

**Project E4-06**  
**Project Operationally Completed**  
**Part One: Summary**

<b>Participating UN Organisation:</b> UNDP	<b>Cluster:</b> E – Infrastructure Rehabilitation
<b>Govt of Iraq Line Ministry Responsible:</b> Ministry of Transport	

**Programme/Project Number: E4-06**

<b>Title</b>	Dredging of Umm Qasr Port Approach Channel				
<b>Location</b>	Umm Qasr				
<b>Project Cost</b>	US\$ 24,742				
<b>Duration</b>	September 2004 – August 2005				
<b>Approval Date (SC)</b>	March 2004	<b>Starting Date</b>	September 2004	<b>Completion Date</b>	August 2005
<b>Project Description</b>	As a complement to training and equipping the Iraqi dredge fleet for maintenance dredging under a bilaterally funded project, this project will cut the approach channel to Umm Qasr and open the port to 50,000 DWT vessels. The project will supply equipment (a large size Trailing Suction Hopper Dredger) and technical capacity that is not at present available to the Iraqi authorities.				

**Development Goal and Immediate Objectives**

<b>Development Goal</b>
To respond to the humanitarian and reconstruction needs of war-affected Iraqi people through ensuring reliable, safe and more economic shipping access to Iraq's main seaport of Umm Qasr.
<b>Immediate Objective</b>
To re-establish safe navigable waters from the Gulf to the Port of Umm Qasr within a period of 30 weeks.

**Outputs, Key activities and Procurement**

<b>Outputs</b>	Upon completion of the dredging project, the Port of Umm Qasr will be accessible for 50,000 DWT vessels drawing 12m.
<b>Activities</b>	A total amount of an estimated 12.0 million cubic meters will be dredged from the Approach Channels to the port of Umm Qasr. The majority of the materials to be dredged consist of recently deposited sediments. In parts that were not dredged during the last major dredging campaign (1990), quantities of original seabed material may be present. A large size Trailing Suction Hopper Dredger will be mobilised in order to complete the dredging activities within a period of 30 weeks. Engineering activities include the performance of hydrographical surveys and the processing of the obtained data. A geophysical survey will be carried out to determine the exact soil conditions. The channel alignment will be optimised in order to minimise the required dredging volume.

**Part Two: Situation as of 31 March 2007**

<b>Funds Committed</b>	US\$ 24,742	<b>% of approved</b>	100
<b>Funds Disbursed</b>	US\$ 23,692	<b>% of approved</b>	95.8
<b>Forecast final date</b>	August 2005	<b>Delay (months)</b>	0

**Quantitative achievements against objectives and results**

	A total of approximately 8 million Cubic Metres of material	<b>% of planned</b>	100
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	have been removed from the Approach Channel and disposed in the specified spoil areas		
	79.6 km of Channel dredged	<b>% of planned</b>	100

**Qualitative achievements against objectives and results**

- Environmental Impact study was conducted to judge the possible impact of the dredging work and to estimate the effects on the environment and on coastal installations.
- the Channel, from buoy No 02 (KP 0) to buoy No 17 (Kp 38,400) was dredged to the original depth of 11.0m CD
- 7,958,731 Cubic Metre of material from the Approach Channel were removed and disposed of.

With dredging and removal of priority wrecks, larger flow of port traffic is observed in 2005 over 2004. The increased traffic to Umm Qasr port facilities resulted in estimated savings to the Iraqi economy of USD 69M per annum. Considering that these improvements were achieved with a relatively lower budget and will bring benefit for years, the cost- benefit ratio of this investment in the channel is regarded as high. The admiralty charts, updated by UK hydrographical office on 27 July 2006, certifies to the shipping world the improved capacity and safety of the channel. Shipping and insurance rates for vessels calling at Umm Qasr are expected to decrease as a consequence.

Re-establishing and improving access for shipping to Iraq’s port, will allow for humanitarian and reconstruction goods to be brought into the country in a more economical way. Furthermore, it will also increase ports traffic and revenues, which will in turn increase local employment and fuel economic development for the South and for Iraq as a whole.

The dredging operations mentioned are also essential for the port of Az Zubayr and the LPG Terminal, situated respectively 19 Km and 12 Km upstream of the port of Umm Qasr. The refurbishment, modernization and possible expansion of both these ports rely on prior dredging to ensure accessibility.