

# PORTS - A BRIDGE TO GROWTH OF NATION

- **Capt. Sriram Ravi  
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Chief Operating Officer  
Visakha Container Terminal



# PORTS-HISTORICAL PERSPECTIVE

## LOTHAL



The ancient Port of the Harappan Culture refers to a flourishing trade by sea 2000BC, reflecting the prominence of port centric development



# SANGAM AGE

**Nirpeyar  
ru**

**CHERAS**

- Tondi
- Muziris



**CHOLAS**

- Kaveripoompatinam
- Poduche

**PANDYAS**

- Korkai & Saliyur





# GUJARAT PORTS

**Ancient and Medieval Gujarat had 52 Ports of which Cambay, Broach & Surat were the busiest.**

**In 15<sup>th</sup> Century a record shows 4000 ships passing through Bharuch.**

## **Western Trade**

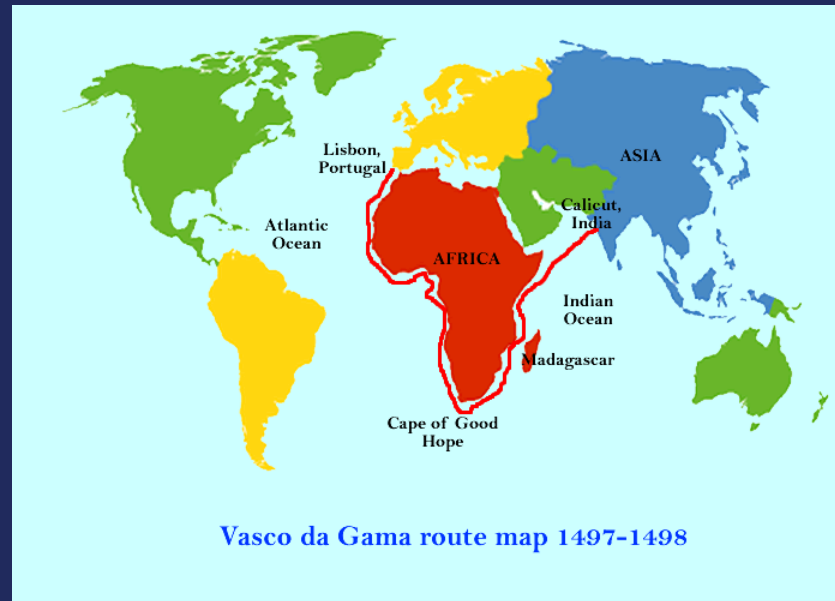
- Sumer, Phoenicia, Babylon, Egypt, Greece, Rome, Arabia, Iran, Maskat, Yemen, Hormuz & East Africa

## **Eastern Trade**

- Lanka, Brahmadesh, Malaya, Burma, Java, Sumatra, Cambodia & China



# ADVENT OF EUROPEANS



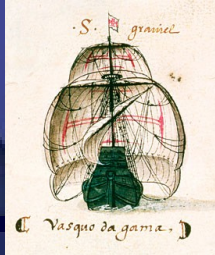
**...and then came Vasco da Gama in  
1498 AD**







# ADVENT OF EUROPEANS



## Portuguese Ports

- Goa
- Daman
- Diu
- Calicut
- Bombay
- Satagoan
- Chittagong
- Pipely



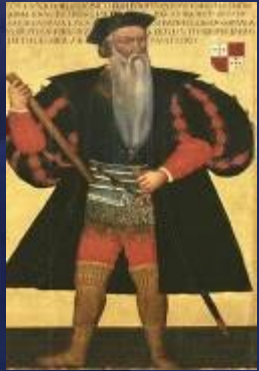
# FRENCH AND DUTCH

The **French** came in 1667 and established their presence in Masulipatnam, Pondicherry, Chandernagore & Surat

The **Dutch** first established the spice Trade in Jakarta and then moved to Cochin, Bheemunipatnam, Nagapatnam, Chinsura & Baranagore...



# ARMENIANS AND DANES



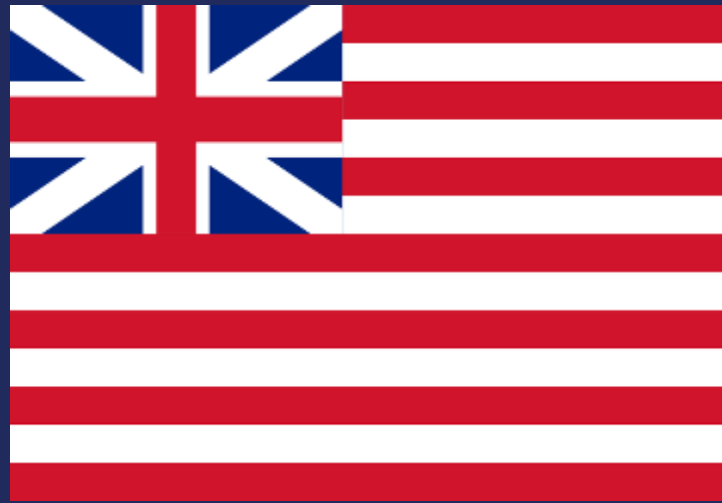
The **Armenians** occupied Chinsurah in the 16<sup>th</sup> Century (before the Dutch) and funded East India Company to build Calcutta.

The **Danish** established a colony Fredricknagore in 1699 and traded woven cloth from the Port of Serampore. Their ships were plundered by the British and they were forced to sell the place for 1.2 million rupees...





# EAST INDIA COMPANY



The **British** arrived and  
established  
‘The East India Company’ in  
1600...



# HOSTILE TAKE-OVER BY BRITISH



**During 1757, the British fought with the French for seven years and took control of several Ports...**



# THE BRITISH PROGRESS CHART

- **1618** Became the Naval Aide for Jahangir
- **1640** Established an outpost at Madras
- **1668** Bombay became a trading centre
- **1674** The city of seven islands as dowry
- **1690** Calcutta formed (Sutanati, Kalikata & Gobindpore)

• **1853** First Railway between



# THE COMMERCIAL METROPOLIS

**Kolkata, Mumbai, Chennai and Vizag**

**The four Ports thus created became...**

- Industrial Engines of Growth**
- Transit Points for their Hinterland**
- Trading and Mercantile Hubs**





***Those who forget history  
are at a risk of repeating  
mistakes!***

***Those who remember  
history  
normally make history...***



***Some fundamentals don't  
change...***

**QUESTION...**

***What motivated them to  
come here?***





***The main source of  
funds***



**QUESTION...**

***What made them good trading hubs?***





# LOCATIONAL ADVANTAGE FOR TRADE

- **A natural Port**
- **A coastal town**
- **A river mouth**
  - Fresh water for the township
  - Protected waters
  - Controlled access to the Port
  - Plains gave easy access to hinterland
  - Soil was rich for agriculture (food)
- **Tradable Cargo base**



***Some things did Change with  
Time...***





# **SOME THINGS CHANGED...**

- **Size of vessels grew larger**
- **Old river ports silted**
- **Port cities grew very large**
- **Advent of UNCLOS (Territorial water/ EEZ)**
- **Reduction in Wars after world war II**
- **Stronger Navy & stable political scenario**
- **New technology**
- **Advent of Containerization**



# WHAT HOLDS GOOD...

- ✓ **Predominant mode of EXIM trade is sea route**
- ✓ **Role of ports in facilitating movement of exim trade across the globe**
- ✓ **Changing role of ports in the global logistics chain**





# SHARE OF COUNTRIES IN WORLD TRADE

S No	Country	Export trade( In \$ US billion) in 2011
1	USA	3825
2	CHINA	3561
3	GER	2882
4	JAPAN	1596
5	FRANCE	1263
12	S'PORE	819
13	INDIA	792



# Significance of Ports: World Trade

- ✓ **World Exports stood at \$27,567b in 2011.**
- ✓ **6 Chinese ports figure in top 10. JNPT is at 30.**
- ✓ **Shanghai and Singapore ports hold first and second positions in container handling in 2011**
- ✓ **Chinese ports alone handled 150 million TEUs in 2011**



# INDIAN PORT SCENARIO

- ✓ 95% of India's trade by volume
- ✓ 77% of India's trade by value
- ✓ 12 major port administrations
- ✓ 187 non-major Ports (44 under GMB)
- ✓ About 635 mt traffic (464 mt at major ports and 171 mt at non-major ports) in 2006-07



# CHINA VS INDIA

S No		China	India
1	No. of ports	1400	197
2	Port throughput(2006)	5,570 mt	627 mt
3	Share in world trade(2004)	6.2%	0.75%
4	Container throughput	150m TEU	10 mTEU
5	Ranking of container ports	10 in top 20	JNPT 30 <sup>th</sup>
6	Coast line	14,500 km	7517 kms





# Shenzhen Port

**39 shipping companies have 131 international container routes. There are 560 ships that call at Shenzhen port on a monthly basis and also 21 feeder routes to other ports in the Pearl River Delta region.**

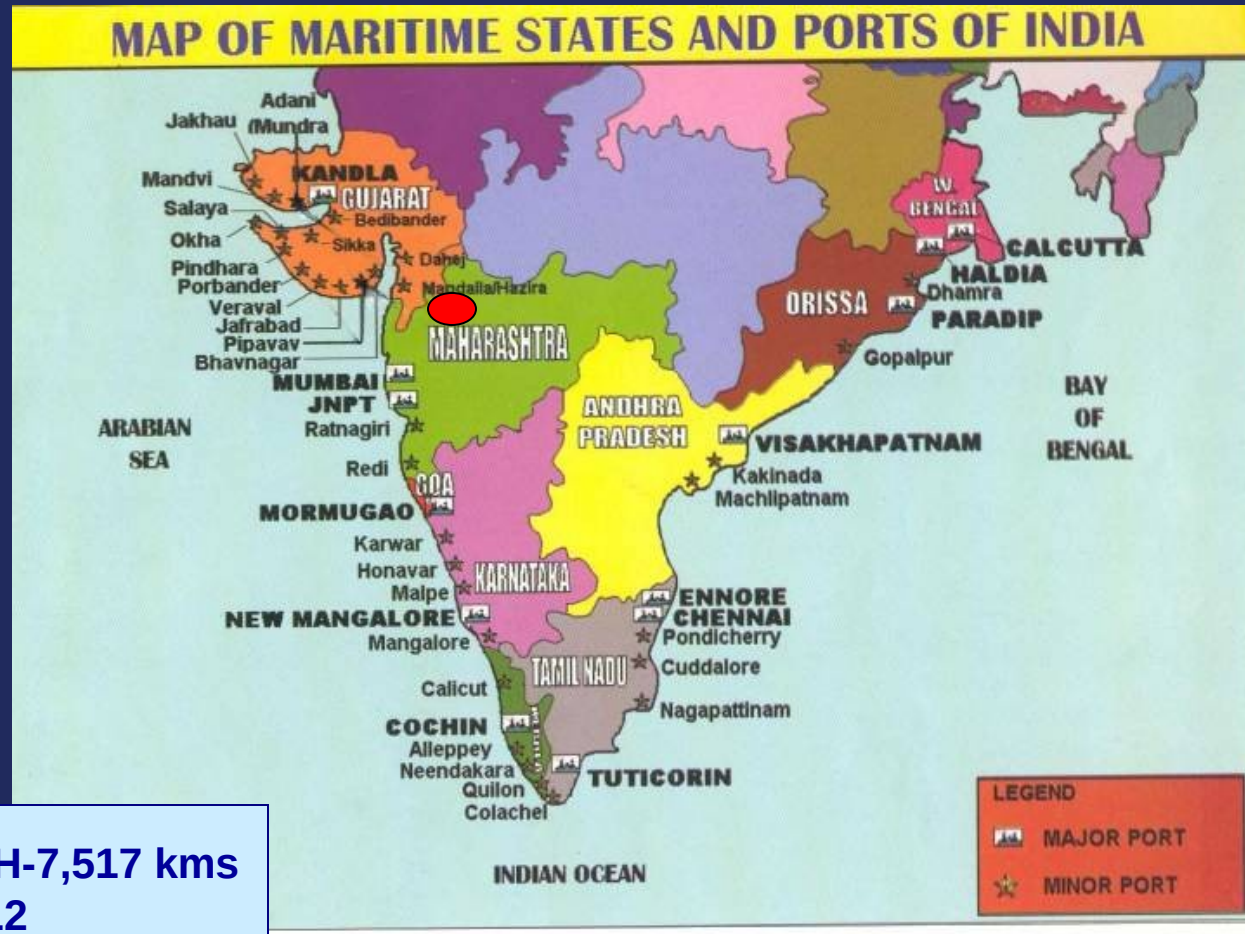
**Port of Shenzhen consist of facilities in the following areas: Sheou, Mawan, Yantian, Fuyong**

**It has 140 berths altogether. Shenzhen's long-term plan is to set up 20 ports linking it with Hong Kong. With existing ports being expanded and new ports in service, the population flow will become seamless between Shenzhen and Hong Kong in the near future.**



**Inland facilities feed cargo by river**

# MARITIME STATES – INDIAN PORTS



**COASTAL LENGTH-7,517 kms**  
**MAJOR PORTS - 12**  
**NON MAJOR PORTS - 187**





# 'Integrated Port Development'...?



# The Three Facets

- Port Facility – Handling Efficiency
- Hinterland Connectivity – Rail & Road
- Warehousing & Distribution



# World's Largest Container Vessel



EMMA MAERSK

LOA 397m

>11500TEU

56m Beam

S draft 15.5m



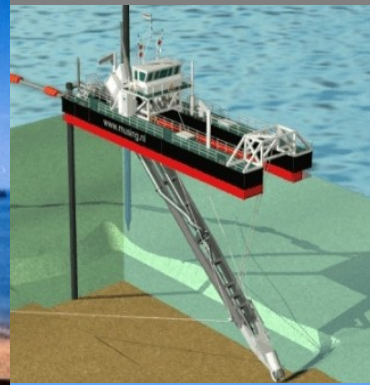


# The New Giant





# Dredging...?



Dredging Of St. Clair Cut, 9/26/01  
Don Coley, Great Lakes Aerial Photo





# The Quay



# Quay Cranes





# Heavier Cranes



# Twin Lifts



# Twin Tandems

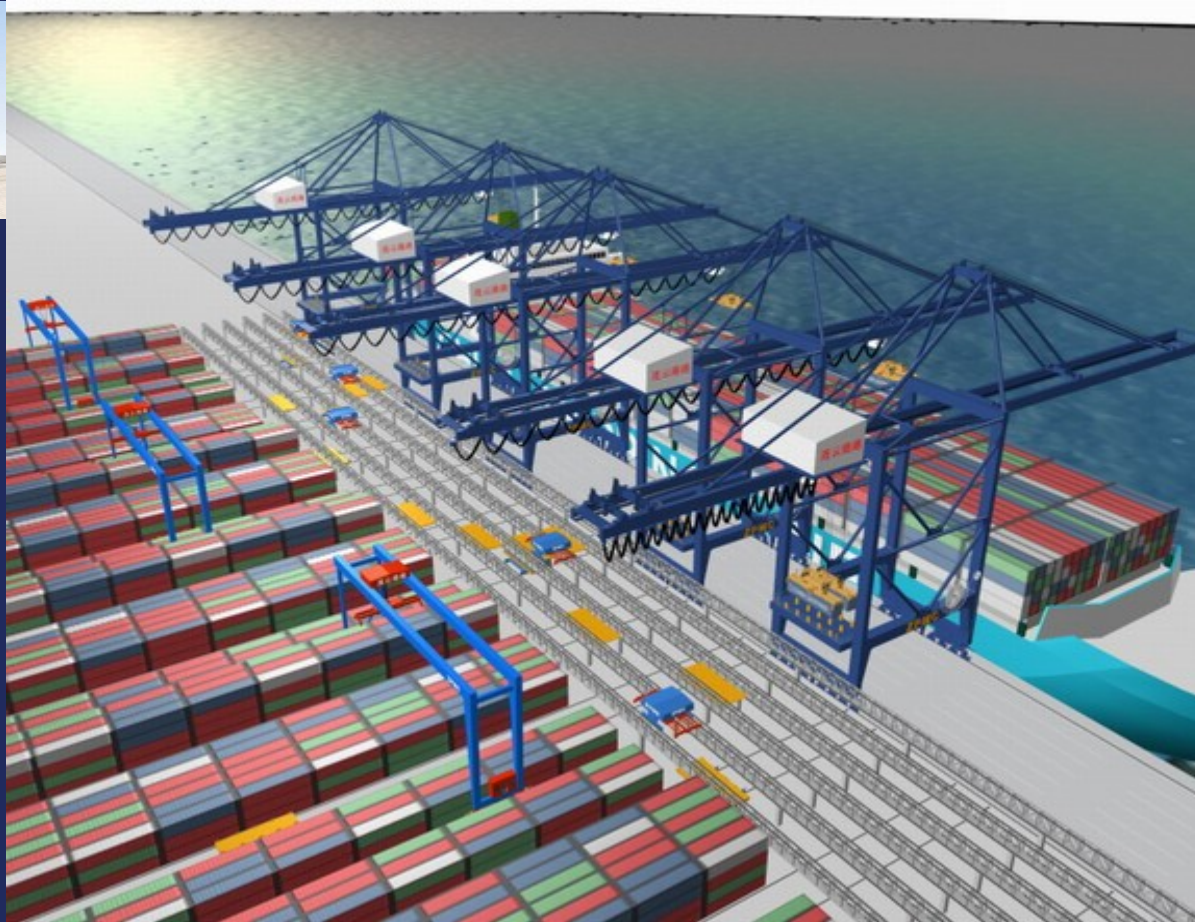




# Triple Tandems



# The New Era

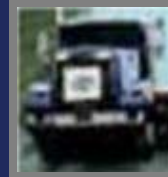


# Hinterland Connectivity

## Rail & Road



Entry & Exit Gates



SEZ & FTWZ Integration



Customs & EDI Interface



Access to National Highways



On-dock Rail Sidings





# Road Connectivity



# Unplanned Progress...?





# Trade Vies

## INFRASTRUCTURE

### KoPT's navigation constraint draining forex reserves

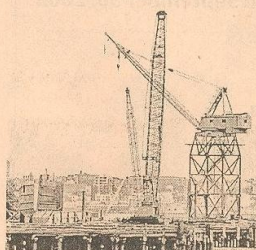
Indronil Roychowdhury  
Kolkata/Haldia, Jan 12

#### SHIPPING

The Kolkata Port Trust's navigational constraint is draining out the country's foreign exchange reserves with at least 60 ships claiming huge demurrage in US dollars being unable to get berths.

Although the country's foreign exchange reserves, according to the Reserve Bank of India's weekly statistical supplement, has increased for the fourth consecutive week and has touched \$255.24 billion as on January 2, pressures still remain on export earning has started falling.

KoPT officials told FE that at least 60 ships of various foreign shipping lines are waiting at the Sandheads on the Bay of Bengal, 70 nautical miles downstream of the Haldia Dock Complex. Both exporters and importers have to pay an average demurrage of \$10,000 per day for each ship waiting and 60 ships on an average have been stranded regularly for the last month, though at times there are



At least 60 ships of various foreign shipping lines are waiting at the Sandheads on the Bay of Bengal. Both exporters and importers

and 55 pilots, which has been a troubleshooter for the largest port (in terms of cargo tonnage).

According to AK Bagchi, the tugboats are with the boats becoming a normalcy in the port.

He, however, could not say the boats would become a normalcy in the port.

fact, KoPT has no plan to get new tugboats, although a surplus of Rs 503 crore is available. RK Burman, secretary of the Officers' Forum, said years, the position of the port (operations), which is a care of tug procurement pairing, is lying vacant. HDC authorities have a position and a "the highest authority in the file for more than a year."

"Now that it has been shipping ministry, the matter is being cleared," Burman

### 50,000 containers pile up at JNP

PR Sanjay  
Mumbai, April 11

MORE THAN 50,000 cargo containers are held up at the Jawaharlal Nehru Port Trust, or JNP, in part because the port has not been able to cope with an increase in trade volumes through its gates, officials at the ports terminals said.

The backlog at India's largest container port, which handles about 60 per cent of the container traffic in the country, is hurting the country's international trade and signaling more severe capacity constraints ahead, according to representatives of export houses using the port.

#### mint SPECIAL

THE BACKLOG AT India's largest container port is hurting the country's international trade.

THIS ALSO signals more severe capacity constraints ahead, according to representatives of export houses using the port.

and Gateway Terminal Pvt. Ltd. or GTI, run India and Container Terminal Ltd. The port million 20-foot containers, up from 3.30 million in 2006-07.

## DAILY SHIPPING TIMES

### Trade halts at worst-hit congestion in Nhava Sheva ports

NHAVA SHEVA: Exporters and Importers in this region have been severely affected by the congestion that has clogged the Nhava Sheva ports since last fortnight.

As per report available from shipping industry and freight forwarding community, many mainline vessels which were supposed to call at Nhava Sheva terminals, have bypassed their rotations and changed their schedule due to major congestion at Nhava Sheva.

is absolutely no room for manoeuvring, as boxes have even spilled over to the road outside the gate," said a trade representative.

Everybody in the trade always points out to the inability of Concor to supply adequate wagons to clear the containers.

Exporters complain that they are not being able to plan their shipments, especially since many of them had to face repeated shutouts from the scheduled vessels.

"Exporters have the containers ready for shipment on specified time schedule, but vessels are sailing without loading these containers. We fear that this could affect the credibility of Indian exporters as reliable suppliers in the international market and could even lead to cancellation of orders and

## Tug shortage leaves ships stranded

Companies Incur Rs 2.5 Crore Loss Per Day As 52 Ships Remain Stuck At Sandheads

Jayanta Gupta | TNN

Kolkata: At night, a small township seems to emerge from the sea at the Sandheads, what with 52 large ships lying in anchor there with deck lights on. The sight may be pretty, but shipping interests in the region are not applauding. Indian companies are losing upto Rs 2.5 crore every day in demurrage as Kolkata Port Trust (KoPT) does not have sufficient tugs in working condition to tow

Ideally, 10 tugs are required for Haldia. At the moment, only four are working there. Two others are unable to work outside the dock system or at night. There is also a shortage of pilots due to which even loaded vessels can't leave HDC on time," a senior officer said.

Another officer pointed out that the crisis has been accentuated as the lockgate is in extremely poor shape and can't be operated more than five times a day. Any additional pressure on the lockgate

unprecedented in HDC's 31-year history, the KoPT top management said this is routine. "There was a huge backlog as some of our tugs broke down in the latter half of De-

the berths," said Capt A K Bagchi, director, marine department, KoPT.

Official records at HDC, however, revealed that nine tugs are not operating there at

The crisis has been accentuated as the lockgate is in poor shape and can't be operated more than five times a day. Any additional pressure on it may cause it to break down completely. This will lead to complete closure of operations at HDC, an officer said

quently. The tugs Bijoy Singha and Shaktiman can't operate outside the dock or at night. The tugs Parsuram, Birsingha, Betor, Sasanka and Ballal Sen are out of commission. Of these, the Parsuram and Birsingha are privately owned.

According to sources in the shipping industry, the port management declined an offer by another private firm to operate four tugs in Haldia. Officials apparently snubbed the company for its 'over-en-

lying vacant for years now. One of these is the post of general manager (operations), whose job it is to look after the procurement, hiring and repair of tugs.

"Since the issue of fall in draught got publicised in the media, the port management has embarked on a witch hunt. Many efficient workers at HDC are no longer going out of their way to try out methods to tide over the crisis. In 2003, there was a proposal for recruitment of 10 pilots and

ms by the buyers," a trade e said.

ggest ever port, which of country's export load

0

ver

s trade

service

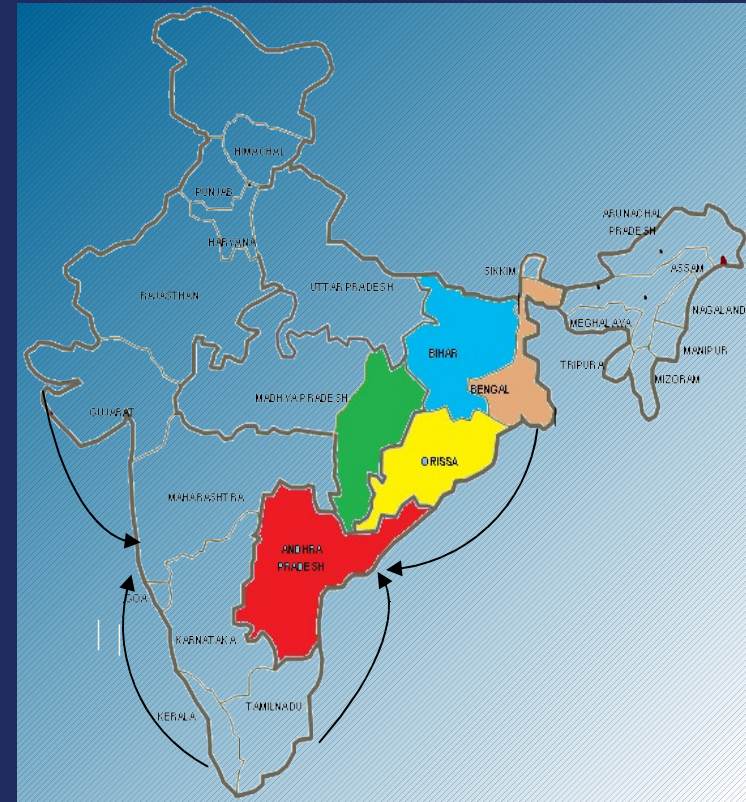
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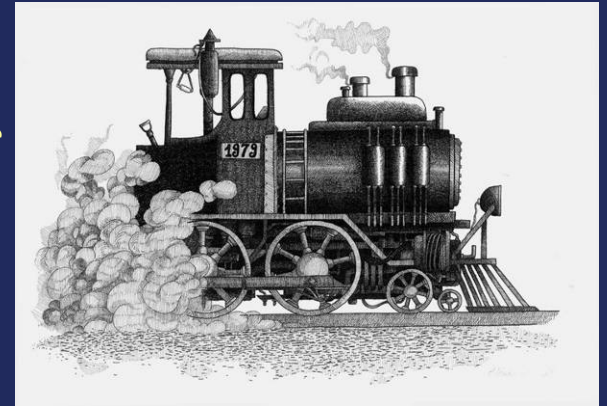
# Promotion of Coastal Shipping

- *It is the Cheapest means of transport*
- *Competitiveness with Rail and Road*
- *Create Chain of Ports to link Hubs*



# Greater use of Rail over Road

- *Environment friendly*
- *Mass transportation*
- *Quick Turn around at on-dock facilities*
- *Economical over longer distances*
- *Better Safety and security*
- *Linked with inland distribution centers*



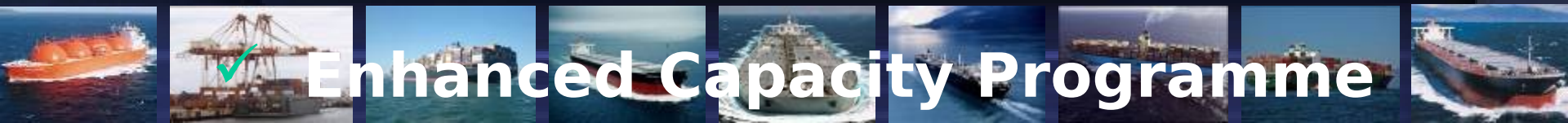
# RECOMMENDATIONS



# EXISTING PORTS

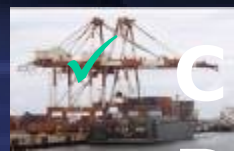
- ✓ **Deepen Existing Ports**
- ✓ **Modernize equipment**
- ✓ **Create new infrastructure ahead of business**
- ✓ **Backward integration of Road & Rail**
- ✓ **Integrated Port and Transportation System**
- ✓ **Rationalize Port Tariff Structure**

**Enhanced Capacity Programme**

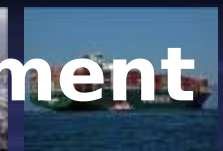
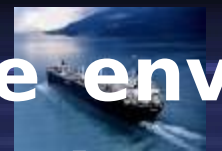
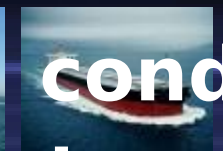
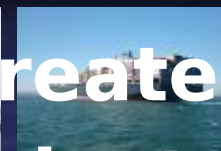


# POLICY

- ✓ **Constitute Maritime Boards like GMB**
- ✓ **Empowerment to Ministry of Shipping**
- ✓ **Expeditious Environmental Clearances**
- ✓ **Approval of pending proposals**
- ✓ **PPP Models – More favourable to licensees**

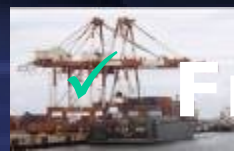


**Create conducive environment for**

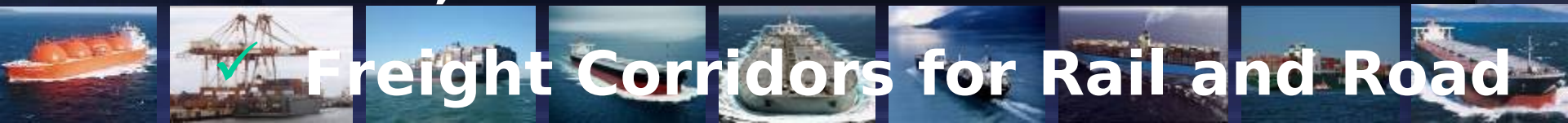


# NATIONAL

- ✓ **Create Master Plan for Indian Ports**
- ✓ **Develop Suitable dredging infrastructure**
- ✓ **Promotion of Coastal shipping**
- ✓ **Backward integration with land logistics**
- ✓ **Space allocation for FTWZ, SEZs, CFS, WH**



**Freight Corridors for Rail and Road**





# SUMMARY

- ✓ **PORTS - HISTORICAL PERSPECTIVE**
- ✓ **GLOBAL SCENARIO**
- ✓ **INDIAN PORT SCENARIO**
- ✓ **RECOMMENDATIONS**
- ✓ **CONCLUSION**



# CONCLUSION

*Ports get created in a symbiotic manner with*  
***ECONOMY – TRADE – DEVELOPMENT***

*leading to creation of infrastructure*  
*&*  
*therefore growth of*  
*t !*



# THANK YOU

