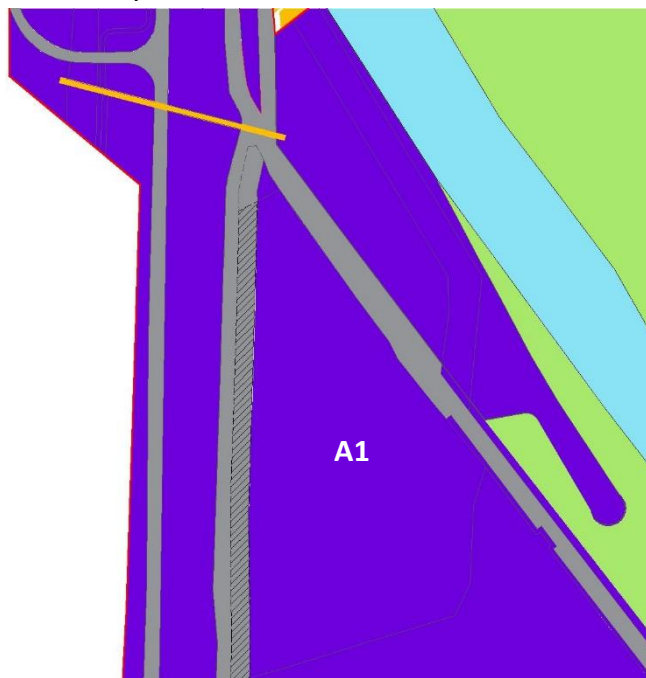
The total area of Plots A1 & A2 the area admeasures approximately 87260.1194 sq.m. Considering FSI 1 and population estimation of 1 person per 15 sq.m. of land, the built-up area is assumed as 87260.12 sq.m. and the population can be estimated to 5818 people as the floating population within the industrial land use defined area.

6.5 Proposed Infrastructure Requirement

To support the planned development of industrial storage and associated activities, the following infrastructure components are required:

a. Road Network & Connectivity

- Expansion and strengthening of access roads to support increased vehicular traffic.
- Widening of the existing 7.0m-wide road to 12.0m to facilitate the movement of heavy vehicles.



The land handed over to Aegis Logistics Ltd. is approximately 11,904 sq.m. A 7.0 m wide strip of land from plot A1 is of length 181.0 m is considered for road widening.

Figure 14: Image showing road widening strip on plot A1

- Development of internal roads to enhance site accessibility.

7.0 Development Parameters

7.1 The zone and the permissible FSI shall be as follows:

Sr. No.	Zone	Permissible FSI
1	Industrial Zone	1.00
2	Natural Areas	0.1

7.2 Permissible Activities:

- a. Industrial Zone: 2034
 - 60 a) Warehousing with storage of Non-hazardous material
 - 60 b) Ware housing with Storage of hazardous material
- b. Natural Areas:
 - Board walks in mangroves, trekking facilities, Public Sanitary Conveniences for visitors, Sewerage Pumping Station.
 - Uses permissible as per the notifications issued by the Ministry of Environment and Forest, if any, as amended from time to time.
 - Structures constructed in NA, with due sanction of Competent Authority, before coming into force of these regulations stand protected.

8.0 Project Cost

8.1 Estimated Project Cost & Investment

The total project cost is estimated at **₹120 Crores**, categorized as follows:

Component	Area (sq.m.)	Estimated Cost (₹ Crores)
Land Reclamation	69639.46	25
Creek Diversion	19710	15
Road widening	6180.72	50
Utilities & Services (Power, Water, Drainage, etc.)	-	20
Security & Surveillance System	-	10
Total Project Cost		₹120 Crores

9.0 Development Model

The land is proposed to be developed on a lease hold model where all the infrastructure will be developed by MbPA and the construction on the plot shall be carried out by the lessee.

The project cost is expected to be recovered through land monetization.

Annexure – I – BR No. 135 dated 27.09.2024

9. महापत्तन प्राधिकरण, अधिनियम, 2021 के तहत मुं.प.प्रा के स्वामित्व वाली सभी भूमि के लिए मास्टरप्लान और डीसीआर तैयार करने का प्रस्ताव.

Proposal for preparation of Masterplan and DCR for all the Lands owned by MbPA under Major Port Authorities, Act, 2021.

Chief Engineer has informed that MbPA has been appointment as SPA for an area of 939.98 ha., along the Eastern Waterfront of Mumbai. MbPA as SPA prepared a Draft-Planning Proposal 2020 under MR&TP Act, 1966 and submitted to State Government for sanction in January, 2020. The sanction is still awaited. Since the Plan is not approved, implementation of the same could not be commenced.

2. CE has further stated that under the Major Port Authorities Act, 2021, Chapter III - Management and Administration, Section C - Planning and Development, Sub-sections 22, 25 (Masterplan) and 26 (Powers of the Board in respect of planning and development), the Board is empowered to prepare the Master Plan in respect of any development and infrastructure established or proposed to be established within the port limit or the land appurtenant thereto. Such Master Plan shall be independent of any local or State Government regulations of any authority whatsoever”.

3. In addition, Sub-section 26 of MPA Act, 2021, also empowers Board to make regulations for regulating construction,

4. CE has stated that it is, therefore, proposed to invoke the authority conferred by the MPA Act, 2021 to oversee the planning of the entire area of the Mumbai Port Authority (MbPA) for the preparation of a Masterplan and DCR.

5. CE has further stated that furthermore, in accordance with Chapter VIII - Miscellaneous, Section 73 (Laying of rules and regulations), it is proposed to seek approval for the formulation of Development Control Regulations (DCR) from Government of India.

6.1 The Total area under MbPA is 939.98 ha. as per Estate Records. Details for the same is as listed in table.1.

Table.1. MbPA lands

Sl. No.	Description of Area	Area (in ha.)
1	Area in island city - SPA + Apollo Bunder	839.77
Land outside island City		
2	Pir Pau & Mahul	28.89
3	Jawahar Dweep	24.10
4	Thal Knob	2.08
5	Kennery Island	6.47
6	Titwala	28.09
7	Girgaon Chowpatty	0.18
8	Worli Bunder	0.64
9	Mahim Bunder	1.60
10	Govandi	6.90
11	Pilot Bunder	0.24
12	Chairman's Bungalow	1.02
TOTAL		939.98

6.2 CE has informed that the Board has already approved in the Meeting No.3 for the year 2024-25, held on 20th August 2024, under Item No.16 regarding the intention to prepare a Master Plan and Development Control & Promotion Regulations (DCPR) for the area of Kanhoji Angre Island and Thal Knob area in accordance with the MPA Act, 2021, The balance area where the approval is sought is 931.43 Ha.

7. CE has further informed that similarly, under the Sub-Sections 22, 25 (Masterplan) and 26 of MPA Act, 2021, MbPA seeks approval for preparation of a Masterplan and DCR for the remaining MbPA land areas, covering 931.43 Ha.

8. Proposal

The approval for the preparation of Master Plan and Development Control Regulations for the remaining 931.43 Sq. m. of MbPA lands, in accordance with the Sub-sections 22, 25 (Masterplan) and 26 of MPA Act 2021. The components of Master Plan shall be

- (a) Existing Land Use Plan
- (b) Proposed Land Use Plan
- (c) Report
- (d) Development Control Regulations

9. Copy of Chairperson's approval is at [*Annexure](#).

10. The Board's approval is requested to the proposal of Chief Engineer at para 8 above.

Note of discussions at the Board meeting held on 27th September 2024.

Chief Engineer explained the proposal in brief.

Thereafter, Board approved proposal of the Chief Engineer at para 8 of the note.

संकल्प संख्या 135

27.9.2024

बोर्ड ने नोट के पैरा 8 में दिए गए मुख्य अभियंता के प्रस्ताव को अनुमोदित किया.

Resolution No. 135

27.9.2024

Board approved proposal of the Chief Engineer at para 8 of the note.

\\5.Pro 27 September 2024\9. Masterplan (modified).docx

*Printed as Annexure

Annexure – II – BR No. 123 dated 05.12.2025

14. मुंबई पत्तन प्राधिकरण अधिनियम, 2021 के तहत मंडल से
पीर पाउ विस्तार क्षेत्र के लिए प्रधान योजना की मंजूरी।
**Approval of Master Plan for Pir Pau
Extension area from the Board under
MbPA Act, 2021.**

1. Background

Chief Engineer has informed that by the Board Resolution No. 135 dated 27.9.2024, the Board approved to prepare Master Plan under MPA Act 2021 for all the lands within the possession of MbPA which includes the Pir Pau and Jawahar Dweep areas. The present proposal is for the approval to the Master Plan for the development of Pir Pau and its extension.

CE has also informed that presently, Pirpau area caters to the pipeline corridor from the Jawahar Dweep and also from the three chemical berths at Pirpau. There were no storage tank facilities. Recently, two land parcels of size 11,900 sqm and 7000 sqm are allotted for setting up of storage tanks on Lease basis. The total storage tankage facility is around 1,20,000 KL. There is a large requirement of land parcels for the liquid bulk storage. It is in this context, MbPA has proposed to reclaim the area south of the Pir Pau admeasuring about 2,04,386 sqm.

Accordingly, a draft master plan has been prepared taking into consideration the development plan of MCGM, land allotment carried out in the area, future requirements and augmentation of infrastructure.

A detailed Report and Master Plan is at [*Annexure I](#).

2. Brief of the proposal

- (a) The Pir Pau and Jawahar Dweep (JD) areas are key operational hubs for Mumbai Port, handling liquid bulk cargo, including chemicals, petroleum products, crude oil, and LPG.
- (b) A triangular plot located to the south of Pir Pau Oil Depot is proposed for development having an area of 204386 sq.m.

- (c) A parcel of 11,904 sq.m. from this plot has already been leased to Aegis Logistics Ltd. for industrial storage.
- (d) The Mumbai Port Authority (MbPA) aims to regulate development under the Major Port Authority (MPA) Act, 2021, which allows it to create an independent masterplan for the area.

3. **Proposal Overview**

- (a) The triangular plot (already allotted) and adjacent inter tidal land will be developed for industrial storage near Pir Pau Jetty.
- (b) The plan includes land reclamation of the inter tidal area, infrastructure augmentation, and creek diversion.
- (c) The MPA Act, 2021 (Sections 25 & 26) empowers MbPA to develop land within its jurisdiction, overriding local or state regulations.

4. **Site Analysis**

a. **Location & Accessibility**

- (i) **Location:** Eastern Suburb of Mahul, mainly in M-East Ward.
- (ii) **Boundaries:**
 - **North:** Existing Pir Pau Oil Depot Complex
 - **South:** Thane Creek
 - **East:** Trestle
 - **West:** Tata Power & BPCL Pipelines

b. **Connectivity:**

- **Nearest Railway Station:** Kurla (9 km)
- **Nearest Monorail Station:** Mysore Colony (4.5 km)
- **Nearest Bus Depot:** Tata Power Bus Stop (0.9 km)
- **Access Roads:**
 - **West:** 7.0 m wide
 - **East:** 6.0 m wide

c. **Existing Infrastructure**

- **Roads:** 7.0 m (west) & 6.0 m (east) with Tata Power & BPCL pipelines along the roads.
- **Trestle:** Road-trestle connection to Pir Pau Jetty.
- **Streetlights:** Present only along the trestle, absent at the site.

d. Topography & Existing Development

- **Plot A1:** Leased to Aegis Logistics Ltd., with an elevation of +7m CD.
- **Plots A2 & A3:** Intertidal lands with elevation varying from +7m CD to +1m CD.

5. Future Reclamation proposal marked at A2 and A3:

- (a) Intertidal zone, requiring environmental clearance.
- (b) New access road for heavy transport—requires a new access road and flyover.
- (c) Augmentation of basic infrastructure—water supply, sewerage, and road development.
- (d) Creek diversion needs environmental assessment.

6. Regulatory Constraints

a. Development Plan 2034 (BMC)

- (i) The site is divided between M-West and M-East Wards.
- (ii) Zoning: Natural Area (NA)—requires special permissions for development and is permissible activity.
- (iii) Road network constraints: Existing secondary (25m) and tertiary (9-11m) roads are occupied by pipelines, reducing effective width.

b. CRZ & CZMP Provisions

- (i) CRZ-IB: Intertidal zone, allowing port-related development.
- (ii) (ii) CRZ-II: Permits industrial activities on the landward side.

7. Existing & Proposed Land Use

a. Existing Land Use

EXISTING LANDUSE CALCULATIONS			
Sr. No.	Location	Area	%
1	Area under Planning	204386	100
2	Industrial Landuse (Industrial Land + Pipelines)	42536.09	20.81 %
3	Natural Areas (intertidal zone + Creek)	149325.94	73.06 %
4	Road	12523.97	6.13 %

b. Proposed Land Use

- (i) **Reclaiming A2 & A3 for Industrial Storage.**
- (ii) **Widening access roads (7.0m → 12.0m) with flyover.**
- (iii) **Creek realignment through Plot A3.**
- (iv) **New Zoning:**

PROPOSED LANDUSE CALCULATIONS			
Sr. No.	Location	Area	%
1	Area under Planning	204386	100
2	Industrial Landuse (Industrial Land + Pipelines)	110842.48	54.14 %
3	No Development Zone (Intertidal Land + Creek)	78063.03	38.13 %
4	Road	15823.43	7.73 %

8. Infrastructure Requirements

(a) Road Network & Connectivity:

- (i) Widening existing 7.0m road to 12.0m to accommodate heavy vehicles.
- (ii) Internal roads for better accessibility.

(b) Utilities: Water, power, drainage, security, and surveillance systems.

9. Development Parameters

- (a) Industrial Zone: FSI 1.00, allowing hazardous and non-hazardous storage.
- (b) Natural Areas: FSI 0.1, permitting only low-impact structures.
- (c) Permissible Activities:
 - Warehousing (hazardous/non-hazardous), storage tanks in industrial areas.
 - Boardwalks, public sanitary conveniences, sewerage pumping stations, Port related activities in Natural Areas.

10. Project Cost & Investment:

Estimated Cost (₹120 Crores) covering:

- (i) Land Reclamation
- (ii) Creek Diversion
- (iii) Road Widening
- (iv) Infrastructure Development (Utilities, Security, etc.)

11. **Development Model :**

Leasehold Model:

- (i) MbPA develops the infrastructure.
- (ii) Lessee constructs on the plot.
- (iii) Cost recovery through land monetization.

12. Chief Law Officer has concurred with the proposal with his remarks as under :

- (i) **Section 22 of the MPA Act** empowers the Board to utilize its assets in such a manner and for such purposes as deemed appropriate for the benefit of the port.
- (ii) **Section 25 of the Act** grants the Board the authority to create a specific master plan for the development and establishment of port infrastructure.
- (iii) **Section 26** enables the Board to make regulations concerning planning and development.
- (iv) The **subject proposal** submitted by the Chief Engineer (CE) pertains to the development of the port.
- (v) The **Advisor Planning** has proposed a master plan for the project, which will be put up to Board for approval.
- (vi) Upon approval by the Board, the master plan will acquire **statutory recognition**.
- (vii) The **regulations for planning and development** are currently in progress and are expected to be finalized in due course.
- (viii) The matter was **extensively discussed** in a meeting convened by the Dy. Chairperson, with the participation of CE, CLO, Advisor Planning, and Advisor Legal.
- (ix) It was decided that given the **urgency and potential benefits** of the project to the port, and pending the finalization and approval of the planning and development regulations and upon approval of the Master Plan, the CE may be authorized to provisionally issue necessary permissions for the project, subject to the approval of the final regulations.
- (x) The **regulations** should include provisions to **ratify** the permissions issued or works undertaken during the pendency of the approval process.

13. Copy of the Chairperson's approval is at [*Annexure II](#).

*Printed as Annexure II

14. In view of the above, CE has requested the Board's approval for:-
- (i) Masterplan for Pir Pau Extension area under MPA 2021.
 - (ii) Submission of master plan to MoPSW for information.
 - (iii) Publication of master plan in the Gazette if required.
 - (iv) Regulating the development as per the master plan.
 - (v) Development of infrastructure as envisaged in the master plan.
 - (vi) Pending the approval of Ministry for exercising powers under section 25, the concerned Head of the Department may be authorised to approve the development plan which is in progress, subject to the statutory clearance from MoEF, PESO for the project.
 - (vii) The Development Regulations of MbPA shall be modified to include provisions to ratify the permissions issued or works undertaken during the pendency of the approval process of the regulations.
15. The Board's approval is requested to Chief Engineer's proposal at para 14 above.

Note of discussions at the Board meeting held on 5th December 2025.

Chief Engineer explained the proposal in brief.

Thereafter, Board approved Chief Engineer's proposal at para 14 of the note.

संकल्प संख्या . 123

5.12.2025

मंडल ने नोट के पैरा 14 में दिए गए मुख्य अभियंता के प्रस्ताव को मंजूरी दी।

Resolution No. 123

5.12.2025

Board approved Chief Engineer's proposal at para 14 of the note.
