

2017

Yacht Marina Development in Dikowita



ESTABLISHMENT OF A YACHT MARINA SOUTH OF DIKOWITA HARBOUR SRI LANKA

1. **Background.** The yacht marina facilities in and around Sri Lanka will not be sufficient to fulfil the current and future demands of the yachters. The City of Colombo is experiencing a major transformation as a business, tourism and entertainment destination for both local residents and international visitors. Sri Lanka recognizes the need for a fully-fledged yacht marina in the close proximity of Colombo, in order to draw larger local and foreign yachters' attractions to the Colombo region and to make the city of Colombo more competitive in tourism industry. Establishing a yacht marina south of Dikowita harbor, in the Western coastal belt, North of Colombo, is expected to fulfil the needs of locals/tourists who travels across the globe through sea with the help of yachts for their leisure, pleasure and entertainment.
2. The proposed yacht marina will offer more tourist attraction and economic value to the Colombo city; it will create large/ diverse opportunity for the yachters across the globe, and create new investment/job opportunities for locals / foreigners. By implementing/ executing this yacht marina project, it is expected to generate a reckonable foreign exchange to Sri Lanka as a whole. Further, Sri Lanka could utilize the currently underutilized infrastructure facilities in southern part of Dikowita fishery harbour (which is demarcated as the International section – Figure 1) in a more meaningful purpose, by providing adequate spaces and supporting facilities for yacht marina users.



Figure 1 - Dikowita Harbor

3. Western Region Megapolis Planning (WRMP) Team along with the Maritime Cities Development Project (MCDP) conducted a study on establishment of a yacht marina south of Dikowita harbour and as a specific task the team has produced a Conceptual Plan for the yacht marina development in phases to cater the foreseeable future demand. The study has suggested that it is highly appropriate to establish a yacht marina south of Dikowita harbour for local and foreign yachters considering the massive development taking place in and around Colombo and the long felt need to have a world class yacht marina close to Colombo.
4. The proposals in the plan are framed to improve the currently available facilities at south of Dikowita harbour and to match the facilities of any world class yacht marina with a view to provide a boost to the tourism industry as well as the Sri Lankan economy. This project expects to; maximize the revenue generation, create direct and indirect job opportunities which will mainly benefits the local communities close to Dikowita etc. through this yacht marina establishment as per the Ministry of Megapolis and Western Development (MM & WD) Master Plan.
5. Investors will be provided with the opportunity to develop facilities in addition or in lieu of the components mentioned in the conceptual plan, of the investor's choice to generate sufficient return for their investment and to elevate the level of the yacht marina to the international requirement and standards. The available land areas within Dikowita harbour should be awarded to the potential investor on long term lease basis to cover the project investment.
6. There are potential investors keen on investing in this project. Therefore, MM & WD is planning to call Request for Proposal (RFP) from potential local and international investors/developers for the establishment of a yacht marina south of Dikowita harbour Sri Lanka.

7. Proposals:

In brief the proposal contains following elements:

7.1 To **develop three finger piers at Dikowita harbor** (*Annexure 1*), to berth maximum number of yachts safely as proposed in the Conceptual Plan, by the potential investor (selected through RFP process), and to be finally decided by the Sri Lanka Fisheries and Aquatic Resources (SLFAR) in consultation MM & WD.

7.2 To **construct an iconic building, with all the essential facilities for yachters** (such as

Minimum 10 star class accommodation, Self-operated laundry facility, Banking/Automated Teller Machine (ATM) facility, Money Exchange, spare parts store, bar area, Billiard room, Library/Reading room, Communication center, Operations room, a space for yacht agents etc.) along with necessary landscaping and Sri Lankan Identity, as proposed in the Conceptual Plan and to be developed by the potential investor, subject to respective project approvals by Coastal Conservation Department (CCD) and Central Environmental Authority (CEA) and to be finally decided by SLFAR in consultation MM & WD.

7.3 To **construct facilities for yacht repairs, refueling** (*Annexure 5*), **washing and maintenance** (*Annexure 2*) as proposed in the Conceptual Plan and to be developed by the potential investor, and to be finally decided by SLFAR in consultation MM & WD.

7.4 To **make available of a boat hoist (a traveling crane) facility for yacht repairs/maintenance/stacking** (*Annexure 3*) as proposed in the Conceptual Plan and to be developed by the potential investor, and to be finally decided by SLFAR in consultation MM & WD.

7.5 To **construct recreational facilities such as bars, restaurants, pubs and clubhouses for the yachters** (*Annexure 4*) and to be finally decided by the potential investor in consultation with SLFAR and MM & WD.

7.6 To design and construct following project components and to be finally decided by GOSL;

- 7.6.1 Installing of Buoys/aids to navigation as appropriate to demarcate the harbor approaches/safe navigation.
 - 7.6.2 Establishment of a life guard station at Dikowita in consultation Sri Lanka Coast Guard (SLCG)
 - 7.6.3 Establishment of a Diving Center at Dikowita in consultation Sri Lanka Navy (SLN)
 - 7.6.4 Establishment of a tourist police post at Dikowita harbour in consultation Sri Lanka Police (SLP)
 - 7.6.5 Establishment of a Custom facility (Immigration/Emigration) at Dikowita harbour in consultation Sri Lanka Customs (SLC)
 - 7.6.6 Establishment of an office space for marine / boat chandlers and agents
 - 7.6.7 Establishment of One Reverse Osmosis (RO) plant at Dikowita harbour to provide yachters with free/safe drinking water.
- 7.7 To provide following options for selection and implementation as per the investor's choice and to be finally to be decided by the relevant local authority :
- 7.7.1 Construction of a **world class hotel accommodation** mainly to facilitate yacht users, as proposed in the Conceptual Plan, and to be finally decided by the potential investor, in consultation with SLFAR and MM & WD.
 - 7.7.2 Construction of a **fully-fledged yacht stacking facility** (*Annexure 6*) as proposed in the Conceptual Plan, as per the investor's choice and to be finally to be decided by the potential investor, in consultation with SLFAR and MM & WD.
 - 7.7.3 To create a **finger pier south side of the existing groyne area** (to facilitate safe berthing of additional yachts) as per the investor's choice and to be finally decided by the potential investor, in consultation with SLFAR and MM & WD.

- 7.7.4 To **operate a pleasure boat service/water sports/wreck diving venture** in the proximity Dikowita harbour with the participation of fisherman in area and to be finally decided by the potential investor, subject to respective project approvals by Ministry of Ports and Shipping in consultation with SLFAR and MM & WD.
- 7.7.5 To **operate a ferry service between Dikowita-Dehiwala and vice versa**, to be finally decided by the potential investor, subject to respective project approvals by Ministry of Ports and Shipping in consultation with SLFAR and MM & WD
- 7.7.6 **Establishment of Food Court** at Dikowita harbour to provide yachters with easy access to their food requirements.
- 7.7.7 **Establishment of supermarket/retail** at Dikowita harbour to provide yachters with easy access to logistic requirement.
- 7.7.8 **Establishment of stores with spare parts**
- 7.7.9 **Establishment of parking space for boat trailers**
- 7.7.10 **Establishment of additional parking lots for vehicles.**
- 7.7.11 **Establishment of a rent a car/motor bike/bicycle facility** at Dikowita harbour to provide yachters with easy mobility.
- 7.7.12 **Establishment of a facility for boat trailers on rent** (with different sizes) at Dikowita harbour to provide yachters to shift or stack their yachts safely.
- 7.7.13 **Slipways (or boat ramps) to transfer a trailered boat into the water vice versa.**

Estimated Cost

- 8. Taking into account Megapolis Planning Concept, the potential bidder shall submit a design proposal and a feasibility study report which will be evaluated by Cabinet Appointed Tender Committee. However, it is estimated that the total cost of the proposed project will not be less than US \$ 150 million.

Implementation Plan

9. In order to implement the project, I propose to adopt the following activity schedule with the time plan.

Activity	Time period
i. Request for Expression of Interest (REOI) to be published and EOIs to be submitted by the interested investors	2 Calendar months after granting Cabinet approval
ii. Conduct of feasibility study	4 Calendar months. Feasibility studies will be carried out at the expense of Government to be reimbursed by the selected developer after following the tender process.
iii. Request for Proposals from prequalified investors and selection of most suitable investor	4 Calendar months
iv. Cabinet approval for the award of development task	2 calendar months

The above time plan proposes that after a period of 12 months (i.e. by August 2018), the selected investor can commence the development of the yacht marina. As mentioned above the construction of the yacht marina is expected to complete and open for public by end of 2020.

Annexure 01

Piers

A pier is a raised structure in a body of water, typically supported by well-spaced piles or pillars. Piers are used to berth vessels and yachts in a marina. Piers are built for the handling of passengers and cargo on to and off of yachts or vessels. These piers are typically either



longer piers, or finger piers. Longer individual piers are often found at ports with large tidal ranges, with the pier stretching far enough off-shore to reach deep water at low tide. The second form, often called the finger pier, was built at ports/ marinas with smaller tidal ranges. The main advantage of the finger pier is to give a greater available quay length for vessels and yachts to berth against compared to a linear littoral quayside; also, these types of piers are typically much shorter.

Pleasure piers generally permit holiday makers to promenade over and alongside the sea. Such piers may be open-air, closed, or partially open or closed. The above picture demonstrates the two types of piers in a marina.



Annexure 02

Yacht Refit Yard

A yacht refit yard is a yacht repair and service facility in a yacht marina. A good refit yard requires a variety of facilities and the capabilities to perform any scale of refit, from minor maintenance to a complete refit. Refit yards will offer either some or all of the following services such as rig inspections and spars, machinery, electrics, electronics, hydraulics, welding, painting, Fiber Glass, Metal Fabrications, Yacht renovation and transformation,

Structural changes and extensions, Interior design, Interior and exterior painting, Engineering, Carpentry and joinery, Metal works, welding and fabrication, Refrigeration and air conditioning, GRP and fiberglass repairs, etc.





Annexure 03

Boat Crane/ Travel Lift

A Boat crane/ lift is type of a machine, generally equipped with hoist ropes, wire ropes or chains, and sheaves, that can be used both to lift and lower vessels and yachts and to move them horizontally. It is mainly used for lifting vessels, yachts and transport them to other places. Boat crane/ lift is often used in shipyards, ports and marinas to transfer vessels and yachts from dock to shipyard or warehouse and in turn. It is also applied in shipyards for boat



construction.

A boat crane/ lift includes the items such as main structure, hoisting mechanism, traveling wheel block, electric control system, steering mechanism, hydraulic transmission system, etc.



Annexure 04

Yacht Club

Yacht club is a club organized to promote and regulate yachting and boating. A yacht club is a sports club specifically related to yachting. Yacht clubs are mostly located by the [sea](#), although there are some that have been established at a [lake](#) or [riverside](#) locations. Yacht or sailing clubs



have either a [marina](#) or a delimited section of the beach or shoreline with [buoys](#) marking the areas off-limits for swimmers as well as safe offshore anchorages. On shore they also include a perimeter reserved for the exclusive use of the members of the club as well as a clubhouse with attached [bar](#), [café](#) or restaurant where members socialize in a pleasant and informal setting.

The above picture demonstrates a yacht marina and a club in Abu-Dhabi, United Arab Emirates.



Annexure 05

Refueling

Fuel berths are located in the piers to refuel the vessels and yachts in a marina.



When planning a fuel berth, the following are the major areas to be considered in order that a good balance between maximum benefit and potential environmental impacts are achieved;

- Access to fuel berth by yachts in the marina and visiting boats.
- Access of fire fighting vehicles to fuel berth
- Provision of adequate firefighting equipment
- Lighting of berth (for safety and security)
- Provision of fuel spillage protection devices to be kept on site
- Size of fuel storage tanks
- Flexible fuel supply lines from shore to berth
- Automatic fuel cut-off valves and refueling by authorized personnel only
- Location of bowsers on shore in preference to on pontoon proximity to marina office
- Fuel facilities should have back pressure automatic shut-off nozzles
- Any fuel transfer systems operating within or across the intertidal zone should use vacuum
- Operated pumps, dry break couplings or drip trays



- Provision for reporting and dealing with all spills; and, security against vandalism and unauthorized use.

- Underground storage systems

- Underground storage systems (USS) are one of the major sources of soil and groundwater contamination.

- Groundwater contamination is a serious problem, as groundwater interacts with sensitive surface water and other ecosystems, and is used for

drinking and irrigation. A number of operators are choosing to remove the risk of operating underground storage

- Tanks altogether and are having them removed or made redundant (this usually involves sealing them off).

- Remediation may be necessary if the integrity of the storage tank has at any stage been compromised.



Annexure 06

Boat/ Yacht Storage

A dry stack boat storage facility allows to provide boats and yachts with convenient and safe indoor storage while maximizing the profit potential of the property. By vertically storing boats/ yachts in rack systems, it will double, triple or even quadruple the profit potential and quickly earn an impressive return on investment.



Dry stack Storage

Just like the warehouse industry, the dry stack storage system uses the same principle to safely store boats, yachts and other equipment. Structures vary from simple outdoor storage racks to completely encased large buildings that can store up to eight levels of boats. Shore Master is proud to work with Star Buildings to bring you this opportunity for growing your business. For more than 70 years, Star has been a leading supplier of custom-engineered building systems. You can be assured that the highest standards of quality are maintained throughout the building process.

Dry stack storage is a great solution for the boat and yacht owner as well. It extends the life of the boat/ yacht by keeping the hull dry. And it's a convenient way to store a boat/ yacht for winter or on crowded marinas that lack slip storage. With the simple use of a large marina forklift, customers can have their boats/ yachts on a moment's notice.

Boat/ yacht storage facilities vary significantly in size and number of buildings, degree of building enclosure, storage arrangement and density. In warm, nonfreezing climates facilities may be simple steel structures having only a roof for sun shading. In winter climates, indoor storage facilities provide protection against the extreme cold, snow and sun. Facilities may be relatively small facilities that accommodate smaller recreational boats/yachts.



Indoor Storage

The above two photographs (Figures 1 and 2), show two typical indoor boat and yacht storage facilities. In the winter, these warehouses would be filled with boats nested together to allow for maximum utilization of the storage space.



Open Storage

The above photograph shows an open yacht storage.