



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

Direct Europe Service from the Port City, Visakhapatnam



The port city, Visakhapatnam had footprints left on the East Bound Sector with the presence of direct service calls to China, SE Asia & Far East regions. The wings were spread further with the introduction of Middle East Service in the year 2015, post which another feather to the cap of VCT was added which is an additional direct service to/from Far East market in year 2017 covering new ports of call that was unexplored. To connect to the West Bound Sector the containers are traditionally trans shipped through Colombo. The volumes from / to Visakhapatnam of both East & West Bound Sectors are equivalently balanced and there is a need for a direct Europe Service which covers the Mediterranean, Black Sea regions where the growing needs of the Indian market is on a rise. Now, the introduction of a direct Europe Service from the port city Visakhapatnam will be a game changer offering connectivity to global ports.

As the potential from the Jewel of East Coast, Visakhapatnam is high, that is catered via transshipment ports to Europe region, there is a need of a direct service. Hapag Lloyd along with the partners - Cosco, ONE, OOCL & YML has planned to introduce a direct call to Europe where the service would start and turn-around from the city of destiny.

The South East India Europe Express service is scheduled to start from 26 October 2019 which is a fixed day weekly service with 63 days rotation. While Hapag Lloyd plans to deploy 4 vessels, Cosco would have 2 vessels, OOCL, ONE Line & YML will deploy one vessel each. The service will include direct connections from/to India, Mediterranean, Europe regions. The average capacity of each vessel is expected to be about 6500 TEUs. The new service will eventually cover the untapped market potential available to / from Europe region with a seamless transit. More EXIM traffic of Europe region will find its way through VCT with the deployment of the new service.

Route: Visakhapatnam - Krishnapatnam - Chennai - Tuticorin - Colombo - Cochin - Damietta - Piraeus - Rotterdam - London Gateway Port - Hamburg - Antwerp - Le Havre - Damietta - Jeddah - Colombo - Visakhapatnam.

India Nepal Logistics Summit - VCT the gateway of Nepal



Mr. P.L.Haranadh, Dy. Chairman, VPT, addressing the gathering during summit.

From the first rake carrying Nepal bound cargo from Visakhapatnam during June 2017, today the number of rakes to Birgunj from Visakhapatnam has reached to 40 rakes a month. Visakhapatnam which was called the alternate gateway of Nepal has now become the New & Modern Gateway to Nepal. The journey has been quite impressive with lots of challenges been addressed. The process of issuing direct through B/L by the shipping line eliminating third party interference has been the game changer. The new product has also ruled out detentions, demurrages and delayed services due to multiple party involvement. Further to it, another feather to the cap was the implementation of ECTS.

To strengthen the ties between India & Nepal, logistics summit was recently conducted at Kathmandu which was first of its type event that was organized with a theme of "Transforming Logistics Landscape", where the two nations gathered to bridge the bottle necks. The PM of Nepal Mr. KP Sharma Oli inaugurated the event and mentioned that the smart logistics plays a crucial role in the trade and transit arrangements hassle free and cost effective. He further added that connectivity remains the topmost priority in bilateral cooperation and various initiatives were taken as well.

Mr. PL Haranadh, Deputy Chairman, Visakhapatnam Port Trust, while addressing the gathering mentioned that at Visakhapatnam the ocean freight is competitive, containers are handled efficiently by the terminal with faster transit, additionally flexible offers from Maersk and CONCOR have made the overall movement cheaper than the other ports. Various other shipping lines too are working towards the product through Visakhapatnam with the huge potential available. With continuous effective handling and efficiency, the trade between India and Nepal will undoubtedly be a greater success in the future as well continuing Visakha Container Terminal as the ideal Gateway to Nepal.

VISITORS AT VISAKHA CONTAINER TERMINAL



(Right) Mr. Umeda Yuji, General Manager, (2nd from Right) Yozawa Eiki, Metals & Minerals Dept. (Left) Mr. Shoubhik Majumdar, Asst. Manager from Marubeni India Pvt. Ltd., along with Mr. Anil Nair, GM - Marketing from Abhijeet Ferrotech Ltd., Visited 08.07.2019



(Middle) Mr. Sai Mangipudi, Sr. Vice-President, (Left) Mr. Sanjay Kulkarni, Head - Port Logistics & Mr. Aquib Jawad, Manager from Vedanta Ltd., Visited on 08.07.2019



(Right) Mr. Kumar Jagannath from Jindal Steel & Power Ltd. along with Mr. Baskar from Seaways Shipping Pvt. Ltd., Visited on 09.07.2019



(Left) Mr. P C Suresh, Director & his colleague from Best Track's Shipping & Logistics Pvt. Ltd., Visited on 10.07.2019



(Right) Mr. Tapan KR Maitra, Consultant & Mr. Narasimha Murthy, Operations from Vivek Freight & Logistics Pvt. Ltd., Visited on 10.07.2019



(2nd from Right) Mr. Urs, DGM, (Left) Ms. Revathi, AGM, (2nd from Left) Ms. Venkatesan, Sr. Manager from Rastriya Ispat Nigam Ltd., along with Mr. Jyothi Patra from Srivalli Shipping Visited on 10.07.2019



Team from One Line India Pvt. Ltd., Visited on 12.07.2019



(Left) Mr. Arun S. D'souza, GM & with colleagues from OSL Shipping Agencies India Pvt. Ltd., Visited on 19.07.2019



Mr. Mahesh Kumar, Asst. Manager from CEVA Logistics India Pvt. Ltd., along with Mr. Srinivas Rao, Sr. Manager from Sravan Shipping Services Pvt. Ltd., Visited on 19.07.2019.



Team from Bharat Aluminium Company Ltd., along with (Left) Mr. Shiva, Manager from Western Carriers Ltd., Visited on 23.07.2019



(Middle) Mr. Thevarpiran, Head Commercial- South & East India, (Right) Mr. Shiam Damasus, Regional Manager - Sales & Mr. Harsha Vardhan, Head Commercial – Vizag from APL India Pvt. Ltd., Visited on 03.07.2019. Courtesy visit and to explore reefer opportunities.



(2nd from Right) Mr. Arron Chiou, Chief Owner's Representative, (Right) Mr. Allen Lin, Owner's Representative and other Delegates from Interasia Pvt. Ltd., & Aissa Maritime India Pvt. Ltd., Visited on 08.07.2019, to explore the opportunities in East Bound Sector.



(2nd from Left) Mr. Wilson Lu, Special Assistant to MD, (Left) Mr. Raju Mansukhani, Vice-President, (Middle) Mr. Arup Bandhu Guha, Vice-President from Yang Ming Line (India) Pvt. Ltd., (2nd from Right) Capt. Arun Pillai, Vice-President, (Right) Mr. P S Arjun, Branch Manager from Marine Container Services India Pvt. Ltd., Visited on 19.07.2019, to explore the opportunities for the upcoming Europe Service in West bound sector.



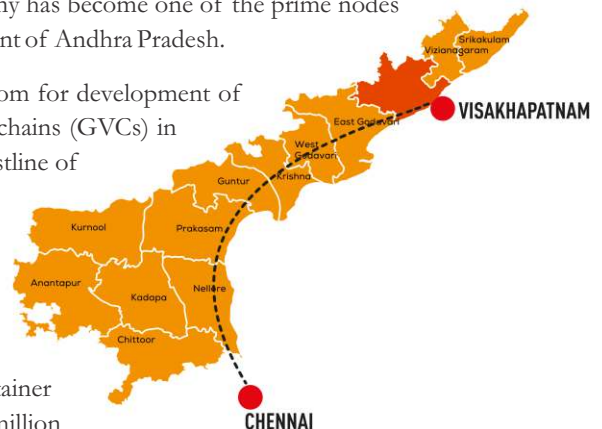
(Middle) Mr. Masaki Osawa, MD, (Right) Mr. Prakash Iyer, AGM & (Left) Sonu Sharma, Manager from ONE Line India Pvt. Ltd., Visited on 22.07.2019, to explore the opportunities for the upcoming Europe Service in West bound sector.

Vizag-Chennai Industrial Corridor

The Conceptual Development Plan (CDP) has been prepared by the Asian Development Bank (ADB) for Vizag-Chennai Industrial Corridor (VCI) Project. Visakhapatnam, the city of destiny has become one of the prime nodes amongst the 4 that has been identified for development by the State Government of Andhra Pradesh.

The long coastline and strategically located ports in the VCIC will allow room for development of multiple international gateways that would connect India with global value chains (GVCs) in Eastern Corridor. This project will also trigger improvement in the long coastline of Andhra Pradesh, which is about 950 kms in domestic market, port-led industrialization development generating opportunities in EXIM movement.

Major Cargo traffic in India used to be done through the Western corridor due to insufficient container capacities at the ports to handle the volume of the trade flowing to Far East sectors. Post commencement of Visakha Container Terminal (VCT), the containerisation has developed from a mark of 0.017 million TEUs to 0.5 million TEUs that has scaled in the past 16 years. Moreover, VCT stands as an established & promising container Terminal capable to handle larger volumes that will contribute in making this project a success. VCCI project will definitely trigger opportunity of both imports & exports to happen through VCT.



The objective of industrial transformation is to increase the manufacturing sectors, improve labor productivity, and enhance international competitiveness. To achieve these objectives, it is necessary to identify the right set of industries for promotion. A detailed analysis identified these industries: Pharmaceuticals, Auto & Auto components, Textiles, Metallurgy, Chemicals & Petrochemicals, Food Processing and electronics. Besides identifying the right set of industries, connectivity infrastructure, logistics facilities, urban connectivity, and skilled manpower availability emerge as the key success factors from bench marking globally successful industrial hubs. The incremental volume generated from the VCIC project can be handled at the second terminal that is being built by VCT hassle free. VCT is all set and poised to handle the envisaged growth.

First rake to ICD Jharsuguda

VCT has been witnessing rake movement in and out from / to various origins and destinations. Be it the first rake to Tughlakabad, maiden rake from Raipur, multiple rakes from Jharsuguda, few rakes from Nagpur and last but not least the game changer which is the movement to ICD Birgunj. The handling of such rakes have been done efficiently with an average time of 3.5 to 4 hours. From 1 rake a month to as high as 47 rakes a month was handled by VCT, hassle free, meeting the requirements of the trade. Thanks to the trade for giving VCT a great opportunity.

There are 46 ICDs in India with 28 of them listed under Rail ICDs having Container Freight Stations (CFSs). Odisha's Jharsuguda and Balasore come under Rail ICDs with CFSs. Logistically Jharsuguda is closer to Visakhapatnam Port, rightly so VCT handled the first rake to ICD Jharsuguda on the 27th day of July 2019 with 90 units of Maersk Line. Jharsuguda falls under Chakradharpur Railway division in Odisha where large scale of industrialization took place over the years that generated huge EXIM traffic. With growing two-way traffic from / to Odisha primarily from Jharsuguda more rakes will be followed that would be handled at VCT. VCT has two on-dock full length rail sidings that can handle the incremental rake traffic with the world class infrastructure in place.



'PCS 1x' to promote cross-border trade

For the benefit of the Shipping fraternity, "The Indian Ports Association" (IPA) along with "Visakhapatnam Port Trust" (VPT) & logistics software company PCS 1x has organized a road show. This is an awareness programme, the IPA planned to set up at all major ports in India which has been initiated from the city of destiny, Visakhapatnam. The idea to kick start the road show from Visakhapatnam is because of its latest technology implementation in the port that is aligned with ease of doing business, automated gate complex at VCT, e-form 13, truck appointment system etc.

VPT Deputy Chairman Shri. P.L. Haranadh during the road show mentioned that the Government of India, along with different stakeholders, has implemented many programmes that have resulted in marked improvement of India's ranking in 'Ease of Doing Business' over the past two years. The cloud-based technology which is user-friendly interface connecting all stake holders under one umbrella is in line with ease of doing business. VCT is already using this latest software for handling smooth & efficient operations. Some of the software used by VCT are N4 - Network Operating System, SAP and iPortman. It is indeed a great pride that VCT CFS is the first CFS in Vizag to use web based multi-cargo solution software.

Safety Initiative @ VCT

Safety is sacrosanct, Safety starts from an individual, Safety is top priority, are various famous slogans used across categories, however, during the time of implementation, how many do really follow has always been the question raised? That is not the case at VCT as they are not only told but implemented too as every VCTian takes it and follows as his/her job religiously. Team VCT has come up with a new system of ensuring all the ETV drivers who so ever is venturing into the premises carries an ETV DRIVER INSTRUCTION CARD with a validity of one year. This initiative will ensure all the ETV drivers are aware of the safe driving procedures and traffic regulations in terminal premises. A Team from terminal will be frequently visiting all the CFS's to induct the drivers about safe driving procedures and traffic norms to be followed which is ensured with a dedicated classroom training programme. The importance of the programme is to ensure all the ETV Drivers have knowledge about the driving rules and regulations offering safe driving not only in Terminal but also outside the premises. Currently, VCT has conducted the induction programmes in VCT CFS and SRAVAN CFS which shall then be replicated at all other facilities too. The Motto of the induction programme is "Vehicles are one of the best modes of transportation. Relationships are one of the best vehicles of transformation".

