



Kandla Port creates history of handling m. v. Copper Smith largest Cape Size Vessel



GANDHIDHAM: Kandla Port created history of handling cape size vessel m.v. Copper Smith of 79694 mts GRT carrying 1,37,537 mts imported coal of Mr D.P. Singh, Sara International and M/s Swiss Singapore Dubai for the first time. The vessel will discharge full quantity of 137537 mts at outer anchorage Kandla Port on April 30, 2013. This vessel cannot enter harbour due to restriction of draft and LOA so full vessel to discharge through two floating cranes in to barges and barges to unload in B/Area and vacant space between two vessels if available otherwise loaded barges will line up for berthing.

Due to restriction of draft max 12 meters and LOA max 225 meters with relaxation of 240 meters subject to additional keel clearance of 0.6 meters only Supramax vessels at 12.00 mts draft are calling at Kandla Port. Despite spending thousand crore on dredging, Major Ports could not handle Panamax vessels while Kandla Port without increasing draft and broadening channel is going to handle Cape Size Vessel of 79694 meter GRT, 270 meter LOA with 137537 mts cargo. This will be the biggest achievement of Kandla Port which could be possible only due to your Foresight of supporting barge operation and permitting use of two floating cranes for discharging Gearless vessels at outer anchorage.

The Government is very serious to increase port capacity to handle 200 million tones coal in 2015-16 and Govt is keen to attract private investment in PPP Model terminals but only Container Terminals are successful in PPP model

while multi Dry Cargo handling terminals on BOT terms cannot be successful because of higher financial cost and Gross Revenue share payable to ports and licence fee charged in the name of Water Front and ground rent of area allotted as per SOR rates and Terminal operators to recover their investment in 30 years so logistic cost will definitely be high and trade cannot afford higher Tariff so solution lies in barge operation which not need any investment on dredging and investment of Rs. 300 crores on construction of each berth. The ultimately costs are added in the Tariff which increase the inflation.

The Port should be concerned with capacity addition but should also be more concerned with the logistic cost of Port operation, storage cost and ship freight which depends on faster turn around of ships and parcel size of vessel. The ports should appreciate the importance of barge operation and create more Barge Jetties in Kandla. Importers are chartering small vessels due to draft restriction in major ports and paying higher freight. The Govt has realised the importance of using Panamax/Cape size vessels but could not succeed because of draft and LOA restrictions. Government is showing willingness to subsidise dredging cost with the Major ports but yet no results. Against this no dredging required and no investment required for constructions of jetties if either port develops barge jetties or permit users to invest for their captive use. If Captive jetties formula is approved, many users will come forward to invest in barge jetties to handle their captive

cargoes and port will remain only landlord port and collect revenue without investment.

Without development of barge jetties, cape size vessels will not be calling at Kandla and Port can handle higher volume if port support in adding barge jetties in shallow water. Coastal movement can start from Kandla to neighbour anchorage ports. Govt is always concern with increasing coastal movement but despite all benefits offered by Central Government India is not successful in increasing Coastal Movement and Indian share in water transport is hardly 7% while 70% of cargo movement in Shanghai, Holland is by barges, the release said. At present large volume of containers moving from south Gujarat to Mundra port by Road and Rail which traffic can be shifted to coastal traffic. IFFCO Kandla developed Barge Jetty in Kandla IFFCO plant and the same will be operative from June/July.

In future IFFCO will discharge full vessel at outer anchorage and barges will discharge on their captive jetty through conveyor and from conveyor they will directly store in their godown.

The port should seriously think on the issue of changes in logistic sector, regularly meetings with service providers and to implement the same if changes in the national interest.

The release said, we hope and appreciate that this is the national interest to give importance to barge handling which will help to create History of Kandla Port in the race of handling cape size vessels and increasing Indian share in the inland water movement.

India may have to continue coal imports even till 2017: Govt

NEW DELHI: India, which imported 110.42 million tonnes of coal during April-January 2013 may have to bank on imports even till 2017 to meet shortages, the government said.

"It is estimated that there will remain a gap between demand and domestic production even by the terminal year of the 12th Five Year Plan (2012-17) which will need to be met through imports," Minister of State for Coal Pratik Prakashbabu Patil told Rajya Sabha in a written reply.

He said the country imported 110.42 MT of coal, mainly from Indonesia, Australia, South Africa and US, between April 2012 and January 2013.

The total production of coal in the country during the last fiscal was 557.5 MT, he said adding coal which is under open general licence can be



imported at prevailing international prices by anyone through paying the applicable import duty.

Last year, Planning Commission had said that India's coal imports are likely to touch a whopping 185 MT by 2017, almost 20 per cent of

the global trade in the sector amid widening demand-supply deficit.

Projecting the imports to touch 185 MT by 2017 against 137 MT by the end of the 11th Five Year Plan (2007-12), the Commission had said there is an urgent need to take effective measures to step up coal production.

"Apart from allowing import of coal, in order to improve the supply of coal, the government has taken measures to step up domestic production to the extent feasible," Mr. Patil added.

These include modernisation of technology, infrastructure development, monitoring of coal blocks and periodical review of ongoing projects, besides development of some Coal India blocks, through engaging mine developers and operators.

Mumbai Port Trust donates 1 crore to CM drought fund



MUMBAI: In view of the unprecedented drought situation in several parts of Maharashtra, the Board of Trustees of the Port of Mumbai has accorded sanction in its meeting held on 26.4.2013, for donation of not less than Rs.1 crore to the Maharashtra Chief Minister's Drought Relief Fund, 2013.

The Transport & Dock Workers' Union, Mumbai headed by Shri S.R. Kulkarni, and the Mumbai Port Trust Dock & General Employees' Union, headed by Dr. Shanti Patel, had conveyed earlier that one day's wages be deducted from the salary of their members as contribution to the Chief Minister's Drought Relief Fund. The Trustees welcomed the initiative taken by the two veteran labour leaders

and have urged employees at all levels to contribute one day's wages towards the Drought Relief Fund.

The Board of Trustees have decided that the Mumbai Port Trust shall contribute a sum equivalent to the aggregate contribution of its employees or Rs.1 crore, whichever is higher, towards the Maharashtra Chief Minister's Drought Fund.