



## Gail's Dhabol LNG port set for all-weather ops

**BENN KOCHUVEEDAN @ Mumbai**

THE Dhabol LNG Port, owned and operated by national gas major Gail, is set for major capacity augmentation with the 2.3-km-long breakwater, which will be ready by end-March, making it an all-weather port.

Called Konkan LNG (KLL which is the terminal operator), the current terminal handles only 27% or 22 ships a year as against the designated capacity of 5 million tonne per annum or 18 million metric standard cubic meter per day (mmscmd) of natural gas per day, as the port can be operated only before and after the monsoons, rendering its operational for around seven months.

When the breakwater, being built by L&T since 2020 at a cost of ₹720 crore, is likely to complete by March and commissioning by June after getting clearances, the tanker handling capacity will rise to 30 ships immediately and then to 80 ships per annum when the ambient air heating facility will be ready by December 2026, Tony Mathew, CEO of Konkan LNG, told TNIE. Currently, the facility uses seawater based heating system for regasification and ₹580 crore ambient air heating facility will make it achieve full capacity, said Mathew.

# Stalled Enron-era plan set to take off, to aid LNG imports

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MUMBAI

An Enron-era breakwater project in the Arabian sea, stalled since 2001 when the U.S. firm exited India after liquidation, is likely to be completed next month and aid India's import of liquefied natural gas (LNG), improving its energy mix.

Konkan LNG Ltd. (KLL), a GAIL (India) subsidiary, would soon operationalise the Dabhol Breakwater project which will make the Dabhol LNG terminal facility an all-weather port.

"We are working very hard and the project is expected to be completed by March. After obtaining statutory clearances, our terminal will be an all-weather port," said Tony Mathew, CEO, Konkan LNG Ltd.

Mr. Mathew was instrumental in fast-tracking the project implementation in the face of several legal challenges to stall the project located in Ratnagiri district of Maharashtra.

Unlike many other breakwater systems, which are land-connected, Dabhol's is an island breakwater, making its construction far more challenging.

L&T took up project work mainly since 2022.

The Dabhol LNG terminal was originally planned as a captive unit of the LNG-run Dabhol Power Plant that was acquired by NTPC and GAIL India in 2005, from its erstwhile owners and lenders.

The LNG terminal was commissioned in 2013 and



separated in 2018 from the power plant through a demerger, and KLL became its owner in 2020.

Since the NTPC's Dabhol Power Plant is not in continuous operation due to high gas prices, the regassification capacity of the LNG terminal was reduced to 7.5 MMSCMD (million metric standard cubic meters per day) against its designed capacity of 18 MMSCMD.

The terminal will achieve 100% capacity after completion of ambient air heating system expected by December 2026. KLL would also expand the terminal's capacity from 5 million metric tonne per annum (MMTPA) to 6.3 MMTPA in the first phase at an estimated investment of ₹1,100 crore by 2030 helping KLL unload 100 LNG cargoes a year.

In phase two, the capacity would be expanded to achieve 200 cargoes per year at an estimated cost of ₹9,400 crore by 2035.

The Dabhol port of KLL will play a significant role to increase the share of natural gas in India's energy mix from 6.5% currently to 15% by 2030.