



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

Vizag – Nepal ‘Ease of doing Business’

Visakhapatnam Custom House launched liberalized transshipment procedure for Nepal Imports on pilot basis from VCTPL dated 28 August, 2018. The first rail movement to ICD, Birgunj (Nepal) under Electronic Cargo Tracking System (ECTS) was flagged off by Dr DK Srinivas IRS, Customs Commissioner, Shri Mukul Saran Mathur, IRTS, Divisional Railway Manager, Waltair Division, East Coast Railways, Shri PL Haranadh, IRTS, Dy Chairman, Visakhapatnam Port Trust, Shri Varun Koundinya, IRS, Dy Commissioner of Customs, Shri GR Sharma, IRS, Additional Commissioner of Customs, Shri Yelvender Yadav, IRTS, GM, Container Corporation of India, Shri Anil Narayanan, Dy COO, Visakha Container Terminal & Mr. Rohan, representative from M/s Maersk Line India (P) Ltd. As per the Indo-Nepal Treaty, India is allowing Nepal Imports to be transshipped through Visakhapatnam Port Trust.



Launch of ECTS for Nepal Bound Cargo

Since the first rake from Visakhapatnam Port to ICD Birgunj (Nepal) kick started in the month of June 2016 with 50 containers, there has been no looking back. The volumes have been growing consistently ever since and with it arose the need for simplifying the process too. Although the carriers are providing the much-needed direct product till ICD Birgunj, the documentation process involved approvals / authentications from multiple desks at Nepal for Vizag customs to allow the movement by rail. This in turn delayed the clearance and transportation of Nepal bound containers from Visakha Container Terminal. There have been relentless efforts from both India and Nepal to improvise the whole process and in pursuit of which Government of Nepal made a proposal to allow movement of Nepal bound cargo without the need for Nepal traders to seek permission and file transit declaration. Agreeing to this, Government of India has initiated the modality on a PILOT BASIS for a period of 3 months effective August 2018 post which it would be regularized. Unlike the present practice of submission of eight documents by Nepal Importers, the proposed procedure involves filing of single transshipment declaration by Shipper / Carrier. This will greatly reduce the cost to be incurred by importers of Nepal and there will be no necessity of their presence before Customs to process the container movement.

Basis the directive from Government of India, The Commissioner of Customs at Vizag has issued a notification that the Nepal bound containers can now move following the procedure of transshipment under ECTS which would be mandatory. This entails the Nepal bound containers to move as transshipment through the concerned shipping line which has to only declare these units as transshipment cargo destined to ICD Birgunj at the time of filing of arrival manifest. The shipping lines need to procure the seals from the service provider fixed

by Asian Development bank to avail the transshipment facility thus eliminating all the documentation processes involved currently. Therefore, with the execution of the transshipment from Vizag, the cost and transaction time of third-country trade are expected to come down significantly. This would augur well for the already established product in Vizag to sustain the growth and encourage more shipping lines to participate in this trade lane.



Flagging Off –Nepal Rake

From the customs perspective, the implementation of mandatory affixing of electronic seals for cargo imported via Vizag would mean the elimination of current practice of fixing additional lock in these containers. Besides this, the cargo containers with electronic seals & GPS enabled can be monitored / tracked by them from their office at port, land customs office of Raxaul and Birgunj customs office as well thus facilitating the most secured transport system from Vizag to Nepal.

VISITORS AT VISAKHA CONTAINER TERMINAL





(Left) Capt. Suhail Mukudam, GM - Operations & Trade from Global Feeder Shipping L.L.C, (Middle) Mr. Nitin Chandebhamar, Regional Manager - Operations, (Right) Mr. Jaganath, Branch Manager from Sima Marine (India) Pvt. Ltd., Visited on 01.08.2018



(Left) Capt. Arun Premendar, GM & Mr. Bobby Lawrence, GM from Merchant Shipping Services Pvt. Ltd., Visited on 02.08.2018



(2nd from Left) Mr. Fred Yu, Owner's Operations Representative in India, (3rd from Left) Mr. Alvin Dong, Owner's Operations Representative in India (Right) Mr. D K Sensharma, CEO & (Left) Mr. Viswanath, Manager from TS Lines India Pvt. Ltd., Visited on 07.08.2018



(Right) Mr. Varatharajan, Branch Manager, (Middle) Mr. Swapan Gupta, Branch Manager & (Left) Mr. Kingshuk sen Gupta, Sales Manager from Samudera Shipping Line India Pvt. Ltd., Visited on 13.08.2018.

Positive Impact on the country – AP takes the top crown

The main thought process on ease of doing business is to eliminate multiple parties' involvement that delays the process. This has been quite successful in the country where India has entered into the Top 100 on the World Bank's ease of doing business index during last October. India was at 118th rank earlier in 2014 and has now moved up its rank to 96th position on the index. The digitalisation, innovation, common platform applications, single window mode etc., are the key indices that played a pivotal role in the positive impact on Indian business.

Based on the survey released by the United Nations every two years, it was noted that India has scored 100% in the first stage of the e-participant sub-index, followed by 95.65% in the second stage and 90.91% in the third stage where the overall score was 95.51%. Similarly, as per the recently released 'ease of doing business' rankings for India prepared by World Bank and the Department of Industry Policy and Promotion (DIPP), Andhra Pradesh yet again reigned the top position with a score of 98.42 percent followed by Telangana: 98.33 percent. Visakhapatnam with the presence of major port and world class container terminal being a part of it have been crucial in the implementation of ease of doing business. In line with this vision of both central and state governments, Visakha Container Terminal (VCT) had introduced quite a few initiatives like e-form 13, automated gate complex, truck appointment for imports, integrated systems that are compatible with PCS and Ice Gate etc. This resulted in faster evacuation of containers and also facilitated faster turn-around time of the vessels.



Top Crown to AP

VCT CFS – 24x7 Operations

The state-of-the-art container freight station, VCT CFS located in the EXIM park area of Visakhapatnam Port Trust which operates 24x7 & 365 days with mechanized and world class equipment. VCT CFS provides “ONE STOP SHOP” for all logistics solutions that include container handling, cargo stuffing / destuffing, warehouse operations and various other value- added services. There are also labour intensive operations at the CFS which require skilled man power's availability round the clock complementing the mechanized work to ensure no compromise on efficient and timely completion of operations. Keeping in view to provide seamless operations round the clock, VCT CFS has come up with a shed to house permanent labour at the CFS premises itself. The new facility was inaugurated on the 17th day of August 2018 to accommodate at least 50 labour at any given time. This indeed is another step from VCT CFS towards meeting the customer's requirements at all times.



General Evacuation Mock Drill

Emergency preparedness is one of the prime keys for safety. While elimination or substitution of unsafe environment is in existence, we never know when an unsafe condition would arise. In such a situation, safety of the personnel is utmost priority than any other. Considering this fact, VCT conducts various mock drills to keep every individual at work prepared during the time of emergency. In this regard, a General Evacuation Mock Drill was conducted on 03 August, 2018. Main objective behind this drill was to ascertain the response time taken by people to reach the safe assembly points in an orderly manner and the time taken to tally head count.

Such exercises assume more significance in the wake of recent natural calamity and related heart wrenching outcomes in our neighbourhood states. Andhra Pradesh as a state has learnt emergency response through its experience of facing various scenarios and is robust in that matter. Same goes with VCT too when it comes to emergency response.

The mock drill exercise started at 1500 hrs IST and closed at 1530 hrs IST where all the personnel were guided to their respective safe assembly points with the help of safety / fire wardens of that regions. Post evacuation, the head count was taken through effective communicating channels on walkie talkie to ensure everyone have gathered safely. Upon successful count, the relevant observations were shared to the gathering by the Chief Emergency Controller and Safety Head. More such mock drills are in pipeline with various scenarios to ensure the preparedness of all individuals at the terminal.



Flood Relief Material by Vizag's Shipping Fraternity.
Initiated by ASL Shipping & Carried by Transworld Group



Evergreen's Vessel reached the “City of Destiny” which is the largest LOA in CCG service currently.