



# Protest Intensifies Against Adani Port in Kerala

- By Ankit Agrawal



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## Adani Port in Vizhinjam blocked from land and sea as Kerala fishermen's protest intensifies

*According to the activists, dredging and groyne construction associated with the Rs 7,525 crore Vizhinjam Adani port, which began in 2015, have impeded the normal movement of sand over the ocean floor, which results in a balanced accretion-erosion cycle. Protestors are demanding rehabilitation and a permanent solution for sea erosion.*



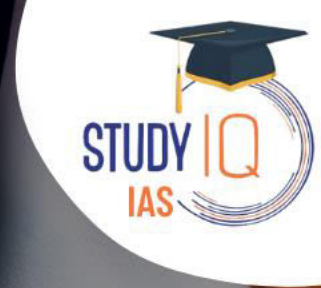
ET Now Digital | Updated Aug 22, 2022 | 03:13 PM IST



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3rd October - 4th November	Modern History
7th November - 17th December	Economy
19th December - 3rd January	Science and Tech
5th January - 10th February	Geography
13th February - 14th March	Ancient , Medieval, Art and Culture
16th March - 3rd April	Environment
4th April - 4th June	Prelims preparation break (Prelims mock tests will be conducted)
Post Prelims These topics will be covered	
5th June - 21st June	Society
22nd June - 8th July	Ethics
10th July - 27th July	International relations
28th July - 4th August	World History + Disaster management (extra classes)
5th August - 12th August	Essay + Internal Security (extra classes)



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Geography



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Rahul Saigaonkar

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Prashant Tiwari

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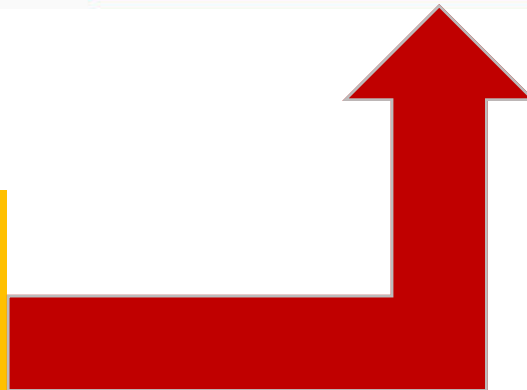
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## WHAT'S HAPPENING?

The week-long ongoing protests against the construction of the Adani Group's Vizhinjam International Transshipment Deepwater **Multipurpose Seaport** in Kerala's capital **Thiruvananthapuram**,

Intensified on Monday (August 22), with fisherfolk laying siege to the **port from the sea and land.**

The fishing community under the leadership of the Catholic Archdiocese of Thiruvananthapuram **has said the protests will continue until all their demands are met.**





At talks between Fisheries Minister V Abdurahiman and representatives of the archdiocese on August 19, the government agreed to most of the fisherfolk's demands, but no breakthrough was achieved.

On Tuesday (August 23), Chief Minister Pinarayi Vijayan told the Assembly that the protest in some areas seemed “orchestrated”.

The government, he said, was ready for talks, and wanted to resolve the concerns faced by the fishing community — however, it could not agree to halting the project.



## WHAT ARE THE DEMAND?

The **biggest demand** of the protesters is that the **construction** of the Rs 7,525-crore deepwater port and container transhipment terminal **at Vizhinjam on the outskirts of Thiruvananthapuram,**

**Should be stopped and a proper environmental impact study should be carried out.**

The community has also **put forward six other demands:**

- (i) **Rehabilitation of families** who **lost their homes to sea erosion,**
- (ii) **Effective steps** to **mitigate coastal erosion,**
- (iii) **Financial assistance to fisherfolk** on **days weather warnings** are **issued,**
- (iv) **Compensation to families** of **those who lose their lives in fishing accidents,**
- (v) **Subsidised kerosene, and**
- (vi) **Mechanism to dredge the Muthalappozhi fishing harbour** in **Anchuthengu in Thiruvananthapuram district.**



The government has conceded all demands except providing a kerosene subsidy, and halting the construction of the port.

It has agreed to find accommodation for relocated families **before Onam** (which begins at the end of this month).

## GRIEVANCES OF THE FISHERMEN

A J Vijayan, a member of the Coastal Area Protection Forum who has been opposing the project from the beginning, said the protests were widening as awareness among the fishing community increased, and they experienced the impact of the project on their day-to-day life.

More than 100 families lost their homes to coastal erosion last year, but there is no official data on the relocated families except for some church records, Vijayan said.

He claimed around 300 families were living in schools and camps, and many others were staying in rented accommodation or with relatives.



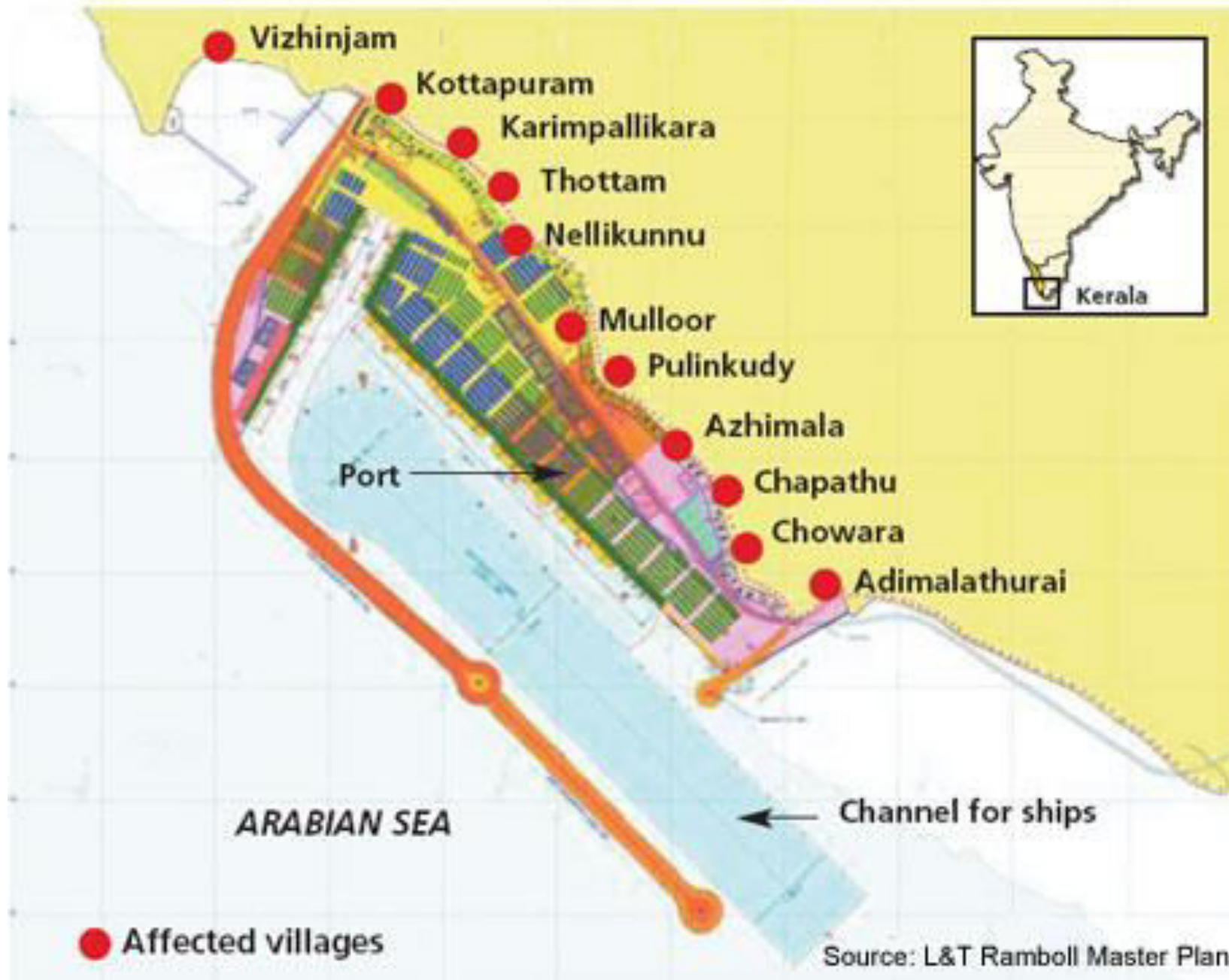
The fisherfolk also fear that the proximity of the port to the fishing harbour will impact the tranquillity of the sea and fishing.

There are apprehensions that the proposed shipping channel will lead to loss of livelihoods.

Pulluvila said that since construction began, fisherfolk have had to travel deep into the sea for catch, and this has increased fuel costs.

Since the government has eliminated the subsidy on kerosene, their pockets are being directly hit.

# PORT MASTER PLAN



## ABOUT THE PROJECT

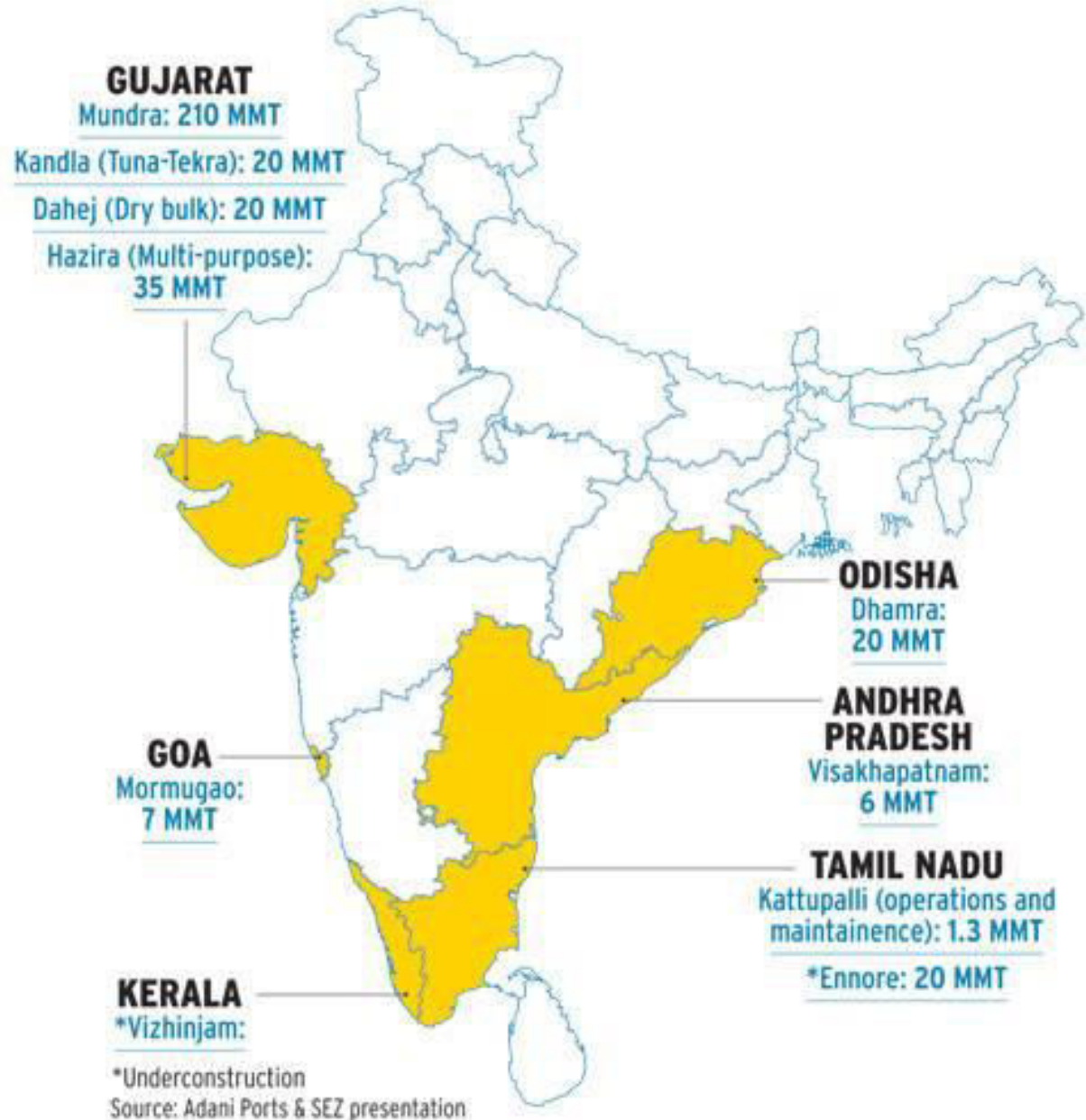
Then Chief Minister **Oommen Chandy** laid the foundation stone of the **Rs 7,525 crore** port being built under a Public Private Partnership **(PPP) model with Adani Ports Private Limited, in December 2015.**

The **port will have 30 berths, and will be able to handle giant “megamax” container ships.**



# Adani's Port Empire

Cargo-handling capacity at various ports



The Adani Group has said the ultramodern port, located close to major international shipping routes, will boost India's economy.

The port is expected to compete with Colombo, Singapore, and Dubai for a share of trans-shipment traffic.





## PROJECT ALREADY DELAYED

As per the initial agreement, the **project was supposed to be operational by 2019.**

The **Adani Group cited several reasons for the delay, from the 2017 Ockhi cyclone to the Covid-19 pandemic.**

The **company also faced a shortage of granite boulders to build the 3.1-km breakwater, only 1 km of which has been built so far.**

29°C

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## No plan to stall ongoing port work in Vizhinjam: Kerala CM Pinarayi Vijayan

[India News](#)

Published on Aug 23, 2022 06:24 PM IST

*Conceived three decades ago, the Vizhinjam port with 20-metre natural depth and 12 nautical miles away from the international ship channel is expected to be commissioned by October 2023*



**Q. Which port is the only Indian port to be listed in the World's top 30 Container ports?**

A) Chennai port

B) Kandla port

C) Paradip port

D) Jawaharlal Nehru port

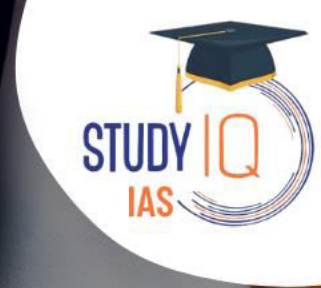




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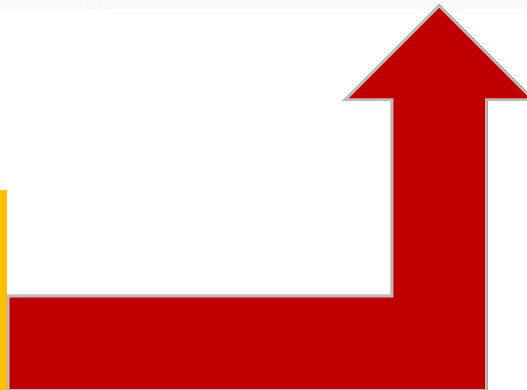
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