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Mail to:
Editor, “INDIAN PORTS”
Indian Ports Association (IPA)
1st Floor, South Tower, NBCC Place,
Bhisham Pitamah marg,
Lodhi Road, New Delhi - 110 003
E-mail: mediaipa17@gmail.com
GLIMPSES OF HON’BLE SHIPPING MINISTER AT WORK

Shri Nitin Gadkari Minister for Road Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation, Former Secretary (Shipping) Shri Ravi Kant and CMD, Cochin Shipyard Limited Shri Madhu S. Nair meet PM Shri Narendra Modi and thanks him for the leadership and guidance in the successful IPO of Cochin Shipyard Ltd (CSL) on 17 August, 2017.

Shri Nitin Gadkari Minister for Road Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation along with Shri Rajnath Singh, Union Home Minister inaugurated the sea route to Baratang in Port Blair and laid the foundation for the infrastructure projects for the development of Andaman & Nicobar on 5th October, 2017.

Shri Nitin Gadkari Minister for Road Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation unveiled the vision and SOP brochures at the event ‘The Dawn of Cruise Tourism in India’ held on 8th August 2017 at Jawaharlal Nehru Port Trust (JNPT), Mumbai.

MESSAGE
FROM THE CHAIRMAN

Dear Friends,

Indian economy is going through a very exciting phase and is poised for rapid strides in the years to come. Bold measures initiated by the Government have placed the economy on path to unparalleled progress. No wonder, the world looks at India as the engine of global growth over medium term. With growing possibilities, global corporations are keen to make India their home.

Maritime sector is destined to play an important role in boosting economic activity. Historically, Indian ports have played a crucial role in India’s engagement with the world. I feel proud to report that over last one year; 12 Major Ports of the country have registered significant progress. Throughput has increased by 6.91% and capacity by 18.41%.

Major Ports have also embarked upon an ambitious plan to modernise themselves over next few years. This, coupled with Government of India’s multi-pronged ‘Sagarmala Programme’ will change people’s perception about ports and activities associated with them. Ports will no longer just be gateways for international trade but will actually turn into hotspots of economic activity. Thus, they will be harbingers of change in the economy as well as society at large.

I am glad that the next issue of IPA’s Newsletter 'Indian Ports' is being released. My best wishes for the same.

Sanjay Bhatia, IAS
Chairman, IPA &
Mumabi Port Trust
From the Managing Director's (IPA) Desk

Dear Readers,

It gives me immense pleasure to share with you the latest edition of 'Indian Ports' - a quarterly publication of Indian Ports Association (IPA).

The magazine aims to share knowledge and latest updates from India and the world on ports, shipping and logistics sectors.

Over last couple of years, India has emerged as an attractive investment destination. As per one estimate, by 2030 India will be home to the biggest and the most under-penetrated market for global manufacturers and service providers. A series of government initiatives such as 'Make in India', 'Skill India', 'Digital India', and 'Smart Cities Mission', among others have laid the foundation for swift take-off by the economy. Government has also been endeavouring to usher in 'ease of doing business' for both domestic and foreign investors.

Infrastructure development has also received special attention. There have been concerted efforts to improve road, rail and sea connectivity which is critical to economic growth. Recent advances on the policy front are key steps to speed up India’s port led development. In addition, ports have also taken initiatives to promote sustainable energy, clean environment and skill development.

We are working for the transformation of India’s Major Ports into world class facilities so that India may emerge as a major player in the world maritime trade. As part of our commitment, IPA is working towards becoming a Centre of Excellence (CoE) to help ports achieve excellence in diverse aspects of port management.

In this issue of Indian Ports, we are happy to provide a roundup of key updates from Major Ports and the innovative initiatives taken by them.

I hope you enjoy reading and share your feedback with us.

Happy Deepawali !!!

With best wishes,

A. Janardhana Rao
Managing Director, IPA
Achievements of Major Ports in Last 3 years (2014-15 to 2016-17)

Overview

- There are 12 Major Ports and about 200 Non-Major ports in India. Apart from the 12 Major Ports, around 64 Non-Major ports, mainly in the States of Gujarat and Andhra Pradesh handle EXIM cargo.

- The total cargo handling capacity in Major Ports during 2016-17 was 1065.83 MTPA. The details of last 3 years of capacity at Major Ports are given as under:
• The growth of traffic at Major Ports during 2016-17 was 6.81%, which is the highest growth during last three years. The details of traffic handled during last three years are given as under:

<table>
<thead>
<tr>
<th>Year</th>
<th>Traffic handled (million Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-15</td>
<td>581.34</td>
</tr>
<tr>
<td>2015-16</td>
<td>606.47</td>
</tr>
<tr>
<td>2016-17</td>
<td>647.76</td>
</tr>
</tbody>
</table>

• Efficiency indicators in Major Ports are steadily improving. Efforts are continuing to bring them up to internationally comparable levels through time and cost reduction exercises. Details are as under:

<table>
<thead>
<tr>
<th>Year</th>
<th>Av. Turn Round Time (in days)</th>
<th>Av. Ship Berth day Output (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-15</td>
<td>2.13</td>
<td>12458</td>
</tr>
<tr>
<td>2015-16</td>
<td>2.04</td>
<td>13156</td>
</tr>
<tr>
<td>2016-17</td>
<td>2.05</td>
<td>14576</td>
</tr>
</tbody>
</table>

• Financial indicators shows that Operating Surplus improved significantly during the last 3 years. The details are given as under:

<table>
<thead>
<tr>
<th>Year</th>
<th>Operating Income (Rs. in crores)</th>
<th>Operating Expenditure (Rs. in crores)</th>
<th>Operating Surplus (Rs. in crores)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-15</td>
<td>10190.43</td>
<td>6591.03</td>
<td>3599.40</td>
</tr>
<tr>
<td>2015-16</td>
<td>10998.70</td>
<td>6689.69</td>
<td>4309.01</td>
</tr>
<tr>
<td>2016-17</td>
<td>11894.56</td>
<td>6975.13</td>
<td>4919.43</td>
</tr>
</tbody>
</table>

• New projects: During the financial year 2016-17, 33 Projects with a capacity of 102 MTPA with an investment of Rs. 9845 crs. have been achieved. However, the progress made during last 3 years is given as under:

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of projects Awarded</th>
<th>Capacity (MTPA)</th>
<th>Investments (Rs in Crores)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-15</td>
<td>26</td>
<td>155.23</td>
<td>10,543.47</td>
</tr>
<tr>
<td>2015-16</td>
<td>30</td>
<td>162.10</td>
<td>15,334.77</td>
</tr>
<tr>
<td>2016-17</td>
<td>33</td>
<td>102.00</td>
<td>9,845.00</td>
</tr>
</tbody>
</table>

• To enable Major Ports to handle larger vessels the Ministry has prepared an action plan for increasing the draft in Major Ports. The outer harbour in Visakhapatnam has very deep draft of more than 18 mtrs. Work is in progress to create a draft of more than 18 mtrs, in Mormugao port and Kamarajar Port.
Big Data Analytics in Indian Ports

- Jayaveer Pandian, Senior IT Specialist, IPA

In an insightful research conducted by Forbes, 87 percent of enterprises believe that Big Data will redefine the competitive landscape in the next three years. Nearly 89 percent of them believe that not using big data could result in loss of market share. While the world is gung-ho about the possibilities with big data, at the end of the day, many companies, cutting across sectors, are yet to apply Big Data in their operations in a big way. These include ports and terminals.

Big Data analytics has made considerable headway in many industries. 61 percent aviation companies consider it a 'high priority area', while 42 percent of manufacturing concerns think likewise. However, Big Data is relatively new and untested in the port industry, even as the stakeholders remain well-aware of its potential. Ports once centred around goods, ships and cargo traffic, whereas today, it is increasingly about data management.

Big Data is a term to describe the large volume of data – both structured and unstructured – that inundates a business on a day-to-day basis. However, what matters is not the amount of data, but what organisations do with that data. Big Data can be analysed for insights that enable better decisions and business strategy.

Big Data may be contextualised using the ‘three Vs’: Volume (sheer quantity of data); Velocity (speed with which data is produced, processed and digested); and Variety (diversity of sources inside and outside). There are different types of data – structured (fields, tables and columns, spreadsheets, management systems and databases), semi-structured and unstructured (which might include emails, notes, articles, audio, video and image). Indian Ports have a much larger amount of data available and be able to produce more detailed statistics more quickly, data on the number and type of containers/cargo at the ports, weight by type of goods, country of origin and country of destination. Monitoring the key performance indicators, Indian Ports depends heavily on the availability and the quality of data and statistics, addressing existing maritime transport data gaps requires investing in acquiring, compiling, making available and managing relevant data. While categorizing the information as below, it is also important where this information is getting generated i.e. source of the information and it is mostly from the existing systems.

Indian Major Ports have a Statistical wing/Research wing, which collects and analysis the data using traditional methods and tools. The unit is attached to Traffic department in most of the ports. Indian Major Ports should broaden out their data management and the data scope can be extended beyond ’structured’ to ‘semi-structured’ and ’unstructured’ data. Now Indian Major Ports has to look at the Big Data generated by them to stay competitive in the region as well as the private operators managing the terminals.

The use of big data analytics in Indian ports and terminals goes beyond analyzing past operations to forecast future activities. The following are some enhanced possibilities:
Categories of Information:

I. Optimizing usage:
Unlocking big data from port operations makes it easier to optimize usage of resources and infrastructure.

For example:
1. A typical crane operator works only one-quarter of the time, remaining idle for three-quarters of the time, waiting to get a container/cargo ready to load or for an empty truck to unload a container/cargo. Increasing the number of trucks may not be a viable solution owing to the congestion it would cause. Rather, big data analysis could synchronize movements, so that the crane operator works more time. For instance, signals related to crane position, status, and GPS position signals could sync movement of trucks and containers, to reduce idling time.

2. Cranes show different performance levels according to various factors such as skill of crane operator, workload, weather, container type, and yard density. Understanding such patterns makes it possible to either find solutions to overcome the roadblocks, or sync operations to factor such limitations, ultimately enhancing productivity.

3. Infrastructure performance is one of the area where Indian Ports can explore and which can help Ports review the investments.

4. The application of statistical analytics to the data stream uncovers operational insights, such as an under-utilized equipment capacity, unutilized yard space & underutilized man hours etc.

II. Log Analytics with Big Data
Port IT system plays a major role in the digital era port operations where some ports have moved into the level of automation like Unmanned Vehicles, Unmanned Gates & Unmanned Cranes. The recent cyber-security breach at Maersk group APM Terminals had a clear impact on the vessel handling operations in the immediate short-term, but it was not far outside the normal operational fluctuations. For the most part, APM Terminals continued vessel handling operations as normal, albeit at a slower pace for a short number of days Ports IT Infrastructure is a critical infrastructure which need constant monitoring, analyzing the Port IT System logs will help the ports to identify potential security issues, network failures and will allow them to take preventive measures on time.

III. Preventive maintenance of cranes, and other machinery:
Most of modern cranes comes with sensors in-build which can trigger the events and give alerts on important events. Harvesting operational data from sensors placed inside machines makes it possible to predict when a part might fail, paving way for a more effective maintenance schedule as opposed to following the maintenance schedule recommended by the manufacturer. Such an approach allows for timely replacements, pre-empting the catastrophic
effects, including spill over effects of disruption of operations caused by machinery breakdown or parts failure, and result in significant direct and indirect savings.

IV. Accurate Predictions:
Big data analytics unlocks data hitherto not visible, and consolidates information from various sources, including vessels, machinery, and terminal operating software. This leads to insights otherwise difficult or impossible to fathom.

1. Unlocking relevant operational patterns generates actionable, allowing decision makers to not just optimize operations, but also anticipate events.
2. Data from sensors placed in port equipment could help port operators design a predictive model for each type of machine, maximize the efficiency of port equipment, leading to cost savings.
3. Sensors and monitoring cameras could identify patterns of container stacking according to vessels, and such information could find use to simulate future terminal operations and performance predictions, allowing for optimized plans for yard space and equipment, and making it possible to predict the number of cranes, yard trucks and other container handling equipment required, with accuracy.

Benefits to the Ecosystem
Big data analytics benefits not just the ports, but extend to the entire ecosystem as well. For instance, shipping companies with access to the port's big data insights can predict costs and turnaround times with accuracy. Logistics companies with access to the port's big data can anticipate the expected demand of trucks on any given day, and schedule likewise. Big Data analytics also have the power to predict demand and supply of port infrastructure, and thereby suggest new business models.

Earlier days, Indian Ports use to be a place for cargo handling with a required infrastructure. Later Indian Ports had gone through various phases like, when there were competitions from regional ports and nearby ports, Ports became “Efficient Port”, after the September 11, 2008 attack, Ports became “Safe and Secure Port” through ISPS, after Global Warming and Climate Change Ports became “Green Port”. Now the time has come for Indian Major Ports to become “Intelligent Port” by using the real-time information from multiple sources and sensors through big data analysis.
New Mangalore Port Trust

During the current year 2017-18 up to mid-September, New Mangalore Port handled 17.41 million tonnes of traffic as against 15.88 million tonnes handled during the corresponding period of last year. The increase in traffic is due to the enhanced handling of Coal, Iron Ore, fertilizer, Cement among others. In addition, during the period under report, 43,609 TEUs of containers have been handled as against 39,331 TEUs handled during the corresponding period of last year.

Records & achievements

In line with Govt. of India’s policy on ‘ease of doing business’ in ports, on arrival e-Visa stamping facility has been extended to cruise tourists calling at NMPT. This facility has been made available to cruise passengers for the first time in major ports of India. The Bureau of Immigration for the first time has issued e-Visa to six guests from UK, USA & Australia who have visited Mangalore boarding the vessel M.S. SEABOURN ENCORE.
Jawaharlal Nehru Port Trust

Eight New Connectivity Projects Launched at JNPT

To boost port infrastructure, Shipping Minister Shri Nitin Gadkari laid foundation stone of eight connectivity projects worth Rs 1,117.03 crore at Jawaharlal Nehru Port Trust (JNPT) on 30 May 2017. The projects include integrated common rail yard facility at JNPT, construction of coastal berth, and restructuring of yard behind shallow water berth. These projects will enhance connectivity of the hinterland to the port. Efforts aimed at improving the infrastructure at JNPT have already started bearing results as congestion has come down to zero and tonnage handled has reached a record high of 4.5 million TEU for the year ended March 2017.

JNPT Bags Rajbhasha Kirti Award for Communicating in Hindi Devnagari

On the occasion of Hindi Divas, the President of India Shri Ram Nath Kovind presented the second Rajbhasha Kirti award to Jawaharlal Nehru Port Trust (JNPT) for communicating in Hindi Devnagari in day to day work at a special function held in New Delhi on 14 September, 2017. The award was received by Shri Neeraj Bansal, Dy Chairman of JNPT.
Paradip Port Trust

Cargo Traffic

Paradip Port has handled 19.38 MMT of traffic during the period from July to 15th September 2017 as against 18.36 MMT of cargo handled during the corresponding period of previous year (2016-17) witnessing a growth rate of 5.56 %.


Achievements

Because of various initiatives, the following record handling in cargo operation at PPT has been witnessed during the period from July to 15th September 2017.

- PPT has handled 43.81 MMT of cargo during the period from 1st April 2017 to 15th September 2017 as against 38.96 MMT handled during the corresponding period of the previous year exhibiting a growth of 12.45%.
- The Port has taken up various projects to increase the capacity from existing 143.44 Million Metric Tonnes per annum to 325 MMTPA by the year ending 2025.
PPT observes Sadbhavana Diwas

Paradip Port Trust observed Sadbhavana Diwas (Harmony Day) on 18 August, 2017. Sri Rinkesh Roy, Chairman, PPT administered Sadbhavana Diwas pledge to the officers and employees of PPT in the presence of Sri N. Vaiyapuri, Dy. Chairman and HoDs.

Independence Day celebrations at Paradip Port Trust

The 71st Independence Day was celebrated by Paradip Port Trust Authority with a great passion. Shri Rinkesh Roy, Chairman, PPT unfurled the National Flag and took salute from 38 platoons consisting of CISF Jawans, students of Paradip College and different schools of Paradip Township. Addressing on the occasion, he informed that PPT has been consistently maintaining 2nd position for the last 4 years, in terms of traffic handled amongst all Major Ports. It has undertaken great strides in each area of its activities and has witnessed 15% growth in terms of cargo handling this year with Coking Coal, POL & Iron Ore, traffic have shown a robust growth. The average Berth-day output is the highest amongst all Ports.

PPT Dedicates New Mechanised Road Sweeper for the Port Township

In order to control air pollution and keep the roads of the Port township neat and clean, Paradip Port Trust on 5th August, 2017 introduced a new Mechanical road sweeper. Shri Debidutta Biswal, IFS, Member Secretary, Odisha State Pollution Control Board, dedicated it for the service of people of Port township in presence of Shri Rinkesh Roy, Chairman, PPT, Shri Susanta Nanda, IFS, Project Director, ICZMP Odisha, Dr. Ajit Pattanaik, IFS (Retd.), Former Project Director, ICZMP Odisha, Shri Parameswar Swain, OAS (Retd.), Administrative Officer, ICZMP Odisha, Shri Subrat Tripathy, COO, Dhamra Port, Dr. Mukesh Mahaling, Regional Officer, OSPCB, Paradip and other senior officials of OSPCB & PPT. The mechanical sweeping machine is the initiative of PPT to effectively clean the roads of the township and reduce the exposure of dust and dirt particles to manual sweepers. It is a Heavy duty truck mounted vacuum suction road sweeper with filtration system, which can operate both day and night.
Paradip Port signs Concession Agreement with Kalinga International Coal Terminal Paradip Pvt. Ltd.

A Concession Agreement has been signed on 4th August, 2017 at Paradip between Paradip Port Trust and M/s. Kalinga International Coal Terminal Paradip Pvt. Ltd. (KICTPPL) for a Special Purpose Vehicle (SPV) set up by M/s. Kakinada Seaports Ltd, Bothra Group, Visakhapatnam and Ripley Group, Kolkata. It is for the development of New Coal Berth for Handling Coal Imports in PPP Mode on Build, Operate and Transfer (BOT) basis in order to cater to the needs of import coal by the Steel Plant and Thermal Power Plants in the PPT hinterland.

The Concession Agreement was signed by Shri Rinkesh Roy, Chairman, Paradip Port Trust on behalf of Paradip Port and Shri Ajjit Bothra, Director, KICTPPL in the presence of the senior officers of from both KICTPPL and Paradip Port Trust. KICTPPL emerged successful through a global competitive bidding process, as the concessionaire for this Coal Import Terminal quoting a revenue share of 36.53% to the Port. The concessionaire shall be responsible for financing, designing, construction, commissioning of the Project along with operation and maintenance under the concession agreement. The concession period is 30 (thirty) years. The estimated cost stands at Rs. 655.56 Crores.

Accelerating Sagarmala Implementation - Promoting Coastal Shipping and Inland Navigation in India

A National Level Workshop titled “Accelerating Sagarmala Implementation - Promoting Coastal Shipping and Inland Navigation in India” was organized by the Ministry of Shipping and Indian Chamber of Commerce at Bhubaneswar in association with Paradip Port Trust on 13 July, 2017. The focus was to bring all the port and maritime infrastructure stakeholders of the Sagarmala Programme to deliberate and discuss challenges and incentives for promoting Coastal Shipping and Inland Navigation in India.

The workshop was inaugurated by Shri. A. P. Padhi, Chief Secretary, Government of Odisha. Dignitaries present at the workshop were Shri L.N. Gupta, IAS, Additional Chief Secretary, MSME, Govt. of Odisha; Shri. Rabindra Kumar Agarwal, Joint Secretary (Sagarmala), Ministry of Shipping; Shri Sanjeev Chopra, Principal Secretary, Dept. of Industries, Govt. of Odisha; Shri. Sanjay Singh, Chairman cum Director, IDCO; Shri. Sanjay Rastogi, Principal Secretary, Dept. of Commerce & Transport, Govt. of Odisha.

Shri. A.P. Padhi in his address stated that being a maritime state blessed with rich mineral resources and large industries, the State of Odisha has a tremendous potential for development of coastal shipping and inland waterways which are clean modes of transport but have not attained their true potential. He further added that improvement of infrastructure in the three leading ports of Odisha (Paradip, Gopalpur and Dhamra) will be a key to achieve the same. Shri Rinkesh Roy, Chairman, Paradip Port Trust made a detailed presentation on the performance of the port and all the infrastructure development initiatives undertaken by the port. Shri Rabindra Kumar Agarwal, Joint Secretary Sagarmala gave a brief overview of the salient features of Sagarmala Programme including the specific initiatives taken by the Ministry to promote coastal shipping and inland water transportation. He also highlighted the specific regulatory and policy changes for doubling the share of coastal shipping and inland water navigation in the overall transportation modal mix.

Shri Shrikant Mahiyaria, Member Traffic, IWAi provided detailed information on various ongoing and proposed projects for inland water transport in India including Jal Marg Vikas Project, Indo-Bangladesh Trade and Transit Protocol. Other participants included, Shri Anoop Agarwal, MD, IPRCL; representatives from Mahanadi Coalfields Limited and ICCSA.

Shri N. Vaiyapuri, Dy. Chairman, PPT extended the vote of thanks.
Visakhapatnam Port Trust

Vizag port to lease land for real estate projects under PPP model

The Visakhapatnam Port Trust will lease out some of the land that it owns in the port city for developing real estate projects under the Public Private Partnership (PPP) model. The port has land in prime areas of Visakhapatnam such as in Saligramapuram and the Rajiv Gandhi stadium in Seethammadhara, which will be leased out for real-estate development.

First container rake to Nepal flagged off from Vizag

The first rake to Nepal, comprising 90 containers, was flagged off by Visakhapatnam Port Trust Chairman Shri M.T Krishna Babu at the Visakha Container Terminal Private Limited (VCTPL), on 4th August, 2017.

Speaking on the occasion, the Chairman said that the Government of Nepal had notified Visakhapatnam as the second port of call after Kolkata-Haldia.

This is the first time a full-fledged rail rake is going to Nepal from the port and it is expected that the volume grows in future. He said, it should be possible for Visakhapatnam to compete with Kolkata-Haldia by reducing the logistics cost, though the latter had the advantage of much shorter distance.

The trade link between Visakhapatnam and Nepal had been under consideration for the last nine years, and is finally materialised. It is planned to send one train in a week from the port to Nepal.

The exporters and importers of Nepal were evincing interest in Visakhapatnam and, as of now, only container cargo was being allowed. At a later stage, bulk cargo might also be considered.
Cochin Port Trust

Cochin Port witnesses Cargo Traffic growth of 18.31% in first quarter

Cochin Port handled 25.01 MMT cargo in 2016-17 with a growth of 13.2% over the previous year. Cochin Port, has registered significant growth in the first quarter of the current year also. During the period, Port had handled 7, 17 Million MT cargo registering a growth of 18.31% over the corresponding period in the previous year. Containers and Liquid Bulk are the major contributors to this growth.

The International Container Transshipment Terminal (ICTT), in the first quarter of this year has seen significant growth. This year till end of June, 1,35,783 TEUs has been handled as compared to the correspondence period of previous year registering an increase of 13.27% over the previous year.

Cruise season ended with the visit of M.V. Majestic Princess on 10th June, which brought about 3,400 passengers and 1,400 crews. More than 500 passengers availed e-VISA facility, a new initiative at Cochin Port. It is expected that 47 cruise ships will visit Cochin Port this year, out of which 10 had already visited.

The Port, as part of the marketing, has initiated several activities. In the month of June, meetings were held with senior officials of Vizag Steel at Visakhapatnam. The Port is also in touch with other steel manufacturers like SAIL for attracting steel cargo. Regular interactive meeting with major customers like BPCL were held in last couple of months. Similarly, for promoting business through Cochin, various initiatives under the ‘Ease of Doing Business’ program of Government of India, like stoppage of Mate Receipt, online documentation of container movement at ICTT, reduction in the documentation at Port. CFS are being undertaken.

The Port has implemented a new berthing policy scheme where performance based incentive/penalty are made applicable to POL and Cement ships. This initiative will improve the productivity and in turn will improve the TRT of POL and Cement ships.

This year Port is targeting to achieve a throughput of 30 Million MT of cargo.

Visit of Parliamentary Standing Committees
The Department Related Parliamentary Standing Committee on Transport Tourism and Culture held discussion with Ministry of Shipping, Cochin Port Trust, Chennai Port Trust, VOC Port Trust and NMPT at Cochin on 9th June, 2017.

**Go Live of File & Tapal Tracking System**

![Image of Cochin Port Trust File & Tapal Tracking System Go Live]

The Digital Document Filing System (DDFS) was launched by Shri. A.V. Ramana, Dy Chairman on 1st June 2017 by forwarding the first tapal through the online file & tapal tracking software to Smt. Gowri S. Nair, Secretary.
Maiden Call of Majestic Princess to Cochin

Shri P. Raveendran, Chairman and captain of cruise vessel Majestic Princess exchanged plaques on the maiden call of the vessel to Cochin on 10th June 2017.
Deendayal Port Trust

Kandla Port Trust rechristened as ‘Deendayal Port Trust’

The Ministry of Shipping has issued a notification renaming Kandla Port Trust as Deendayal Port Trust with effect from 25th of September, 2017. Kandla Port, located on the Gulf of Kutch in Gujarat, is one of the twelve major ports in the country. As per the Ministry’s notification, the Central Government, in exercise of powers conferred on it under Indian Ports Act, 1908, made the amendment to replace “Kandla” with “Deendayal”.

While inaugurating various projects at Kandla Port in May this year, Prime Minister Shri Narendra Modi had given the suggestion for renaming of Kandla Port after Pandit Deendayal Upadhyay, who stood for the uplift of the poor and weaker sections of society. The Ministry of Shipping issued the required notification on the occasion of the closing of the year long centenary celebrations of Pandit Deendayal Upadhyay.

Deendayal Port Trust on expansion mode; eyes 180 mt capacity by 2020

In a bid to consolidate its position as one of the largest ports in India, Deendayal Port Trust (DPT) is undertaking several measures including expansion of jetties, revision of rentals on storage and achieving higher discharge rates.

The measures are collectively aimed at taking up DPT’s total handling capacity from 120 million tonnes (MT) as on date to 180 mt by 2020. For this, DPT is enhancing both liquid and dry cargo handling capacities at the major port.

Country’s first smart industrial port city (SIPC) at Kandla Port

The country’s first smart industrial port city (SIPC), coming up near Gandhidham, Kandla, is expected to attract private investments in excess of Rs 10,000 crore. Opening bids for auction of plots for industries, the Kandla Port Trust (KPT) is focusing on key sectors of edible oil, furniture, salt-based chemicals and engineering. Spanning 1,425 acres, SIPC will be developed in two parts, a 580 acre smart urban township and an 845 acre modern industrial zone. The urban township in Adipur-Gandhidham includes the development of residential units, commercial complexes and entertainment zones.
Haldia Dock Complex

Rs 172-crore investment for new Haldia Port Terminal

IMC Ltd will invest Rs. 172.52 crore for a port facility at Shalukkhali (also known as Haldia Dock-II) to set up a liquid cargo handling jetty along with associated facilities. The 'Letter of Award' was handed over to IMC Ltd senior vice-president Shri Vimal Chopra by Shri G Senthilvel, Deputy Chairman, Haldia Dock Complex (HDC), KoPT. The port facility at Shalukkhali will be created on a Design, Build, Finance, Operate and Transfer basis for a concessional period of 30 years.

Haldia Dock Complex awarded for National Safety

Haldia Dock Complex, Kolkata Port Trust bagged two National Safety Awards for the year 2015 based on Accident Free Year & Lowest Average Frequency Rate for both on-shore and on-board operations. Shri G Senthilvel, Deputy Chairman, Haldia Dock Complex received the awards from Shri Santosh Kumar Gangwar, Minister of State (Independent Charge), Union Ministry of Labour & Employment in a function held at Vigyan Bhawan, New Delhi on September 17, 2017 on behalf of Haldia Dock Complex. The HDC received the awards for the tenth time.
Chennai Port Trust

Hon’ble Union Minister Shri Pon. Radhakrishnan visited Chennai Port Trust on 14th July 2017

Shri Pon. Radhakrishnan, Hon’ble Union Minister of State for Road Transport, Highways and Shipping visited Chennai Port Trust and reviewed the ongoing Projects of NHAI and Projects / Activities of Four Major Ports viz. Chennai Port Trust, Cochin Port Trust, VOC Port Trust and Kamarajar Port Limited on 14.7.2017.

Chennai Port Trust awarded “Best Container Handling Port”

Chennai Port has been awarded ‘Best Container Handling Port’ in the 9th South East CEO Conclave & Awards 2017 function organised by EXIM India Shipping Times on 30 June 2017. Shri P. Raveendran, IRTS, Chairman, Chennai Port Trust received the award from Shri P.K. Das, IRS, Chief Commissioner of Customs. Shri S. Xavier Britto, Chairman, Kerry Indev Logistics Pvt. Ltd was also present during the occasion.
Sagarmala Programme

1. As part of the Sagarmala Programme, **Master Plans have been finalized** for the 12 major ports and based on the same, 142 port capacity expansion projects (total cost: Rs. 91,434) have been identified for implementation over the next 20 years. Out of this, 42 projects have been taken up for implementation in FY 15-16. 31 projects have been identified for implementation during FY 16-17.

2. As part of Sagarmala **new ports location has been identified** for developing Greenfield ports namely Enayam, Vadhawan, outer harbour Paradip, Belekeri and Sirkhazi.

3. A new Special Purpose Vehicle, namely **Indian Port Rail Corporation Limited has been set up** as a public limited company to undertake last mile connectivity projects in Major Ports so as to improve their handling capacity and efficiency. The company has already started working on 25 projects, Out of which 8 project has already been awarded.

4. To bring the Major Ports at par with the International standards, **a study on Benchmarking of efficiency and productivity of Major Ports was carried out**. The study has identified 116 port-wise action points/initiatives, of which 85 initiatives have already been completed and rest of the initiatives will be completed by 2019. These initiatives on completion will unlock 100 MTPA of capacity.

5. **Projects worth more than 1 lakh crore** are already under various stages of implementation and development.
Policy Initiatives and Reforms

1. Policy for allotment of berths/terminals etc in Major Ports on captive basis through a transparent procedure.

2. A new Major Port Authorities Bill to give greater operational freedom to the board of Major Ports in tune with present day requirements already introduced in the Lok Sabha and the bill has been examined by the Parliamentary Standing Committee.

3. It is proposed to do away with the role of TAMP in Tariff Regulation in Major Ports.

4. Revamping of Model Concession Agreement is under final stage.

5. New Land Policy Guidelines contain the regulatory framework for land allotment by Major Ports through a transparent auction cum tender route and reduction in discretionary powers.

6. Smart Cities at Paradip and Kandla Ports are being developed.

7. New Stevedoring Policy has been implemented since July, 2016. This will improve productivity, efficiency and safety in Ports.

8. New Berthing Policy with the provisions of incentive as well as penalty have been introduced.

9. Swachh Bhart Abhiyan - All Major Ports have adopted and implemented 22 Point Agenda under Swachh Bharat Abhiyan and 12 Point Agenda as per IMO guidelines under Green Port Initiative.

10. 98% cashless transaction have already been achieved in Major Ports.
Information Technology in Major Ports - Project e-Port

Use of Information Technology in Major ports tools in Port operations – 
PCS, EDI, RFID, VTMS and National Automatic Information 
System for tracking vessels.

ERP systems with process reengineering to streamline and 
automate office procedures under implementation. We aspire to 
completely replace manual interface with digital interface at ports.

Farewell & Appointment

New Chairman at Kolkata Port Trust

Shri Vinit Kumar has taken over charge as Chairman of Kolkata Port 
Trust as Chairman of Kolkata Port Trust on 9th October, 2017. He is an 
IRSEE (Indian Railway Services of Electrical Engineers) officer of 1993 
batch. Prior to this he was chief electrical engineer in Mumbai 
Railway Vikas Corporation Ltd. and was looking after the World Bank 
funded MUTP Project.

Farewell to Shri P.C. Parida, chairman, NMPT who has retired on 31-7-2017 (Seen from L to R Sri Srikrishna Karturi, CVO, Shri Suresh P Shirwadar, Dy.Chairman, Shri P.C. Parida, Capt Biju 
Warrier, Secretary)
IPA Events

Past events

1. A two day orientation programme was held on Labour Law for Port Officers at IPA New Delhi on 2nd & 3rd February 2017. It covered topics related to Labour Laws which have become imperative for Port Officers to understand clearly the obligations, risk and liabilities that they are likely to encounter in the engagement of contract labour. There were 38 participants from the Major Ports who attended the programme.

2. A workshop on General Financial Rules (GFRs), 2017 was held on 24th March 2017 at SCOPE Complex, New Delhi. 70 participants from the Ports and Ministry of Shipping attended the workshop.

3. A workshop on “Tender-cum-Auction Model (Option of Reverse Bidding)” was held on 15th May 2017 at SCOPE Complex, New Delhi. The workshop was designed for Chief Engineers, Chief Mechanical Engineers, CVOs, Chief Materials Managers, Deputy Chairmen and Chairmen of the Major Ports of India. The total number of participants from the Major Ports was 39.

4. A national one day workshop titled “Conclave on Green Port & Oil Spill Management- 2017” was conducted with the help of Ministry of Shipping on 30th May, 2017 at Mumbai. The objectives of the workshop were to
   • Enhance awareness of Green Technology options available.
   • Enhance awareness of various technologies available for Oil Spill Management.
   • To assess potential and promote Green Energy in Ports of India.
   • Global best practices.
   • Formulate strategy for implementation.
   • Discuss and evolve plans and strategies for Mission Ports announced by the Ministry.

5. A workshop on “Goods & Services Tax (GST) & Public Procurement” was held on 19th June, 2017 at SCOPE Complex, New Delhi. Around 100 participants from Ports and Ministry of Shipping attended the workshop.

Upcoming events

- Workshop on External Commercial Borrowing (ECB).
- Workshop on Performance Management.
- Workshop on FAL Conventional.
## Tenders

The below Procurements/RFPs have been awarded by IPA on behalf of the Ministry of Shipping.

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<tr>
<th>Sl. No</th>
<th>Name of Project</th>
<th>Awarded to</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Appointment of Reputed Management Consultant for Global Best Practice, Benchmarking and Support in Implementation Across Major Ports</td>
<td>Issued to M/s Mckinsey &amp; Company</td>
</tr>
<tr>
<td>2.</td>
<td>Selection of Consultant to prepare the master plan or CEU’s at VCIC Central Region of Andhra Pradesh</td>
<td>Issued to M/s Lea Associates South Asia Private Limited</td>
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<td>3.</td>
<td>Preparation of Action Plan for Development of Cruise Tourism in India</td>
<td>Issued to M/s Bermello &amp; Ajamill</td>
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<td>4.</td>
<td>Appointment of Consultant for feasibility study and Transaction Advisory Services for assessment of reuse of waste water requirement for all Major Ports in India</td>
<td>Issued to M/s Ernst &amp; Young LLP India</td>
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<tr>
<td>6.</td>
<td>Assisting Ministry of Shipping on Shipbuilding, Ship Repair and Shipbreaking Policy</td>
<td>Issued to M/s AT Kearney Pvt. Limited</td>
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<td>7.</td>
<td>Preparing TEFR for Development of an underwater viewing Gallery at Beyt Dwarka</td>
<td>Issued to M/s AECOM Pvt Ltd.</td>
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<td>8.</td>
<td>Selection of Consultant for preparing Detailed Project Report for extension of Passenger Jetty at Kanyakumari Port</td>
<td>Issued to M/s L&amp;T Infra Engineering Ltd</td>
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Investment Facilitation Cell: Bridging The Gap

- Asad Wasi, Head, India Maritimeplus

With the government laying special thrust on improving infrastructural base, it was obvious that along with others, maritime sector will also see a boom in activity. Broad plan to expedite use of maritime resources was laid out in the Sagarmala programme that was launched in the year 2016. Fresh investments to the tune of thousands of crores will have to be made in various identified projects over next couple of years to fully exploit the maritime resources of the country. Notably most of these projects will be implemented through participation of private investors.

Against this backdrop, Ministry of Shipping decided to establish a formal mechanism to help potential investors. Thus germinated the idea of an Investment Facilitation Cell (IFC) dedicated exclusively to handhold and guide investors. To give the Cell the required flavour, it was decided that the same be established jointly with FICCI, the apex industry representative body of the country. Towards late 2015, first recruits were taken in and the Cell was fully functional by March 2016. Housed in Indian Ports Association (IPA), the Cell works under the administrative control of MD, IPA.

Moving swiftly, the Cell was christened India Maritimeplus (IMp) and chipped in with effective coordination effort during the prestigious Maritime India Summit held at Mumbai during April 2016. This was the first major exposure to maritime world for the functionaries of India Maritimeplus. Soon thereafter, Cell decided to define its role and categorised its bouquet of services around 3 distinct themes:
• Information & Advisory
• Contacts & Consultancy
• Advocacy & Problem Solving

To serve the above objectives, India Maritimeplus has shaped its activities around following:

1. Act as single point of reference for all queries related to Policies, Projects and Environment concerning maritime sector in India
2. Disseminate information about investment opportunities
3. Provide support and advisory services for running businesses
4. Arrange meetings between domestic and international players in the maritime sector
5. Help organize maritime events
6. Hand-hold and guide investors through entire investment cycle
7. Help identify JV and technical partners for investors
8. Guide prospective investors raise funds for their project
9. Advocate policy changes affecting maritime businesses
10. Act as a forum to highlight investor’s grievances and help tackle delays

Areas of coverage include anything and everything to do with maritime sector of the country. Be it port development, shipping, shipbuilding, inland waterways, port based industrial development or coastal/cruise tourism.

Since the formation of the Cell, India Maritimeplus has continuously been receiving queries from investors both domestic and international who wish to contribute to India’s growth story through investments in maritime sector. Besides, given its pro-active stance, India Maritimeplus has been reaching out to stakeholders to understand their concerns and expectations so that the same may be conveyed to policy makers’ at appropriate forums.

In sum, India Maritimeplus has effectively taken on the role of an anchor for fledgling investors who wish to enter the maritime sector of India. It would not be wrong to say that India Maritimeplus has emerged as the first port of call for potential investors.

For more info, please visit our website: www.maritimeinvest.in
# TRAFFIC HANDLED AT MAJOR PORTS (DURING APRIL TO AUGUST 2017 VIS-À-VIS AUGUST 2016)

(IN 000 TONNES)

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## STATEMENT II

### PRINCIPAL COMMODITY-WISE TRAFFIC HANDLED AT MAJOR PORTS

(DURING APRIL TO AUGUST, 2017 VIS-A-VIS AUGUST, 2016)

(IN 000 TONNES)

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<td>790</td>
<td>665</td>
<td>1817</td>
<td>124</td>
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<td>3310</td>
<td>450</td>
<td>199</td>
<td>1674</td>
<td>2123</td>
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<td>85797</td>
<td>12196</td>
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<td>15916</td>
<td>11649</td>
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</table>
Indian coastal states have made immense contributions to the growth of present-day India. Situated at the peak of the Bay of Bengal (the largest bay in the world), West Bengal forms the northeastern part of the Indian Ocean. The Bay occupies an area of 2,172,000 km and a large number of rivers flow into it. The Indian peninsula has historically bridged West Asia with Southeast Asia. A key route to Southeast Asia from ports of Bengal, Orissa and Andhra was to reach the Burmese coast, then proceed along the Andaman Sea to Malacca Strait and beyond. Today, West Bengal is among the oldest yet least documented maritime states. Understanding its maritime history can positively impact country’s relations with the 10 ASEAN countries, Bangladesh and China.
Historically, Bengal served as a connecting land-link between the subcontinent, Burma, South China, the Malay Peninsula and Indo-China. Many ancient texts mention Bengal having trading contacts through both land and water with Nepal, China and Tibet to Java, Sumatra, Sri Lanka, Thailand and Malaysia. In ancient times Bengal carried on large sea trade mostly through the ancient seaport of Tamralipta. Tamralipta flourished as a city-port in the early period and is referred to as a Janapada in the Mahabharata and in the accounts of Fa-Hien and Hiuen Tsang. After the decline of the ancient port of Tamralipta in Bengal, Saptagram emerged as an important medieval inland port in Eastern India on the banks of River saraswati and Hoogly.

Given the large number of kingdoms at the time and their individual efforts in maritime trade, the larger role of West Bengal (as known presently), is unacknowledged. As a result, majority of the accessible, ancient maritime history of India, focuses on kingdoms of the West or the South. Later, it was governed by semi-independent Muslim rulers followed by the Mughal Empire. When Mughal power declined in the 18th century, a separate dynasty emerged in Bengal, Bihar, and what is now Odisha state. Later, Bengal was the base for British expansion in India via sea route.

**Rich Maritime History**

Maritime trade from India to Southeast Asia has always been a seasonal phenomenon and one that has witnessed hectic maritime commercial activity. A number of facts point to a vibrant maritime trade between India and the countries of Southeast Asia, with ports in Bengal being key centres of trade. Buddhist settlements, discovery of varieties of pottery, signs of shipbuilding, beads and inscriptions along the ports and trade centres, highlight the importance of port economies in Bengal. Interestingly, in the Islamisation of Indonesia, Muslims from Gujarath, Malabar, Tamil Nadu and Bengal played a decisive role. Hence, India's land and maritime boundaries with Myanmar and maritime boundaries with Thailand and Indonesia have greatly influenced Indian political ideas, arts, religions and institutions.

West Bengal has been at the centre of navigation, maritime warfare and boat building, given its long rivers and lengthy coastline. Balagarh has been the most renowned shipbuilding centres in Bengal whose location historically gave rise to a maritime economy. A British historian has even acknowledged the fact that British advances in shipcraft were based on ancient Bengali Rice Boat model and other Indian maritime expertise. Representation of art in caves, stupas and temples also indicates that Buddhist monks, saints, traders and craftsmen used to set sail together. The Brahmi and Kharoshthi inscriptions found on pots and seals in Bengal indicate horse trade from Central Asia via north-western India to Bengal, where horses were eventually exported to Southeast Asia by boat. Migratory trends reflect how trade and commerce helped bridge geographical, spatial and temporal differences. Therefore, commodity and currency flows, travel, trade routes and interactive networks, have been central to deltaic Bengal.

Over the centuries, Bengal has not only acted as intermediary in trade and commerce but also played a key role in the cultural association between the civilizations of South, Southeast and Eastern Asia.

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The Editor,
“INDIAN PORTS”
Indian Ports Association,
1st Floor, South Tower, NBCC Place,
Bhisham Pitamah Marg,
New Delhi - 110003

Fax : 011-24365866
EPABX : 011-24369061, 24369063
Email : ipa@nic.in
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- First port to have state of the art cement terminal.
- Equipped with modern Vessel Traffic Management System & CCTV.
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