



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

## Green Energy Industries near Major Ports



The government of India has taken various initiatives like “Make in India”, “Ease of doing business”, etc., however, the major talk of the initiative is the “Green Energy Initiatives” that is being driven across the country. A step further to zero down on the carbon footprints is the utilization of Solar Energy, where the current concentration is. India is currently running on the world’s largest solar energy programme where about 80% of solar panels & modules are utilized in the country today that are imported from the Eastern Sea lane. India imported about USD 2.16 billion worth of solar photovoltaic (PV) cells, panels and modules in year FY 19 and USD 1.8 billion worth from Apr '19 – Dec '20 making the major ports its gateway for the imports. Visakha Container Terminal being part of the major port in Visakhapatnam has also been one of the gateways for the imports of Solar panels catered to its hinterland.

India has 34.6 GW of solar power with an aim to have 100 GW of solar capacity by 2022. Visakhapatnam Port Trust has already set up about 10 MW project of Solar Modules as a step towards green initiative. Ministries of New and Renewable Energy (MNRE) are in discussion with major ports of India for offering land to the local solar equipment manufacturing companies to set up industries in-order to encourage “Make in India” opportunities. Around 1.10 lakh hectares of land is available with 12 major ports, which has a very strong coastline of 7600 km long. There are 3 types of solar projects like a normal one that ranges from 10 MW to 100 MW in various clusters going up to 1000 MW, a floating solar project on the rivers near the dams and hybrid solar projects. GOI is inviting experts from such Industrial background to participate in these kind of projects.

(Cntd. On Page No.3)

## Route Rationalisation Removed: Advantage VCT

Erstwhile the Indian railways had issued a circular during April 2011 rationalizing carriage of goods by certain specified routes only due to infrastructure issues like single railway line run on diesel traction. Hence, under the circular, all traffic to and from Visakhapatnam area to NCR region were directed to be moved via Duvvada – Ballarshah route while the shortest route via Titlagarh – Raipur is closer by about 300 kms. It was similar situation for Nagpur movement as well adding more distance than the shortest path. With the increase in distance, the trade was burdened with additional transit and cost. Therefore, Visakhapatnam Port unfortunately lost its location advantage and the competitive edge for connectivity to NCR. Due to this, all cargo traffic to NCR including cargoes originating in eastern countries are being transported through the ports in West Coast of India which otherwise could have been routed through Visakhapatnam Port.

Rationalization Circular No. 03/2020

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No. 2020/TT-II/27/1 Rail Bhawan, New Delhi, dt: 01.07.2020

**General Managers (Operating)/(Commercial),  
All Indian Railways including  
Production Units**

Sub: Rationalisation Scheme General Order No.01/2014 - Amendment No. 19

Refer Board's letter No.2014/TT-II/S/27/1 dated 02.09.2014 issuing Rationalisation Scheme General Order No.1/2014 effective from 05.09.2014 and subsequently their amendments and extensions thereof.

Now as it is necessary so to do in the public interest, the following amendment in the above mentioned Rationalisation Scheme are hereby ordered:

**4. East Coast Railway**

4. East Coast Railway	
S No	
4.2	This Para has been withdrawn

All other instructions will remain same. This Order will be come into force with effect from 03.07.2020. Please acknowledge receipt.

(A K. Shamsi)  
Executive Director / Coal  
Railway Board

**Copy forwarded for information and necessary action:**

- (1) Director (Rail Movement), Fairlie Place, Kolkata
- (2) FA & CAO, All Indian Railways
- (3) CAO/FOIS, CRIS Complex, Chanakyapuri, New Delhi-21.
- (4) Standard List attached.

(A K. Shamsi)  
Executive Director / Coal  
Railway Board

**Copy for information please:**  
OSD/MR, AM (T), AM(C), EDTT(M), EDTT(S), EDTT(F), EDTC(R), EDF(C), ED(C&IS), EDP, ED(FM), DTT/POL, DTC/R  
TT-I, TT-II, TT-III, TT-IV, TT-V, TC-I, TC(CR) Branches of Railway Board

(Cntd. On Page No.3)

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## DFC Connectivity to Andhra Ports

**DEDICATED FREIGHT CORRIDOR  
CORPORATION OF INDIA**



Dedicated Freight Corridor Corporation of India Limited (DFCCIL) is a Public Sector Undertaking (PSU) corporation run by Government of India's Ministry of Railways to undertake planning, development, and mobilisation of financial resources and construction, maintenance and operation of the "Dedicated Freight Corridors" (DFC). The proposed DFC's are next mega project of Indian Railways. The Railways will build around 4000 km DFC for connecting industrial sectors of eastern and western parts of India with southern India i.e. Andhra Pradesh and Odisha.

The proposed DFCs will be from (1) Kharagpur to Vijayawada: 1115 km (2) Bhusaval – Nagpur – Kharagpur – Dankuni: 1673 km (3) Rajkharswan – Kalipahari – Andal: 195 km and (4) Vijayawada – Nagpur – Itarsi: 975 km.

These DFCs will ease the congestion on the existing over saturated sections on the Railway network, terminals & junctions and ensure faster movement of goods. Various industries like Ferro Alloy, Iron & Steel and Aluminium companies fall in this stretch.

These corridors will bring pollution free transportation of cargo and are cost effective that will develop the ports of Andhra Pradesh and Visakha Container Terminal in particular. Visakhapatnam has vast and unique hinterland where Odisha based cargo is largely routed through VCT by rail besides the established road network.

Private container rakes will also be able to use the DFC by paying track usage charges. With growing international trade through sea route there is a need for faster cargo evacuation, from factories to ports and vice versa. Post setup of DFC, the passenger traffic and goods traffic will be separate creating room for quicker movement of cargo thus the efficiency is increased too. Not to forget that more companies in this route will get direct access to move their containers on rail connecting to the vessels through VCT, which is indeed a huge cost saving. The DFCs will be the key for many mini, small, medium and large EXIM players to resort to rail transportation.

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## Timely Support to FPOs in Andhra Pradesh

During these tough times of COVID 19, many companies are trying to navigate through very uncertain phase and find it very difficult to make business decisions. Out of many one of the key players are farmers in Andhra Pradesh who had not lost hope and stood together for a better tomorrow. With the help of several Govt. organizations, public bodies as well as Non Govt. Organisations, it was possible for farmers to find new buyers for their produce with best price.



Farmer Producer Organizations (FPOs) has helped almost 17500 farmers from 14 different FPOs under the Sustainable Livelihoods schemes and extended timely support to have market access and sail smoothly through COVID 19 crisis. These 14 FPOs are located in Visakhapatnam,

Vizianagaram and Srikakulam districts and are engaged in cashew, turmeric, coffee, black pepper, coconut and pineapple farming to explore new opportunities. Supply chain was badly hit in this pandemic time, which made it much tougher to connect between farmers and buyers.

Timely support to FPOs by various origins kept the ball rolling, from farmers – traders – exporters and resulted in identifying some good international and domestic markets. Exports of cashew, turmeric, coffee, black pepper etc. kept the momentum going with steady volumes since few months. Visakha Container Terminal is the closest gateway to afore mentioned cargo clusters which besides Cashew & Coffee off late has witnessed surge in the movement of turmeric, tamarind, watermelon etc. With the timely support from the FPOs many more other Agricultural products, spices are expected to move through VCT.

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## Green Energy Industries near Major Ports

(Cntd. from Page No.1)

With the setup of the industries near Visakhapatnam, the opportunities of raw material imports for the production of solar panels, modules, PVs etc. would enhance and in turn enable the exports possibilities as well. The obvious choice for the EXIM players would be Visakha Container Terminal making it the ideal gateway. VCT has the expertise in handling such cargo in containers earlier and is now all set and geared to handle the envisaged growth.

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## Route Rationalisation Removed: Advantage VCT

(Cntd. from Page No.1)

Many representations from the trade were made to the Ministry for the removal of route rationalization. Though Visakhapatnam appears to be far in terms of rail distances to both Nagpur & Delhi when compared to West Coast Ports, the actual advantage is on the Sea Side. Visakhapatnam being centrally located on the East Coast of India, it would be the closest to the Eastern Countries in sea distances thus facilitating faster transit time. Overall when both Sea and rail distances are combined, Visakhapatnam is closer to Delhi / Nagpur by 2.5 days & 3 days respectively. Hence the shipping lines would save on the additional steaming costs incurred currently. Overall costs are expected to be competitive through Visakhapatnam facilitating directional distribution of cargo

After several years of work, the infrastructure now is ready on this route with doubling of railway line & electrification of it, thus prompting Indian Railways to amend the Route Rationalization Scheme by withdrawing the para 4.2 which eliminates the longest routes rather the short path to be followed. This scheme removal came into effect from 01st of July 2020. With main line services both to the eastern & western corridors and also the expansion project of Visakha Container Terminal being underway this regulatory relaxation would open the doors for connectivity between Vizag, Nagpur and Delhi. VCT and its stakeholders would stand to gain by this development as J M Baxi with its own rail asset would deploy the trains to run between its own operated terminals in DICT, Sonepat and VCT besides inviting other rail operators too.

Furthermore, to boost the EXIM movement across all state borders catering to the needs of the consumers that would in turn rise the international cargo traffic, the Indian Railways has taken an initiative to provide Incentivized schemes on Rail Freight.

Discount to the tune of 25% on haulage charges per TEU for movement of empty containers & empty flat wagons, 5% on rail haulage per TEU for the movements of loaded containers etc. are being extended. The Indian Railways in a move to boost the freight traffic by rail mode has decided to provide such discounts which will be valid until April 30, 2021. Initiatives like this will definitely play a vital role in facilitating more customers to transport their consignment through Rail.

Visakha Container Terminal has been witnessing a huge surge in rail traffic over the past couple of years that went to as high as 60 rakes a month from an average of 25-30 rakes per month. VCT has two full-length Railway siding inside the terminal performing an average rail operations time of less than 6 hours. The new schemes of railways will allow more rail operators to utilize the opportunities and cash in on the available rake business potential here. ICTIPL the rail infrastructure of J M Baxi group has already deployed its rakes for the movement of Jindal Stainless Limited's container traffic routing through Visakha Container Terminal thus creating room for faster transit between the terminal and their plant. This will allow more container traffic through VCT.

VCT with its excellent infrastructure and latest handling equipment is witnessing the increased rail bound traffic ever during the COVID-19 situation. VCT's connectivity to various ICDs is poised to grow. Currently the terminal has regular connectivity to ICD Jharsuguda, ICD Birgunj, various rail heads in Raipur, Jharsuguda and ICD Jajpur in Odisha. Besides east coast of India, regular train services to many other ICDs like Hyderabad, Nagpur, Kanpur & Delhi are underway thus expanding the horizons of Visakhapatnam Port



## VCT – Expertise in handling OOG Cargo



VCT has completed 17 years of excellence which would not have been possible without the support of our valued customers. Many phases, challenges, successes have been passed through leaving new learning every time. The terminal got many opportunities to showcase its mettle in terms of operational excellence, efficiency & effectiveness. Be it handling of Open Top Container, over length / width cargo, vehicles, machines, and many other types of Out of Gauge cargoes, VCT has always ensured that the handling was done efficiently.

When it comes to excellence VCT always stood in the forefront to provide 100% customer satisfaction and support the trade in

all possible manners. While VCT continues to handle variety of containers in the process new challenges keep coming up. This time it was a new OOG consignment pertaining to Hindustan Petroleum Corporation Limited which was imported from Thames - United Kingdom. The OOG was carried by m.v. AL SAFAT of Hapag Lloyd vessel under IEX service. The commodity was 50 pieces of Dunlop Pipes which was placed on 25 wooden pallets over flat racks. It was never an easy operation, a proper planning and execution to handle such cargo was required which was done quite meticulously by the operations team. The OOG cargo was unloaded using Flat Web Slings and Special Gears. Along with this, 18 containers of spare parts which includes flexible rubber hose fittings & suitables, gas cutters etc., were imported.



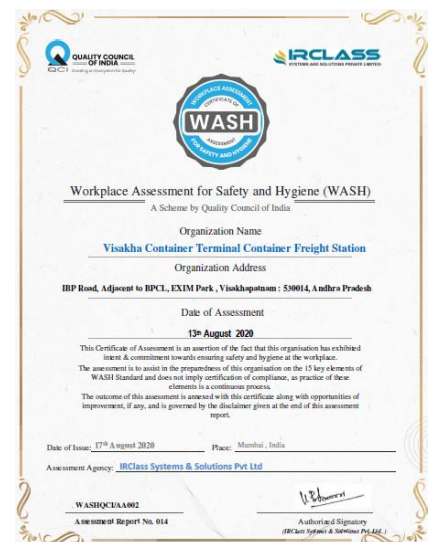
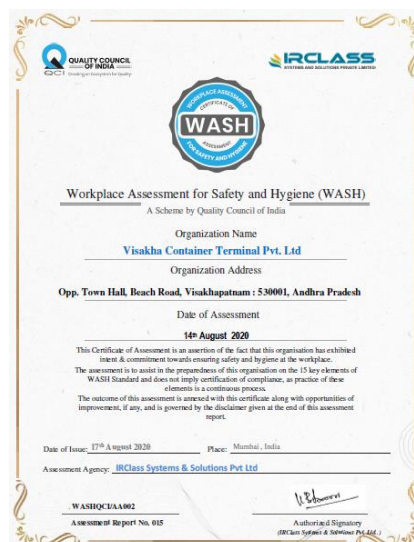
VCT is always ready to accept such new challenges as per the requirement of its esteemed clients by rendering hassle free operations without compromising on the safety norms. Many more such project cargoes are in pipeline for VCT to handle seamlessly.

## VCT Honored by WASH Certificate by IRClass

It is a great moment of pride and honour for VCTPL & VCT CFS to get accolades in the field of Safety and Hygiene. When it comes to safety, VCTPL always stood first without any compromises. VCTPL and VCT CFS received the Workplace Assessment for Safety and Hygiene (WASH) certificates from Indian Registry of Shipping (IRClass). IRClass is an international ship classification society for safeguarding the health and safety of employees, customers and the public.

The post-virus business landscape had clearly included a larger focus on health, safety and hygiene conditions of employees, customers and public at large. The positives of the lockdown cannot be afforded that can be negated and therefore, there is a need to bring specific standards/protocols in our business organizations. VCTPL and VCT-CFS ensured that they are able to operate safely with little or no instances of recurrence

VCTPL & VCT CFS ensured safe operations and workplace in safeguarding health and safety of employees by complying with all new COVID-19 related requirements as per the guidelines of IRClass to ensure business continuity in operations to serve customers and protect businesses.



“Stay hygiene, Stay Safe & Stay Healthy”

### Visakha Container Terminal

ISO 9001 : 2015, ISO 14001 : 2015, OHSAS 18001 : 2007, ISO 28000 : 2007, ISO / IEC 27001 : 2013 certified  
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