2 tête-à-tête with Punj Lloyd's MD and Group CEO
5 Myanmar-China Oil & Gas Pipeline Project
20 Punj Lloyd works with Vale to bring iron ore closer to customers
28 Punj Lloyd in the News!
30 Projects Recently Completed
32 Recently Won Projects
34 Punj Lloyd HSE Recognition 2014-15

Myanmar-China Oil & Gas Pipeline Project
tête-à-tête with Punj Lloyd’s MD and Group CEO

Punj Lloyd saw a change in leadership in 2014 with the joining of J P Chalasani as the MD and Group CEO. On his completing 18 months at Punj Lloyd, the Update team met up with the soft spoken and modest leader on his challenges, achievements and victories in Punj Lloyd so far. An excerpt of the interview is reproduced below:

You are very well known in the industry. What attracted you to join Punj Lloyd?

Punj Lloyd was facing various hurdles, internal and external, and I felt it was a great opportunity to go through the challenges and be part of the turnaround efforts. Coupled with this I was impressed by Atul’s foresight and vision for Punj Lloyd in my very first meeting with him. It was his charisma and leadership that intrigued me. I could relate to him instantly. He asked me to lead his company as the Group CEO & Managing Director. Just then I had left Reliance Group after an 18 year stint.

How has your experience been so far?

Demanding and enriching! While I have held posts of equal authority prior to assuming the role of MD and Group CEO at Punj Lloyd, the exposure to a marquee international clientele was an altogether new experience!

Though I had enough global exposure, I found myself in a new space with a new set of challenges as Managing Director of Punj Lloyd, responsible for overseeing the operations across 23 countries. Simultaneously, I had to change my mindset and don a new hat – one of a service provider and this added a new perspective to my understanding of operations, where earlier, I had predominantly called the shots as a client!

You have been rated as the ‘Best CEO’ in many employee surveys. How was your experience with internal employees of Punj Lloyd?

In any company, the management and employee relationship is directly dependent on how an employee perceives his or her stature within the company which transcends beyond his or her level in hierarchy of the organisation. It is about self esteem. It is but natural to want to be recognised for your worth. And this pride of place has to be inculcated in each employee for this bond to develop. At Punj Lloyd, I was received with open arms and allowed to steer in the direction I thought the company should head! I initiated open communication channels with all employees, irrespective of their position in the company and where they are located. This has led to one-on-one relationships and extremely close bonding.

What were your main focus areas in this one year?

For an organisation as dynamic as Punj Lloyd, one needs to focus on multiple aspects of business and those beyond it. My first focus was on my employees as I strongly feel that it is important to capture the share of voice of each employee. For this I initiated many new processes. I introduced ‘CEO Konnect’ wherein any employee could write to me, irrespective of their location. Townhalls (group gatherings) that I initiated have now become a regular feature and gatherings (group gatherings) that I initiated have now become a regular feature and the employees know that they will hear from me quarterly, bringing in greater transparency and opening up channels of communication further.

Then I encouraged organisation of internal events which served more to enhance comradeship. On the business front, focus was on improving project execution and delivery, client satisfaction, debt reduction, hastening recoverable claims and augmenting process efficiencies continues with equal intensity.

Punj Lloyd reached an order backlog of Rs 21,152 crores in FY15, which was predominantly from overseas projects? Please tell us more about these orders. Yes FY15 has been good in terms of our order backlog which also reflects our presence across infrastructure and energy. We won a mega ₹ 3515 crore (USD 581 million) RAPID Tank Farm order in Malaysia and a ₹ 1400 crore (USD 236.09 million) project from Kuwait National Petroleum Company. In India, we received a ₹ 666 crore highway contract from the Ministry of Road Transport and Highways which is part of a cooperative project for improving transport facilities across 32 nations and providing road links to Europe.

You have been seen to drive punctuality very strongly within the organisation. Why do you feel so passionate about it?

It is said that “You may delay, but time will not.” Time for me is respect. At your workplace, punctuality reflects your respect for your workplace, for your colleagues and

The order backlog is the value of un-executed orders on March 31, 2015 plus new orders received after that date.
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What is that one thing you are intolerant of?
Dishonesty undoubtedly! Honesty is that one single attribute that can drive the health of companies and that of the nation. Unfortunately it is compromised by many who do not realise how reprehensible it is.

How do you think 2015 will pan out for Punj Lloyd?
Punj Lloyd has been in the field of EPC for over 25 years. It is a brand that can endure the harsh global economic uncertainties with its strong foundation and delivery. It continues to be the preferred EPC partner for global clients that lay high focus on quality and safety. 2015 is looking upbeat in India with the change of regime and the proactive steps being taken for infrastructure development. Globally, it is being debated that the falling oil prices, initially a cause of worry, could just be a blessing in disguise. There is enough spending on infrastructure being planned that makes me believe that the opportunities for Punj Lloyd are many, including in its relatively newer business of Defence.

What are your thoughts on India and how do you wish to see your country?
Any Indian would agree that with a few steps in the right direction, India can take a major leap forward. I see that happening now. I have spent a large part of my career in the power sector and strongly identify with the Prime Minister’s vision of seeing power in every household by 2019. India is moving towards becoming energy reliant. The ‘Make in India’ programme will also give an impetus to manufacturing within the country, especially in Defence. Exciting times for India!
Punj Lloyd pipeline construction section 1A is located in the Rakhine state and the pipeline passes through areas like Kyaukphyu, Maday island, Kabaine, Ann, Sintontai and Padan.

The gas pipeline starts from Kyaukphyu’s initial station and after crossing the Kalaba trench, it reaches the Maday island, which is also a start point of the oil pipeline. Both the pipelines from Maday island are then laid in close proximity and parallel to each other. From Maday, the pipeline moves towards the east and pass through the 5.56 km long Fletcher Hayes Strait with water depths of 20-22 m, through six navigable river trenches including the Ye Gaung Chein trench, till Weichang. After Weichang, the pipeline are laid at a distance along the Ann-Magway highway. After crossing Ann, they pass over the Rakhine mountain range to reach Padan. Valve Stations are built along the pipeline. The oil pipeline has one pump station at Sinkontai which is located along the Ann-Magway highway.

In keeping up with our tradition of recruiting the local population, 42% local manpower was hired for skilled and semi-skilled jobs at the Punj Lloyd site. Punj Lloyd deployed 1047 local workers belonging to assorted nationalities - primarily Indian, Chinese, Burmese, Indonesian, Malaysian and Singaporean.

Overview
China and Myanmar have come together to build a landmark project comprising a US$ 1.5 billion oil pipeline and US$ 1.04 billion natural gas pipeline. These projects are being implemented by two companies registered in Hong Kong - SEAOP (South East Asia Oil Company Limited) and SEAGP (South East Asia Gas Pipeline Company Limited) for the oil and gas pipeline respectively. CNPC South East Asia Pipeline Company Limited, which is a 100% subsidiary of CNPC-China, has the majority shareholding in both SEAOP and SEAGP. In SEAOP, the other minority partner is MOGE while in SEAGP, the other minority partners are Myanmar Oil & Gas Enterprise (MOGE), Daewoo International Corporation, South Korea, ONGC CASPIAN E.P. B&V, Netherlands, GAIL (India) Ltd., India and Korea Gas Corporation.

The gas pipeline starts from Kyaukphyu island, located on the west coast of Myanmar in the Rakhine state. The oil pipeline starts from Maday island which is 22 km downstream of Kyaukphyu island. Both pipelines are laid in parallel, passing through Rakhine state, Magway division, Mandalay division, Shan state and enter China through Nam Kham. The total length of the pipeline within Myanmar is approximately 792.5 km with 40” dia for the gas pipeline and 32” dia for the oil pipeline. The oil pipeline eventually terminates in Kunming, capital of Yunnan province, while the gas pipeline extends further from Kunming to Guizhou and Guangxi in China, running a total of 2,806 km.

The source of gas for the pipeline is from Shwe fields, A1-A3, located in the Andaman Sea off Myanmar, whereas crude oil will be imported and fed to the oil pipeline at Maday Island where a port, crude oil storage, and pumping facilities have been constructed.

These two pipelines open a new energy corridor for China, which will now be able to access the offshore gas reserves in Myanmar and crude oil from Middle East to meet the demand of its provinces located close to Myanmar-China border. Both oil & gas pipelines have been commissioned. The oil pipeline has been under commercial operation since July 15, 2013. These two pipelines have also increased the revenue for the Myanmar Government.
The multi-skilled, multi-cultural and multi-national workforce was in complete harmony facilitating the ease of working as a team. The inducted workers were qualified and motivated to measure the task and challenges dictated by difficult terrain and climate.
**Scope of work**

Punj Lloyd is the first major Indian EPC company to work on this momentous project. Owing to its expertise with similar challenging pipelines, the Group was awarded the EPC contract for the toughest section of the Myanmar-China crude oil and gas pipeline project, Section – IA consisting of laying 32” dia, 143 km long oil pipeline and 40” dia, 165 km long gas pipeline.

The scope of work of the project included construction of three major stations - Kyaukphyu gas initial station, Maday oil initial station and Sinkontai oil pump station, apart from the 15 block valve stations enroute the pipeline.

This project brings to mind another transnational pipeline executed by Punj Lloyd, the BTC (Baku-Tbilisi-Ceyhan) pipeline. Also known as the Pipeline of the Century, it was the first transnational pipeline faster stringing worked efficiently on extremely rough terrain and steep slopes of the Rakhine hills.

Punj Lloyd deployed its pipelay barge “Kuber” for pipelaying in the 5.56 km long Fletcher Hayes Strait offshore section of the pipeline and pipelay barge “Ganpati” for pipeline construction in the swamp section.

A fleet of specialised equipment like flexi float for tie-in and marsh buggy excavators was mobilised for pipeline trenching in marshy areas. These together with Punj Lloyd’s rich fleet of pipeline equipment including 90T/70T side booms, excavators, dozer and semi automatic welding system played a key role in the successful execution of the project.

**Resource Mobilisation**

In order to deliver with utmost effectiveness and efficiency, specialised equipment was purchased. Technical evaluation and commercial comparisons were made for each equipment before purchasing. A special double sided pipe carrier with a maximum carrying capacity of 16T, allowing

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**Deriving strength from manpower**

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Skilled workers such as welders and grinders underwent refresher training at Punj Lloyd's training centre at Banmore, India prior to their appointment on the project.

The multi-skilled, multi-cultural and multi-national workforce was in complete harmony, which facilitated the ease of working as a team. The inducted workers were qualified and motivated to measure the task and challenges dictated by difficult terrain and climate.

Regular training sessions were organised at the site for the workforce to educate them of various programmes that would augment their productivity. The client was highly appreciative of Punj Lloyd’s safety record of more than 8.75 million safe man hours over a period of two years.

**Hurdles and challenges**

The experienced team consisting of specialists in engineering, project management and pipeline construction, were unfazed by the daunting challenges facing them, leading to the timely completion of both the gas pipeline and oil pipeline.

Punj Lloyd established a Project Management Team (PMT) in Yangon and two construction management teams were based at the base camps cum pipe yards, located at Kyaukphyu and Padan. Work on the oil pipeline started concurrently with the gas pipeline. However, the initial station for the oil pipeline was on Maday Island, at a distance of 22 km.

The only means of transport available were small motorboats and barges that facilitated the transportation of
The pipeline terrain was extremely varied, ranging from light powdery soil in summer, to clayey soil during the monsoon. There were isolated islands with marshy and undulating terrain (64 km) steep Rakhine hill slopes of 101 km.
pipe and equipment. Change of tides during the monsoon period were a major hindrance in planning the forthcoming stages. With the pipeline route divided into several smaller spreads, on evaluation of logistics and the geographical situation, seven satellite camps and two accommodation barges were established for pipeline construction in swampy sections. The telecom infrastructure in Myanmar was nonexistent along the pipeline route, therefore walkie talkies were the only source of communication in the initial stages of project execution. However, with great perseverance, the project received support from the Government of Myanmar to set up telecom stations at some locations. Also, the pipeline terrain was extremely varied, ranging from light powdery soil in summer, to clayey soil during the monsoon. There were isolated islands with marshy and undulating terrain (64 km) steep Rakhine hill slopes of 101 km. Logistics was the major challenge as all the construction equipment and project material was sent through LCT/Barges to the area and subsequently to the construction site through smaller barges/LCT.

200 km (approx 17,000 lengths) of line pipes were shifted to site through barges and LCT.

The region witnessed abnormally heavy and long monsoon from mid June to end October (i.e. for a duration of around 4 and ½ months). This led to cutting off of the ROW, heavy landslides, damage to roads and bridges. The availability of construction material such as sand, aggregate, boulders was a constraint during the monsoon period. The soft soil of the hills during the monsoons, made it very dangerous to work. Movement of barges in the swamp area was also restricted.

Maday Island’s initial station of the oil pipeline is the biggest station of the Myanmar-China pipeline project and is located on an isolated island with no road access. The entire operation on this island was dependent on the barge movement which was very frequently affected by changing sea conditions and tides, making it difficult both logistically and economically.

Sinkontai oil pump station is located at the highest point of the Punj Lloyd’s installation engineering team devised a feasible methodology for pipe-laying in this difficult terrain, after many brainstorming sessions with CPPE (China Petroleum Pipeline Engineering Corporation), Land and Marine (UK based company hired for engineering of the push-pull operation).
The experienced team consisting of specialists in engineering, project management and pipeline construction, were unfazed by the daunting challenges facing them, leading to the timely completion of both the gas pipeline and oil pipeline.
need to meticulously plan various aspects of execution, especially shore pull. This included preparing the winch platforms on either side of the channel on the hillock and in the swamp, installation of the winches with adequate holdback arrangement to sustain the winch pull force during shore pull operations.

Pipelaying barge, Kuber, was fitted with installation aids, tools and tackles in Singapore, before sailing for Myanmar. One of the finest of the four offshore barges of Punj Lloyd, Kuber is a non self-propelled S-type barge that can lay 4” to 60” dia pipes in sea with water depths up to 150 m, besides maintaining and repairing existing pipelines. Kuber is the most sophisticated of the Group’s flotilla of barges for offshore operations. Another challenge was installing, commissioning and using the CRC automatic welding for the first time on a Punj Lloyd owned barge. World renowned Thai welders were hired for this project, with welder qualification at CRC facilities in Malaysia.

Punj Lloyd’s installation engineering team devised a feasible methodology for pipelaying in this difficult terrain, after many brainstorming sessions with CPPE (China Petroleum Pipeline Engineering Corporation), Land and Marine (UK based company hired for engineering of push-pull operation). It was finally decided to use a combination of shore pull for shore approaches where water depth is less than 6 m and conventional}

pipelaying (using lay barge Kuber) for the offshore portion.

Timely granting of visa, air lifting to Yangon, travel permits to work in restricted areas and deputing people to construction sites were some of the challenges faced by Punj Lloyd. These problems were further aggravated due to the primitive infrastructure, lack of communication and transportation services available at Myanmar. Due to the close historical, political and religious ties between the two countries, the Indian workforce were well positioned to perform in Myanmar. However, the harsh and remote location of the site was a challenge and posed difficulties in retaining the workforce for prolonged periods.

Punj Lloyd sites faced no disturbances and resumed operations peacefully after the emergency, which was declared by the Myanmar government due to ethnic clashes in the Rakhine state.

Developing the community

The remote villages of Kabaing and Padan near the construction site faced water scarcity problems. Punj Lloyd dug several ponds in both the villages to solve this problem, the team also repaired the village roads, culverts and the playing fields. Punj Lloyd also provided construction equipment to the local administration and Pagodas for meeting their needs. The doctors deployed at Punj Lloyd sites treated the local villagers free of cost. Punj Lloyd also supported the local NGOs, Pagodas, church and schools. It supported football and golf tournaments and the ASEAN car rally.
Punj Lloyd works with Vale to bring iron ore closer to customers

When Vale’s Teluk Rubiah Maritime Terminal and iron-ore distribution centre in Majung District, Perak of Malaysia, received its first Valemax - the Berge Everest loaded with 382,500 MT of iron ore, it marked an important milestone for the Brazilian mining giant. Its new $1.37bn, fully automated, iron ore distribution centre was operational with a capacity of 30 million tonnes of iron ore a year. It was equally important for Punj Lloyd, Vale’s EPC partner, for the onshore electromechanical assembly and erection projects under the Vale Malaysia Minerals Project (VMMP), the iron ore distribution centre and pelletizing facility.

As one of the world’s largest producers of iron ore, Vale is present in over thirty countries across the world. The company’s footprint is as indelible as the minerals it mines and with their recent construction of the Valemax ships, its footprint is set to deepen and extend even further.

Vale chose Malaysia to host this distribution centre because of its reliable power, political stability, low seismic activities and strategic location; close proximity to the Straits of Malacca.

Vale iron ore project features a 1.6 km deep water wharf and five stockyards where different types of iron ore can be blended and customised to the needs of regional steelmakers. The distribution centre can receive iron ore from Brazil in vessels of 400,000 DWT (dry-weight ton) and the raw material will then be blended and shipped out to customers in the Asian Region.

The Centre is located about ten days away from other ports in the region and would increase Vale’s competitiveness by reducing the iron ore delivery time to clients in Asia and South East Asia.

The Vale Malaysia Minerals Project
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consisting of an import/export jetty, material handling facility, pellet plant, and associated utilities and infrastructure. The iron ore distribution centre offers customised solutions to its clients in Asia by shortening distances. Initially the facility will have a capacity of 30 Mtpa of iron ore, expandable up to 90 MTPA.

Working with this global mining company was a moment of great honour for Punj Lloyd.

The contract for the onshore electromechanical assembly and erection was awarded to Punj Lloyd Oil and Gas (M) Sdn. Bhd., a Punj Lloyd subsidiary in 2012. The construction of the onshore stockyard facilities included import/export conveyors, transfer towers, pipe and cable racks, substations, raw water and storm water system and potable water.

Rainforests of Malaysia had earlier witnessed Punj Lloyd lay one of the longest pipelines of Malaysia for Petronas. Now Vale, one of the largest mining companies in the world contracted Punj Lloyd for its iron ore distribution project to enhance its capability to supply iron ore more efficiently to the Asian markets.

Punj Lloyd’s Scope of Work

- Complete installation of all equipment and components of the import, export, stockyard and pellet plant stockpile conveyors of capacity 10 MT/hour.
- Belt laying (width 1.8 m) for above conveyors.
- Steel structure erection for conveyor gantries, pipe racks and transfer towers, ladders, stairs, access platforms, walkways, grating, handrails, cladding, floor and equipment support beams, primary framing beams, columns, bracings, structural holding down and connecting bolts and nuts.
- Fabrication and erection of potable water tanks and rubber lining.
- Erection of shop fabricated tanks, tramp chutes and conveyor head chutes complete with wear resistant liners.
- Piping fabrication and erection work.
- Supply and erection of roofing, sheeting and wall cladding.
- Equipment erection for pumping stations.
- Installation of Rails for Stacker Reclaimer.

Vale iron ore project features a 1.6 km deep water wharf and five stockyards where different types of iron ore can be blended and customised to the needs of regional steelmakers.

As part of its scope of work, Punj Lloyd installed rails of 3.7 km by puddle arc welding, piping work of 70,000 inch dia, a tank of 1200 m³, steel structure erection of 33,533 MT and several rotating equipment. All above work was completed ahead of time, before the arrival of the Stacker (10,500 TPH) and Reclaimer (9,700 TPH). The scope also comprised supply of all labour, supervision, consumable material, all the necessary tools and equipment, and storage of material deemed ready.
Punj Lloyd is proud of its partnership with Vale as the Centre can blend ores with different grades from its production systems and reduce GHG emissions for iron ore delivered in Asia.
necessary to complete the entire installation within the scope of this technical requisition.

**Challenges**

One of the major challenges faced was the erection of gallery structure for Main Import Conveyor. One gallery weighed 74 T and there were 30 galleries of a similar weight. Special lifting beams and spreader bars were designed, and lifting calculations were made for tandem lifting. Lifting and erection of gallery was done safely using a 250 T and a 280 T crawler crane.

As the project was to be implemented on hilly terrain, pipe and cable racks followed the terrain. 3,300 T of steel structure assembly and erection were completed.

A single Transfer Tower in the import system covered an area of 160 x 130m, weighing 4,000 T and was the interface point between onshore and offshore contract. In order to achieve an early completion of the import system, the work was carried out in a phased manner and in two shifts. Separate crew were deployed for assembly of heavy structures on ground and for erection, taking in to consideration all safety aspects in a confined area.

**Environment and safety**

As leaders in the production of iron-ore, Vale is in a position to influence the sustainability of not only its operations but that of its suppliers as well. Punj Lloyd is proud of its partnership with Vale as the Centre can blend ores with different grades from its production systems and reduce GHG emissions for iron ore delivered in Asia. Valemax vessels at Teluk Rubiah will facilitate a 35% reduction in carbon emissions per tonne of ore transported, which would then be delivered to its port destinations in Capesize vessels.

As part of Punj Lloyd’s commitment to the environment, a daily cleaning plan were prepared and adhered to by a dedicated housekeeping crew.

All employees in this project completed statutory medical screening, statutory Construction Industry Development Board (CIDB) training, training for safe work practices such as permit to work preparation and maintenance, working at height, handling of cargo, among others. All equipment deployed in this project was inspected as per Vale requirement and periodical inspections were done.

As a partner in construction of this distribution centre, Punj Lloyd, along with other contractors, facilitated Vale’s target of selling the best iron ore from Brazil faster and more competitively. Vale’s strategy will enable a long-term, undisrupted and large scale supply of high quality iron ore. The economies of scale will reduce volatility, clearly benefiting its customers.

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Sembawang continues to be an integral part of the development of Singapore's infrastructure and the plant will be opened later this year in time to mark the 50th Anniversary of Singapore's independence.

Chandigarh, India
Punj Lloyd Delta Renewables has recently completed its third SPV Grid Interactive multi-rooftop single point integration power plant for Chandigarh Renewable Energy Science and Technology Promotional Society (CREST) at the Indian Reserve Battalion (IRB) Complex. The average energy generation per month of the SPV Power Plant at the Indian Reserve Battalion (IRB) Complex is 25 MWh, reducing 60T CO₂ emission in the last five months.

Bihar, India
PL Surya Urja Ltd., a wholly owned subsidiary of Punj Lloyd Infrastructure Ltd (PLIL), has commissioned a 21 MW solar power project in District Mansa of Punjab, one month ahead of schedule. The entire equity of this project was funded through internal accruals of PLIL.

Khagaria - Purnea annuity road project of NHAI in Bihar, the earlier project of PLIL, was completed in November 2013, five months ahead of schedule. The achievement was made possible with the dedicated efforts of PLIL and B&I Teams.

All three operating projects in Punj Lloyd Infrastructure’s portfolio were commissioned ahead of schedule.

West Bengal, India
In November 2014, Haldia Energy Limited, a subsidiary of CESC, inaugurated the Haldia Thermal Plant, where Punj Lloyd was one of the major EPC contractors.

Providing a major impetus to power generation in West Bengal, the scope of work for this 2 x 300 MW Haldia Thermal Power project was the complete design and construction of civil, supply, erection, testing and commissioning of mechanical and electrical packages of Balance of Plant (BOP), and erection, testing and commissioning of Boiler Turbine Generator (BTG) Island.

The plant is ready for operation as per schedule.

CESC congratulated Chairman, Atul Punj and MD & Group CEO, J P Chalasani on this achievement and appreciated the commitment, energy and enthusiasm displayed by the entire Punj Lloyd Power team working on this project.

The 2 x 300 MW Power Plant Unit # 2 has achieved Commercial Operation Declaration by HEL after continuous operation of the unit in full rated load to the satisfaction of the authority.

Sembawang drives Lower Seletar Water Works to Completion.

Sembawang is nearing completion of the Lower Seletar Water Works project for Public Utilities Board in north-eastern Singapore. This 60 Million Gallon Per Day raw water treatment plant is part of the Singapore government's strategic initiative to become self sufficient in the production of drinking water.

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Kuwait

Punj Lloyd received a Letter of Award for expansion and revamping of Ahmadi Depot, Kuwait from Kuwait National Petroleum Company (KNPC). The scope of work for this contract valued at Rs 1,418 crore (USD 236.09 million), includes the Design, Detailed Engineering, Procurement, Construction and Commissioning of 11 new Floating Roof Product Tanks with a capacity of approx 228,000 cubic meters.

With this new order in Kuwait, Punj Lloyd will play an important role in enhancing the storage and loading capacity of fuel at the Ahmadi Depot, which is one of the two depots owned and operated by Kuwait National Petroleum Company.

Malaysia

Punj Lloyd won the mega Rs 3,515 crore (USD581 million) RAPID Tank Farm order from PRPC Refinery and Cracker Sdn. Bhd.; a subsidiary under the Petroliam Nasional Berhad (PETRONAS) group, Malaysia’s national energy company.

The Tank Farm is part of PETRONAS’ Refinery and Petrochemical Integrated Development (RAPID) project in Pengerang, Johor, Malaysia. Developed within a 6,242-acre site, RAPID is part of the colossal PETRONAS Pengergan Integrated Complex (PIC) development, along with RAPID’s associated facilities including the Pengerang Co-generation Plant (PCP), Regasification Terminal 2 (RGT2), Air Separation Unit (ASU), Raw Water Supply Project (PAMER), Crude and Product Tanks (SPV2) and central and shared Utilities and Facilities (UF).

Punj Lloyd’s scope of work in the RAPID Tank Farm project includes Project Management, Design, Engineering, Interface with other Contractors and third parties, Procurement, Construction, Inspection and Testing, Pre-Commissioning and Commissioning. The RAPID Tank Farm will be a critical project requiring expertise in the construction of different types of tanks including storage tanks, LPG tanks, mounded bullets, Light Cracked Naphtha storage, transfer pumps and additive packages.

India

Punj Lloyd secured an EPC highway contract worth Rs 666 crore from the Ministry of Road Transport & Highways (MoRT&H) for 90.586 km of the Asian Highway (AH) Network, a cooperative project for improving transport facilities throughout 32 nations and providing road links to Europe.

The scope of work comprises rehabilitation and upgrading to 2/4-Lane of Bhutan Border at Pasakha to Bangladesh Border at Changrabantha comprising Jaigaon, Hasimara, Dhupguri section and Mainaguri-Changrabantha section. This contract includes the proposed Pasakha access road of length 6.558 km, bypass to Jaigaon and Hasimara in the state of West Bengal.

The Asian Highway Network is a part of the Asian Land Transport Infrastructure Development (ALTID) project being supported by United Nations Economic and Social Commission for Asia and the Pacific (ESCAP).

Punj Lloyd has secured a Rs 541.84 crores road project from National Highways Authority of India in Bihar. The scope of work for the project includes Four lanning from 360.915 km to 402.000 km of the Gorakhpur-Gopalganj section of NH-28 in Bihar.

Part of the highway connecting Lucknow and Muzaffarpur, the stretch starts from Gorakhpur in Uttar Pradesh and will pass through the Kuchaikot, Sasamusa, Gopalganj, Koiri and Dewapur areas of Bihar. The highway aims at reducing travel time between Gorakhpur-Gopalganj and Gorakhpur-Patna by reducing congestion and improving geometric deficiencies at various intersections. It will also improve the connectivity of Valmiki Wildlife sanctuary (situated at the Nepal border) with Patna hence promoting tourism. The stretch runs through the flood prone zone in north-western part of Bihar with river Gandak running parallel.

The key feature is the design of the highway at 1 meter above the High Flood Level (HFL), which will enable commuters to travel unaffected during floods.
Punj Lloyd
HSE Recognition
2014-15