



Vaarthha

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

History Re-written @ VCT & VCT CFS



VCT: The first year of operations kick started at VCT during June 2003, since then there is no looking back where the growth is continuously positive with a CAGR of 22%. The container volumes have been growing YoY with the terminal handling now an average monthly volume of about 45,000 TEUs. During the month of July 2019, VCT handled 46065 TEUs which is the highest throughput handled till date in the terminal.

The growth has come from exports, imports and transshipment. The growth drivers of exports were Aluminium Products, Frozen Sea Food, Granite & Stones and Heavy Minerals, from Imports it was Nepal bound cargo and raw cashew primarily. As per the trends, reefer volumes are traditionally high in July and so it continued clocking the highest volumes ever in a month. Likewise, the average number of rakes handled per month earlier were 25 and it clocked 32 rakes in the month of July '19.

VCT is aiming to cross 50,000 TEUs per month of throughput to create history yet again soon. The terminal is also expanding its capacity to 1.5 million TEUs by 2021 with enhanced quay length of 845 metres making VCT one of the largest container terminals on the East Coast of India.

VCT CFS: VCT CFS commenced operation during June'16. With the best infrastructure and services, the CFS is now handling 19% of the total CFS volumes handled at Visakhapatnam. With the growth in the top commodities like Ferro Alloys, Agri Products, Manganese Ore, Paper, Gypsum boards etc., the contribution from VCT CFS has grown too. While stuffing / de-stuffing of cargo is done systematically, the value-added services like packing, re-packing, warehousing services too were other driving factors of VCT CFS growth. The state-of-the-art facility has versatility in handling variety of cargoes be it bulk, heavy, light weight or any other. Rice is handled effectively with the help of conveyor belts, paper is handled with appropriate grabs, ores handled with tilters and VCT CFS has the expertise to handle ISO tanks too where handling of ISO bromine tanks is done effectively. With such expertise in place, VCT CFS continues to be the "One Stop Shop for All Logistics Solutions" which made VCT CFS to be the number 1 operator in Vizag for last 3 consecutive months.

Visakhapatnam Customs: Eyeing to decrease the consignment clearance time



Be it an importer or an exporter, faster clearance of their cargo will be cost effective that will create room for more traffic movement through the port. Keeping this in mind, the average clearance of time which was at 7 days was brought down to 4 days by the customs of Visakhapatnam with great efforts. Furthermore, as per the World Customs Organisation recommendation, the Visakhapatnam customs is eyeing to reduce the average clearance time to 3 days or may be lower than that by initiating advanced mechanism. Under this process of mechanism, the document checks & physical inspections will be carried out only on goods of EXIM players with an unconvinced / doubtful background while the rest of the goods / commodities will be cleared via online submission process.

Under the Turant Customs scheme that was initiated by the Union Government for speedy clearance of goods at sea and airports, this mechanism will be introduced. With continuous improvisation on ease of doing business in the country and as per the rankings given by World Bank's ease of doing business (EoDB) of 'trading across borders', India has moved from rank 146 in 2018 to 80 in 2019 and now aiming to be in the top 50 with the introduction of advanced mechanized process that will allow faster cargo evacuation effectively. Officials are quite hopeful that if manual verification procedure of verifying every EXIM player is bridged, there is every possibility that Visakhapatnam Customs might reach the WTO recommendation of below three days clearance by end of this financial year.

Visakha Container Terminal under the aegis of Visakhapatnam Port Trust, in relation to ease of doing business has already introduced few mechanized processes like e-form 13, automated gate complex, handling DPE/DPD containers where VCT is the first container terminal operator to be accredited as Authorised Economic Operator in the country. The upgraded processes have not only improved the overall efficiency of operations, it has also effectively increased the clearance of containers faster. With the initiation of mechanized verification procedures, VCT will be placed better to handle more container traffic than earlier.

VISITORS AT VISAKHA CONTAINER TERMINAL



(Right) Mr. Gurudutta, Head – Port Operations,
(Left) Mr. Shashank Tiwari, Asst. Manager & their
colleague from Visa Minmetal Ltd., Visited on 01.08.2019



(Right) Mr. Joydeep Deyas, & Mr. Sabir Ali, from
One Line India Pvt. Ltd., Visited on 02.08.2019



Mr. Sujay, Asst. Manager from Biocon Ltd., Visited on 08.08.2019



(2nd from Right) Mr. Shashi Bhusan Upadhyya, Vice President & (2nd from Left)
Mr. Ravi Kumar Sinha, AGM from Jindal Stainless Ltd., along with VPT Team
Visited on 10.08.2019



(Left) Mr. Ravi Pahade, Director & Mr. Cyril Harrison George, General Manager
from Team 360 BSP Visited on 14.08.2019



Mr. Mannem Sandeep Kumar, Manager from ITC Ltd., Visited on 23.08.2019



Delegates from Prem Enterprises along with (Left) Mr. Umesh
from Seaways Shipping Visited on 28.08.2019



(Middle) Mr. Lavin Mahtani, Sr. Vice President, (2nd from Left) Mr. Samir Padhi,
Sr. Manager, (2nd from Right) Mr. Arun Babu, Asst. Manager, Port Operations from Hindalco
Industries Ltd., along with (Right) Mr. Arka Chakravarthy, AGM & (Left) Mr. Siva Sankar,
Manager from Western Carriers India Ltd., Visited on 29.08.2019.



(Right) Mr. Karthikeyan, General Manager from Vasco Maritime Pte. Ltd.,
& Mr. Narasimha Rao, Branch Manager from Goodrich India Pvt. Ltd.,
Visited on 23.08.2019



(2nd from Left) Mr. Tony Yang, Owner's Representative, (Left) Mr. Ajay Chawla,
Sr. General Manager, (Right) Mr. Viswanath, Manager & (2nd from Right) Mr. Shyam
Prasad, Asst. Manager - Sales from TS Lines India Pvt. Ltd., Visited on 23.08.2019



(3rd from Right) Mr. David Sung, MD - India subcontinent HQ, (2nd from Right) Mr. Jong Suk Kim, Vice President, (3rd from Left) Mr. Jitin Joshi (Head Trade Management (India / Pakistan / Sri Lanka / Maldives / Nepal) from Hyundai Merchant Marine India Pvt. Ltd., (Right) Mr. Murali Menon, GM - Sales, (2nd from Left) Mr. Dileep Kumar Reddy, Branch Manager-Vizag & (Left) Mr. Kali Charan, Sr Executive - Vizag from Choice Intermodal Services Visited on 01.08.2019 to explore the opportunities for the upcoming AVS Service - Asia Visakhapatnam Service.



(2nd from Right) Capt. Mohamed Badawy, Sr. Director – Operations, (Left) Mr. Pregasen Pather, Director, Procurement, (2nd from Left) Capt. Prashant Sindhvani, Director, Operations & Capt. Prateek Gandhi, General Manager- Operations from Hapag-Lloyd India Pvt. Ltd., Visited on 22.08.2019 to explore the opportunities for the upcoming Europe Service in West bound sector.

Visakhapatnam Port Trust : Continues the growth trajectory

Yet another positive year for Visakhapatnam Port Trust whose growth trajectory is on a rise and not to forget, it is the 4th consecutive year that showcased growth. VPT has attained 3rd position among major ports in cargo traffic during April to July 2019 where in the last financial year the position was four. The cargo traffic handled from April to July 2019 is at 23.7 million tons while it was 21.52 million tons for the same period last year. VPT has registered a growth rate over 10% which is the highest among the major ports. VPT Chairman Shri Rinkesh Roy has congratulated the VPT team, PPP operators, stevedores, shipping agents and stakeholders for the achievement and their commitment to strive towards success. He mentioned that port will continue the buoyancy and will put its best to retain the position by the end of the year and aim to reach the mark of 70 million tons soon. Cargoes like Iron Ore, Pellets, Coking Coal, Crude Oil and Petroleum Products along with continuous increasing container traffic handled by VCT were the key contributors to the overall growth of VPT. VCT, the only established container terminal at Visakhapatnam has also showcased a continuous growth rate where it has registered 16% growth last fiscal and is inching towards the mark of 0.5 million TEUs this year.



Inner Harbour of Visakhapatnam Port Trust. (VPT)

Infrastructure development over the past 2 years has played a pivotal role in the development of faster cargo evacuation that gave room for more cargo handling. Major projects commissioned were 3 berths in inner harbour with Panamax capability (WQ 7, WQ 8, EQ 2 to 5), work on development of additional oil handling facility OR - 3, along with OR - 1 and OR - 2 are progressing. One Mobile Harbour Crane of 100 T capacity is being installed on license basis, RFID gate management system has been introduced and implemented. The regular liaison with the railways for allotment of adequate rakes has also played a vital role in faster turnaround time. In line to the upgraded infrastructure of VPT, VCT too is going for the expansion of doubling its current capacity because of the continuous container traffic increase. With the huge potential available in the hinterland of Visakhapatnam, more cargo traffic is envisaged which is primarily going to be container movement.

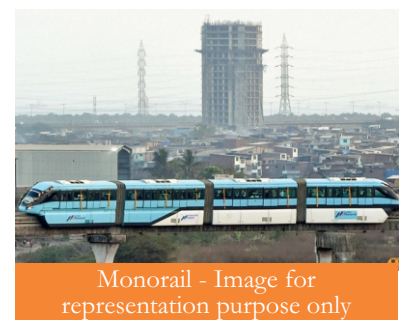
Monorail @ the city of destiny, Visakhapatnam

Development at the city of destiny is going at a good pace where connectivity on rail, road, ocean and air are as per the international standards. While the international airport is on, flyovers at the jam-packed areas are being built to reduce the congestion on the prime roads, another feather is to be added on the cap of Financial hub of the state which is the sanction of Monorail.

The whole idea to facilitate a monorail at Visakhapatnam is to provide eco-friendly transportation to the public and to reduce traffic challenges and of course it is the most cost-effective mode too. A comparatively lesser utilization of land resources and lower construction cost per km are a few major advantages of the proposed transport system. While the construction cost per km of metro rail is estimated at Rs. 195 crore, the same for a monorail is likely to range about Rs. 140 crore.

The plans are being made to establish the rail project across the distance of 42 km along the three corridors of Visakhapatnam region. The announcement of the monorail has brought smiles in most of the port city citizens that would be a media to reduce the increasing traffic.

The authorities had planned to execute the project in a Public Private Partnership (PPP) mode at an estimated cost of Rs. 8300 crore. Vizag being a tourist place which attracts large number of footfalls every day, starting up of Monorail will add some push in the income generated by Tourism.



Monorail - Image for representation purpose only

Go Green Initiative @ the Visakhapatnam

Developments at the port city is taking a big leap with more industries finding their way into the city of destiny, Visakhapatnam. Be it Health care, IT, Port led development, logistics, infrastructure etc., Visakhapatnam has become the hub of the above mentioned. A huge IT park is being built in 2000 acres near Kapuluppada of Visakhapatnam. Flyover from convent junction to the port with a grade separator is also under construction that will be the key for the cargo to move into / from the port seamlessly eliminating any congestion.

While these developments that are continuously taking place, another initiative taken by the government is introduction of electric buses which are environment friendly. The Centre has sanctioned 100 electric buses to Visakhapatnam as part of phase II of Faster Adoption and Manufacturing of Electric Vehicles (FAME) India scheme. The smart city, Visakhapatnam is one among the 64 cities across the country which has got the privilege to ply electric vehicles as a direct effort towards combat of air pollution. Apart from Visakhapatnam, Kakinada, Tirupati & Amaravati are also in the queue who would get such buses followed by Vijayawada. The buses are estimated to travel up to 250-300 km on a full charge. The initial operating routes by APSRTC will be Narsipatnam, Vizianagaram, Kakinada, Simhachalam, Anakapalle, Chodavaram, Kothavalasa and then the other routes will be further developed. Visakhapatnam being the eco-tourism hub, the initiation has been taken up to keep the environment clean from smoke and harmful gases emitted by the regular buses. More such eco-friendly projects are in pipeline to find their way to the smart city, Visakhapatnam.



Eco-Friendly Buses at Visakhapatnam

Health Awareness Session @ VCT

Stressful world has been today's scenario where health of an individual is being abused and not been taken care by oneself, which is leading to various illness, diseases etc. Considering the fact, VCT has engaged a Hematologist Dr. Chandrasekhar from Mahatma Gandhi Cancer Hospital, Visakhapatnam to conduct health awareness session to the VCT staff. Thanks to Dr. Reddy's Laboratories, Hyderabad who have supported VCT to make this session a success. On 20 August 2019 an awareness session on "Anemia - Prevention" was conducted at the terminal premises to the staff. Anemia is a condition in which one would lack enough healthy red blood cells to carry adequate oxygen to body's tissues. With anemia diagnosed positive in the body, it makes a person feel tired and weak. There are many forms of anemia, each with its own cause. Anemia can be temporary or long term, and it can range from mild to severe.

Major topics like symptoms and types of anemia, various causes of anemia, diagnosis methods and food habits were covered. The session was followed by question & answers where the participants got opportunity to clarify doubts through one on one interactions. Total 35 people attended the session.



Health Awareness Session in VCT

