

Vaarthha

A Visakha Container Terminal Newsletter

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'VCT has natural Depth of 16.5 m alongside - The deepest amongst Indian Container Terminals'

Odisha - "The Unexplored"

NEW
CONNECT



The state government of Odisha has started construction of a 656 Kms highway named BIJU EXPRESSWAY from Rourkela to Jagdalpur in Chhattisgarh. Completion of this project is likely to reduce the travel time from 13 hours to 6 hours between the two places. Jagdalpur is just 300 Kms away from Visakhapatnam where the new expressway will now provide the access from & to the Northern, Western Odisha regions and therefore it becomes the catchment area for Visakha Container Terminal.

The project is to be completed in 2 phases where the 1st Phase is scheduled to be completed by May 2017 covering 254 Kms with a 4 - lane road and 402 Kms with a 2 - lane. The second phase which is scheduled to finish the Rs. 3200 Cr. project by May 2019, would convert another 258 Kms into a 4 - lane.

The corridor which is passing through one of the most backward regions of the state would be instrumental for the state in the Socio - Economic growth of the Western and Southern Odisha, covering 4 districts namely - Koraput, Nawrangpur, Kalahandi & Nuapada from Kalahandi - Balangir - Koraput (KBK) region and 4 western Odisha districts namely - Bargarh, Sambalpur, Jharsuguda & Sundergarh.

The entire region has wide variety of mineral ore deposits such as Manganese, Chromite, Iron, Graphite, Bauxite, Mica, Limestone etc., and corridor cutting through the forest zone would help in carrying agricultural goods like paddy, wheat, sugarcane and vegetables along with valuable species of timber. The project should reduce the logistics cost and would improve the employment for a decent demographic region of the state.

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UASC Commence Operations @ VCT

United Arab Shipping Company (UASC), a global shipping company based in the Middle-East which was founded in 1976 now connects Visakha Container Terminal with their global services for the Containerised trade. The burgeoning EXIM trade in the hinterland is attracting many more such carriers to establish their presence in Visakhapatnam and make it their ideal gateway on the east coast of India. Transworld Global Logistics being the agents for UASC at Visakhapatnam have been given the responsibility of turning around the empty units that landed recently for export bookings to Europe region.



COSCO Establishes its presence at Port City

China Ocean Shipping Company (COSCO) a Chinese shipping and logistics supplier headquartered at Beijing has shipped its maiden import containers to the Port city. Their import containers landed at VCT recently and the carrier has already commenced export bookings in full swing offering services to global sectors. The ideal gateway on the east coast of India is all geared up to witness and handle the incremental business with the upcoming global carriers.



VISITORS AT VISAKHA CONTAINER TERMINAL



(Middle) Mr. G.S. Swaminathan, Vice President-Logistics & Purchase, (right) Mr. Prasun Mukherjee, Head-Central Logistics and Mr. Ashish Runthala, Central Logistics, Hindalco Industries Ltd., visited on 07.05.2016



(Right) Mr. D. Srinivasa Rao, Asst. General Manager-Purchase & Materials and Mr. S. Sadasiva, Dy. Manager, Hindustan Shipyard Ltd., visited on 07.05.2016



(From left) Mr. Ravi Kumar, Chief Manager-Purchase, Mr. Arijit Goral, Sr. Officer-Purchase, HPCL Visakha Refinery, Mr. Chandrasekhar Kanduri, Branch-In-Charge and his associate, Balmer Lawrie & Co. Ltd., visited on 12.05.2016



(From left) Mr. Mangipudi V Sai, Vice President-Logistics, Mr. Rama Shankar Rao, Head-Port Logistics and Mr. Shriram Chakravarthy, Associate Manager, Vedanta Ltd., visited on 18.05.2016



(Right) Mr. Jayanta Datta, Managing Director, Regal Container Lines Pvt. Ltd., and Mr. C.H. Narasimha Murthy, Sales & Operations, Vivek Freight & Logistics Pvt. Ltd., visited on 25.05.2016



(Right) Mr. V. K. Sasidharan, Regional General Manager and Mr. P. S. Arjun, Branch Manager, Hanjin Shipping (I) Pvt. Ltd., visited on 27.05.2016



(Left) Capt. Amit Wason, Dy. General Manager-India Operation (Liner, Car Carrier & Break Bulk) and Mr. Ahmed, Branch Manager, NYK Line (India) Ltd., paid a courtesy visit to VCT on 04.05.2016 to analyze the recent developments in the trade and to improve NYK's participation in local business through their existing TSC service. Discussions on transshipment opportunities from Kolkata & Haldia utilizing their direct service to South-East Asia also took place.



(Left) Mr. T H Terence Yeow, Head of Reefer Pricing-Asia, (2nd from left) Mr. T. Thevarpran, Head Commercial- South & East India, (4th from left) Mr. Murali Krishna, Trade Manager - Europe & Reefers, (right) Mr. Rajesh, Manager, APL (India) Pvt. Ltd., (Middle) Mr. Aashish Pakalapati, Director, Marilyn Shipping & Transports, visited VCT on 13.05.2016 to enhance their market share in reefer trade and to penetrate more in the hinterland. With the frozen shrimp season round the corner, APL intends to consolidate their leadership position in reefer trade.

VCT Survey - Vizag Container Lines Association (VCLA) – Growth of Port City

Visakhapatnam the city of destiny witnessed growth in container traffic over the years. The potential and prominence in this region has been growing too. To understand the container movement in this region over the next few years a generic survey poll was conducted. In this context Mr. Jeevan Vikas, AVP, Seaways Shipping India Pvt. Ltd., VCLA President shared his expert opinion on growth of the port city as mentioned below.

How do you think we can improve the connectivity towards West Bound?

The ocean freights at Vizag are at par with other major ports today and the transit time too has been faster. Moreover the connectivity in today's scenario from Visakhapatnam to all parts of the world is impressive as well. Coastal movement from East to West & vice-versa also plays a vital role. The terminal is blessed with efficient road and rail connectivity from/to the hinterland and with the coastal service deployed already in VCT; transshipment should be developed from the neighboring feeder ports which the government should facilitate by relaxing cabotage norms. The entire shipping fraternity of Visakhapatnam should also educate the customers by giving them the USPs of Vizag and the benefits they get if the port is used as their ideal gateway.



The ICD traffic from and to Visakhapatnam has started. How can we increase from current state?

Constant & continuous customer visits and educating them about the facilities at Visakhapatnam the trade would get is the key for the ICD cargo movement increase. Lines play an important role and should put their best efforts to meet the customers more frequently. Trade together should increase the visibility and work towards the incremental volumes. Reachability to the customers 24x7 is important too.

With the competition growing do you foresee any challenges?

Vizag Lines and agencies will continue the support given so far to this region and the trade is yet to reach its full potential, so it is not a right idea to support other ports at this moment.

What is the role of VCLA in the development of trade?

The idea to form VCLA is to protect / solve liner, customs, operations and technical issues. VCLA made its representation on berth hire discounts to the port, participated in trade shows and gave inputs, suggestions to improve the quality of business. The association also represented the Sagarmala project held at Hyderabad to campaign for Vizag. They are all geared up and set to participate and be part of any road shows, help in financial support to the trade in case of any requirement.

What is the role of NVOCCs in the growth of Visakhapatnam?

The volumes have grown over the years where NVOCCs played critical part for the incremental business. They have always been as competitive and aggressive as the Main Line Operators to bring more business to this region. The growth of NVOCCs is by 25% - 30%; however the drastic drop in freight rates might impact them in the upcoming years. Even the inbound rates have come down too.

What measures are to be taken for more cargo growth?

The government should involve to set-up more manufacturing units that will encourage good number of imports and exports. The new industries coming into the port city will increase the volumes. With new backend infrastructures coming up too will cater to the needs of the trade for faster evacuation that in turn will be beneficial for the growth of new business. The seniors in the trade should reach out to the government and ensure that more and more industries come up in Visakhapatnam and encourage the big ticket customers.

Odisha - "The Unexplored"

Odisha has been using Visakha Container Terminal for the majority of containerised Export-Import movement. The state being in the proximity of VCT, the industries in the hinterland with commodities like – Aluminium, Steel, Ferro Alloys, Frozen Sea Food, Refractories, etc., on Export front and similarly Scrap Metal, Refractories, Project Cargo, Quicklime, etc., on Import front have been benefited with VCT offering unparalleled connectivity to both east and west bound sectors through a dedicated frequency of services. With the progression in the road connectivity, the new economic corridor would open opportunities for the trade. BIJU Expressway would definitely reduce the logistics cost significantly at a reduced transit time and would fasten the movement of cargo from the Rourkela region to Visakhapatnam with a seamless connectivity.

DIGITAL VCT – Single Platform, One Stop Solution

On the lines of "Digital India" VCT has been striving hard to make the transactions with the terminal simpler and customer friendly.

Come & experience the host of digitalised services @ VCT!

- E-Form 13 – Paperless Transactions
- Electronic Data Interchange – Ease of doing business
- Port Community System – Faster & efficient communication with the stakeholders round the clock 24x7 service

Life Saving Rescue Drills (Use of Lifebuoy)

The most important thing and the only hope for a person who is drowning in water, is to get something to hold and afloat. Lifebuoy is a lifesaving equipment designed to provide buoyancy and prevent drowning. The importance of this lifesaving equipment is clearly identified by all the industries that are operating at the water front, particularly for port industries it is a statutory requirement as per SOLAS (Safety of Life at Sea) for the ships / boats. The personnel who are engaged in the works involved in water front are either advised to use life jacket while working or to keep a lifebuoy standby in the area to save those who may fall in the sea accidentally. Unavailability of lifebuoys could even lead to death as well.

VCT has been at the forefront in identifying the requirements in these kind of scenarios and HSE department conducted a lifebuoy drill on 09 May, 2016 to practice throwing of lifebuoy for rescue of drowning personnel. A dummy plastic float tied with a rope thrown in the water was considered as a person drowning in the water where VCT & contract employees along with security guards were taught how to throw the lifebuoy towards the drowning victim. Around 16 personnel participated in the drill. While the training of concerned personnel is done regularly, it is planned to conduct these kind of drills more often to make the people realize how the lifebuoy comes in handy during such adverse conditions.



CFS Operator of the Year

Sravan Shipping Services Private Limited holding a rich history with an ISO 9001:2008 accreditation received "Container Freight Station Operator of the Year" award – Vizag region for exhibiting excellence in overall performance from EXIM times during the 3rd East Coast maritime forum 2016.



CHA of the Year

Integral Trading and Logistics, one of the leading Custom House Agents in Vizag, have been handling dry bulk and project cargo successfully for the last 15 years. Rightly so they have been awarded "Custom House Agent of the year" - Vizag region during the 3rd East Coast maritime forum 2016.

