



Vaarthha

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

Eye on 9 sectors to boost exports



Commerce Ministry plans to review sector specific strategies to develop and increase India's exports by 20%. Moreover, the government has asked exporters to prepare an action plan to develop the strategies to double the exports by 2025. The whole idea is to boost exports in such a way that they can be the game changer of the economy and at the same time increase more job opportunities to the unemployed.

As per the statistics in 2017-18, out of the total exports worth USD 302 billion, 80% of contribution were from 9 sectors. The prime sectors are Pharma, Agri Products, Marine Products, Gems & Jewellers, Textiles, Leather, Engineering, Electronics and Defence. About USD 242 billion was contributed by the 9 sectors during FY 18.

The Electronics & IT companies based out of China are planning to shift their bases due to high wages. Basis this fact, the Ministry of Electronics and IT are eyeing to attract such companies into India. Similarly, the Department of Chemicals have plans in place to aim at new countries for exports while increasing their current movements through the existing countries which will be the key in incremental volumes to the country. Erstwhile, African countries were the prime importers of agri-products from India, now the gates are opened in the South East Asian markets too complemented with Middle East region and soon to China as well. This is another area where the exports will witness a rise. Marine products are such that is constantly increasing especially adding more in terms of volume and revenue as well. Likewise, the other products are also concentrated for a better economy.

Andhra Pradesh is the rice bowl of India where the product availability is in abundance that contributes towards Agri-products exports through the world class container terminal located at the city of destiny Visakhapatnam – Visakha Container Terminal (VCT). Yellow maize / corn (animal feed) exports too are on a rise and its availability is ample in the region of Telangana. West & East

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Shipping Ministry plans to restore role of CFSs



Ease of doing business is the buzzword in today's shipping scenario where the shipping fraternity are striving towards it for faster evacuation of cargo. Basis this the Shipping Ministry of Indian government came up with Direct Port Delivery (DPD) scheme to cut cargo dwell time. The scheme warrants that the import containers are delivered directly to the pre-approved clients at the port corridor without waiting in a Container Freight Station (CFS).

With the introduction of DPD, while there has been faster evacuation, the Container Freight Stations (CFS) role is getting minimized and therefore leading to huge job cuts. Considering this fact the government is working on a plan to restore the roles of CFSs in the evacuation system. As the CFSs are impacted with the order of DPD in place, the Shipping Ministry is now trying to remodel the cargo evacuation system. The model plan is like earlier methods where the CFS will play a pivotal role as before being the first recipient of the boxes for clearance from the port. Once the import container reaches the port, it has to be moved to CFS within a stipulated time and the regulatory processes should be done in the port as possible to quicken the process. However, this entire plan is still in the nasal stage and might get further scrutinized before approvals.

Although, the DPDs reduces the dwell time they invariably increase the traffic congestion at the ports. As of now the trucks getting the container from factories go back empty, rather if it carries an import container back to CFS the issue would be largely addressed and will improve the capacity utilization of terminal. Upon implementation of this model, the ports will be able to deliver more cargoes faster which will benefit the entire shipping fraternity. The only issue that the government is contemplating as of now is about the liability of the container as the trucks coming from far off places carrying export boxes is expected to carry an import box to the nearest/identified CFS which currently is the grey area.

VISITORS AT VISAKHA CONTAINER TERMINAL



(Left) Mr. D. Rajendhra Kumar, Partner, (Middle) Mr. Mahesh, Partner from Jubilee Exports & Imports & (Left) Mr. Sundar Rajan, from Weredefine Ltd. Visited on 04.10.2018



(Middle) Mr. Oleksii, Area Sales Manager, from JT International Tobacco Services, (Right) Mr. Acharyalu, CFO (Left) Mr. Hari Kumar, Manager – Operations from A One Duty Free Pvt. Ltd., Visited on 05.10.2018



(Middle) Mr. Mayur Kapasi, Manager, (2nd from Left) Mr. Ganesh Borge, Dy. Manager from BASF, (Left) Mr. Denzil Rayan, Regional Manager (Right) Mr. Vijayan, Sr. Manager- Ops & (2nd from Right) Mr. Anil Kumar, Manager from Liladhar Pasoo Forwarders Pvt. Ltd., Visited on 05.10.2018



(Right) Ms. Divya Nigam, Senior Logistics Co-Ordinator from Vester gaard Asia Pvt Ltd., & Mr. Sunil from Orissa Stevedores Ltd., Visited on 09.10.2018



(Middle) Mr. P. Kishore, DGM, (Right) Mr. P. Rambabu, Dy. Manager from Pfizer Health Care India Pvt. Ltd., (Left) Mr. P. Rama Krishna, Manager from Agility Global Integrated Logistics, Visited on 10.10.2018



(Left) Mr. Chandra Mouli, Asst. Officer & Ms. Swathi Sharma, Asst. Manager - Regional Office from Container Corporation of India Ltd. Visited on 17.10.2018



(2nd from Left) Mr. Muralidhara, Vice President & along with his team from Granules India Pvt. Ltd., (Right) Mr. V. Sai Bhaskar, Manager from Harika Shipping & Logistics, Visited on 23.10.2018



(Middle) Mr. Amit Dawar, Senior Director, (Left) Mr. Sushil, Station Head & (Right) Mr. Arun Kumar, Manager from DHL Logistics Pvt. Ltd., Visited on 23.10.2018



(Middle) Mr. S. Esakki, Head- Logistics, (Left) Mr. Acharya Rajesh, Manager & (Right) Mr. Aaquib Jawed, Asst. Manager from Vedanta Ltd., Visited on 29.10.2018



(Middle) Mr. Kuldeep Singh Chauhan, Director- India Ops, (Left) Mr. Ahmed, Branch Manager, (Right) Mr. Raju Biswas, Incharge-operations from ONE Line India Pvt. Ltd., Visited on 24.10.2018



(Right) Mr. Dongwan Oh, MD & Mr. Jong-Suk Kim, VP, Operations from Hyundai Merchant Marine India Pvt. Ltd., Visited on 11-10-2018.



(Left) Mr. Jubil Thankachan, Head Of Marine Execution & Mr. Rohan Kumar, Manager - Ops from Maersk Line India Pvt. Ltd., Visited on 18.10.2018

Faster evacuation of cargo - Initiative by VPT

Visakhapatnam Port strategically located on the centre of the east coast has been witnessing cargo traffic movement for decades and the growth is constantly on the rise. Several measures for removal of the bottlenecks to ensure faster evacuation of cargo has been taken by VPT. The port undertook seven connectivity projects at a cost of Rs. 274 crore that includes completed projects of first phase electrification of East Yard at a cost of Rs. 20 crore, direct connection from Ore Exchange Complex to Western Sector of the Port costing Rs. 22 crore. The four-lane port connectivity road is done by spending Rs. 7 crore and new road at a cost of Rs. 24 crore.

There are other projects too that includes upgradation of the R&D Yard and construction of grade separator to decongest the traffic from National Highway to Convent Junction which is about 4 kms away from the container terminal. There is an external road that would be developed which is the connectivity from Sheelanagar, Pendurti-Anandapuram Road at a cost of Rs. 549 crore that will be undertaken by the National Highway Authority of India. By virtue of this, it would be a seamless container traffic movement from the state highways to the NH 16 connecting Vizag complemented by a dedicated port corridor which is free from civic traffic.

These initiatives played a pivotal road in connecting various corridors in the hinterland to the container terminal with faster cargo evacuation creating room for more business. The port has completed PPP projects with an investment of Rs. 1074 crore. Expansion of Visakha Container Terminal is also in place with an extended quay length of 395 meters along with augmented equipment to meet the requirement of the envisaged growth at Visakhapatnam.

Fintech Festival : Next leg of journey to the city of destiny

After the Block chain Business Conference and Fintech Spring Conference held in the months of October and March 2017, Fintech Festival was conducted at Visakhapatnam which is now being developed as the states financial hub from 23 October, 2018 to 25 October, 2018. About 75 firms along with 2000 delegates representing 20 countries have participated in the mega-event with an approximate investment of Rs. 500 Crore. During the discussions it was also claimed that about 50,000 jobs will be created in the next 5 years.

Visakhapatnam has become “Talk of the Town”, during and after the conferences as the investors have shown keenness to investment in the city of destiny for their launch of operations in various fields. The logistics giants like Flipkart and Amazon too found their way to this event to invest in this region. The bigger financial institutes like Federal Bank, HDFC, Cadalytics, DXC and many others also launched various programmes for rural employment, funding startups and popularization of digital technologies during the festival. Government of Andhra Pradesh has signed pacts with HDFC Bank, WHub of Hong Kong (biggest community of startups), SOSA of Israel, SingEx, Wadhvani Foundation, Bizoforce and Udayam Association and many others. The show stopper was the World’s first humanoid robot Sophia that thrilled the delegates and techies at Vizag that came to the stage for five minutes.

The city of destiny is in no doubt poised towards next step of digitilisation with mega companies entering the port city and setting up logistics hub. Many more startups are in pipeline creating more room to the logistics movement for their imports and exports through Visakha Container Terminal, the ideal gateway of India



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Godavari are the regions of aqua culture making their way to VCT for exports in a big way with a Year on Year growth of 26% supported by Odisha market. The port city, Visakhapatnam is also a Pharma hub with an existence of 60 Pharma / Chemical industries creating demand for reefer containers and balancing both exports and imports. This is one such region where we can expect an increase drastically. VCT being the ideal gateway to many such products can be a major contributor towards the increased economy of India with incremental exports.

An extending hand to TITLI impacted by VCT

A severe cyclonic storm TITLI hit the Eastern Part of India which is the northern region of Andhra Pradesh and Southern Part of Odisha on 11 October 2018. The heavy rains and high wind of the cyclone Titli caused huge damage to people of the region. As per the reports 22,000 acres of vegetable crop, 3,380 acres of paddy crop, 190 acres of banana plantation, 500 acres of Coconut plantation & 330 acres of Cotton crop apart from huge damage to Houses, Road & Electricity infrastructure.

VCTians decided to extend support to the victims of cyclone by distributing the essential provisions & blankets and generous contributions were made by the team. Srikakulam district bordering to Odisha was one such area where the impact due to the severe cyclone was quite high. VCTians collaborated and procured daily requirements that can be distributed to the people who suffered from cyclone. Rice, Pulses, Oil, Candles, Blankets etc., were packed in bags and the VCT team distributed these to 300 families covering 3 villages in the regions – Gollaprolu (Sompeta Mandalam), Palayam, Borra puttiga (Kaviti Mandal).



VCT CFS Warehousing Facilities doubled and all set to handle the incremental cargo.

VCT CFS provides:

- Storage facilities
- Quick service to customers
- Faster evacuation of cargo
- Pilferage free warehouses
- State-of-the-art facilities.



Visakha Container Terminal

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