

Chennai Port is 139 years old historic Port and one among the 12 Major Ports in India. The Port is constantly evolving to simplify and streamline processes with fully automated and integrated container services along with seamless connectivity, ensuring total transparency in Ease of Doing Business.

Highlights

- India's second Largest Container Terminal – Handled **1.39 Million TEUs (2020-21)**
- Has operated by two Container Terminals – Being operated by global players.
- Two Liquid Terminals catering to Oil majors CPCL / IOCL.
- Connected with **32 CFSs & 1 ICD**
- State of the Art **Cruise Terminals**, extending rationalized tariff for Cruise vessels.
- Has entered agreements for handling Hyundai and KIA Motors export cars.
- Has entered agreement to promote handling of Transshipment containers.
- Periodical Monitoring and testing of environmental parameters inside Port premises.

Reforms Undertaken

I. Improvement of Infrastructure

Towards improvement of infrastructure, Chennai Port has proposed to develop Trailer / Truck parking yard for undocumented export containers and empty trailers, facilitated infrastructure for Customs clearance of Direct Port Entry of export containers in-addition to the DPE facilitated Centralized Parking Plaza at Thiruvottiyur, widening of roads, strengthening of Coastal roads and other infrastructure projects.

Completed Infrastructure Projects

1. Widening of Port Arterial Roads

To cater to the future traffic, Chennai Port has carried out the work of widening of port arterial roads to cater the Container trailer traffic for the container terminals.

2. Development of Coastal berth:

In order to give momentum to coastal shipping, Chennai Port commissioned the project of 'Coastal Berth' on 21.11.2019. The work comprises of construction of 260 m long Coastal Berth including dredging upto (-) 11.88M CD at the northern sheltering arm with backup area reclamation of 1.6 hectares. Capacity for handling General Coastal cargo of 1 MTPA will benefit growth of Coastal cargo. It will reduce the delays caused due to Port related paperwork and customs formalities thus save time and enhance overall Trade.

3. Development of paved storage yards for handling Export cargoes:

Development of Paved Storage yards for a total extent of 11.32 ha. was developed at ONB Yard and backup area of JD(E) & JD(S) for handling a variety of dry bulk cargoes in a clean manner without emanation of dust. In future premium cargoes including Containers, Cars and Project cargo can also be handled at these yards. The Paved Storage Yard completed in May'19.

4. Strengthening of Jawahar Dock

“Balance work of Modernization of JD at portions of JD 4 & JD 6 and dredging alongside JD 4 & JD6” was completed on 22.11.2019 for the entire depth alongside JD (East) is increased to (-) 14 m CD which will enable berthing of bulk cargo vessels upto 60000 DWT for which there is demand from the trade.

5. DPE facility at Thiruvottiyur Parking Yard

A Parking Yard situated near the Chennai Port at Thiruvottiyur (TVT) has been declared as an extended gate of Chennai Port for Direct Port Entry(DPE) of export containers. The operation started on 03.09.18. with full fledged capacity. In addition “O” yard area within Chennai Port has been identified for clearance of DPE containers by Customs Department.

6. Common Railway Yard

Chennai Port has developed a common Railway yard in the west of the existing Western Yard of the Port Marshalling Yard at a total cost of Rs.19.5 crores. This platform is of size 700m long and 30m wide with rail lines at both the sides to facilitate full rake handling.

Infrastructure Projects – Under Process

1. Creation of Customs Processing Zones

Chennai Port has proposed for creation of DPE facilitated parking yards for undocumented export containers for all terminals of Chennai Port. These parking yards were converted to processing areas as a facility for Customs clearance and port documentation. The parking yard operation ensures that only containers that have received approval from Customs and are fully documented proceed to the port / terminal gate. This has brought in the discipline at the port roads and contributed significantly in removing congestion.

2. Development of Centralized Parking Zone for Tractor Trailers:

Chennai Port is developing Centralized Parking Zone with an objective to provide parking facility for trucks / trailers carrying export containers and enable completing pre-gate entry formalities and documentation for export etc. under one window system. The parking area is developed in an area of 85,000 sq.mts.(approx.) for parking of 300 Trailers and has all the facilities to give comfort to the drivers. This will reduce congestion of parked container trucks on roads and help the respective Terminals to plan their Tractor Trailer movements in a better way.

3. Development of land acquired by Chennai Port at Mappedu.

The Dry Port proposed at Mappedu land leased from SIPCOT is expected to receive a better response from investors due to the likely resumption of the elevated corridor from Chennai Port to Maduravoyal. The Feasibility Report for development of Maritime Cluster submitted by the Consultant of SDCL, has been scrutinized and clarifications being sought from the Consultant.

Based on the studies carried out by the NHAI Consultant, the land parcel is feasible for development of Multimodal Logistics Park. As requested by NHAI, ChPT conveyed its in-principle consent to be a constituent in the proposed SPV for development of MMLP at Mappedu land.

Action has been initiated to invite tenders for allotment of the land parcels for developing cargo handling facilities viz. Warehouses, Logistics facilities, etc. on land lease model.

4. Allotment Lab. and office space to PGAs

In order to bring all regulators near the port area, the Port has allotted the space for office cum laboratory to FSSAI. Port has also offered the land to Animal Quarantine, Plant quarantine, Wildlife Crime Control Bureau, Textile Committee and Drug controller for setting up of Office and laboratories. However, other PGAs also have not taken the possession of land preferred to them.

5. Installation of Scanners:

Chennai Port is increasing the Security Profile by installing one Drive through Container scanner for which work order was placed on 16.10.2019 with 15 months delivery period. Civil work for the said scanner has been started. The designed throughput of this Drive through Container Scanner is 100 containers per hour. This scanner will be commissioned shortly.

Chennai Port allotted land for Drive through Scanner near Dumper house on the main route free from any encumbrance. Trade will be benefitted with these Projects coming up as scanning process will be faster and will save both time and cost for all the stakeholders.

6. Development of Bunker Berth

Construction of a 181m long and 18m wide Bunker berth at Bharathi Dock has commenced and will enable handling of Bunker Tankers up to 10000 DWT. On completion of the work, ChPT will emerge as a major hub for bunkers and cater to ships calling at the Port and also outer anchorage for mainline vessels passing Chennai Port. Work is in progress and expected to be completed by shortly.

7. Chennai Ennore Port Road Connectivity Project

This 30 km road project connecting the Port to NH 5 involves upgradation and widening of the north Chennai City Roads including Ennore Expressway, Tiruvottiyur-Ponneri Panchetti Roads, Manali Oil Refinery Road & Northern segment of Inner Ring Road is being implemented by NHAI. Chennai Port is one of the SPV partners with NHAI, KPL & GoTN has paid its entire equity share of Rs.139.80 Cr. The road work is almost completed except 300 m stretch inside the Fishing Harbour due to relocation of fishing stalls from the alignment of road.

After continuous pursuance of Chennai Port with the concerned departments of GoTN, evacuation of fishing stalls was carried out on 08.3.2019 and NHAI was requested to secure the demolished/evicted area in the EMRIP alignment and restart the work immediately. In turn, NHAI provided the temporary fencing work along the 300 m stretch of the road alignment. NHAI, awarded contract for completion of balance portion of road in the 300m stretch inside Fishing Harbour.

8. Elevated four lane road from Chennai Port to Maduravoyal

Elevated four lane link road from Chennai Port to Maduravoyal project is revived by revised alignment with certain conditions, based on the recommendations of Technical Committee. NHAI vide letter dt 23.07.2020 has informed that Competent Authority has given approval to take up the project on EPC mode and tender will be floated soon. The total Capital cost for the project as per the revised DPR is Rs.3148.29 Cr for the revised alignment of 20 km length and four lane width.

II. Simplification of processes

Under simplification of the process, The Port focuses to increase the share of DPD deliveries and Direct Port Entry (DPE) for Export Containers.

1. Direct Port Delivery (DPD):

The Direct Port Delivery (DPD) was implemented at Chennai Port with the objective to expedite the delivery of import containers and reduce the cost of the transaction. The DPD facilitates the delivery of a container directly from the terminal without the conventional steps of transferring to a Container Freight Stations (CFS) where the Customs procedures are performed and the container is given 'Out of charge'. This not only saves a cost of Rs. 8,000 to Rs. 20,000 per container for transportation and handling at CFSs but also the time in delivery of the consignment.

Chennai Port in association with Customs took the following steps to promote the DPD scheme amongst the importers,

- i) Removed threshold of minimum volume criteria of 300 TEUs. Importers with smaller volume can avail DPD.
- ii) Stopped the practice of high deposits demanded earlier by the PPP terminals.
- iii) Simplified the registration process. Registration at terminals now given based on only Customs permission.
- iv) DPD cell created in all terminals.
- v) Facility for On-Wheel drawal of samples was created for DPD containers in the terminals leading to evacuation directly from terminals even for cargo requiring PGA NOC.

The facility of DPD is well received by trade and the percentage of containers cleared under DPD is 40% for the year 2021-2022 (Apr-Aug 2021)

2. Direct Port Entry (DPE):

The Direct Port Entry (DPE) is the facility created for exporters to bring in the export containers directly to port instead of routing it through CFS. Every factory stuff container was earlier required to proceed to CFS to get customs approval and then proceed to terminal gates. Conversion of Parking Yards/PPP as Customs Processing Area and facilitation of Customs clearance at Thiruvottiyur Parking Yard, "O" yard and proposed facilitate at Radio Road at Chennai Port are expected that may lead to a higher percentage of DPE. The exporters are currently benefitted by savings in the cost of Rs.2,000/- and in time of 1 day while resorting to DPE.

The percentage of containers cleared under DPE is 41% for the year 2021-2022 (Apr-Aug 2021)

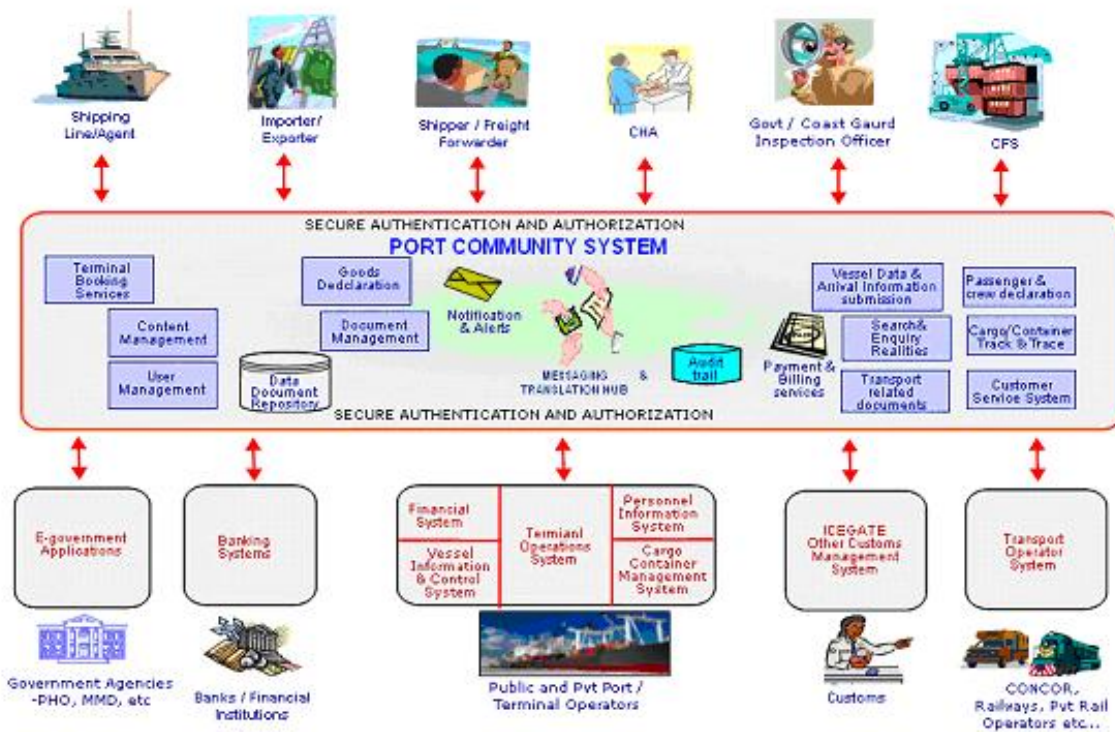
Chennai port, in line with the Digital India initiative, has implemented the Port Community System (PCS)

Port Community System (PCS) is intended to integrate the electronic flow of trade-related document/information and function as the centralized hub for the ports of India and other stakeholders like Shipping Lines/Agents, Surveyors, Stevedores, Banks, Container Freight

Stations, Customs House Agents, Importers, Exporters, Railways/CONCOR, Government regulatory agencies, etc. for exchanging electronic messages in a secure manner.

The main objectives of the PCS are:

- Develop A Centralized Web-Based Application, Which Acts As SINGLE WINDOW, For The Port Community Members/Stakeholders To Exchange Messages Electronically In Secure Fashion.
- Reduce Transaction Time & Cost In Port Business
- Achieve Paperless Regime In Port Sector
- Implement An E-Commerce Portal For Port Community
- DATA REPOSITORY For Research And Analysis



III. Digitization of activities

Under digitization, the Form-13 and Form-11 have been made online. The RFID system was introduced for Gate access. Shipping Lines were facilitated PCS platform for the issuance of e-DO.

1. Introduction of E-form 13/Form 11

Form 13 and Form 11 are the documents by which entry of containers in the terminals are regulated. E-form 13/Form 11 have been introduced to reduce gate transaction time and to avoid manual data feeding by customers.

2. RFID Based Terminal Gate transaction:

Introduction of RFID based Gate Automation System has ensured that the Gate transaction time is considerably reduced. The RFID provides high-security profile for the vehicle movement.

3. Online tracking of Container movement

Chennai Port in association with NLDS has commenced the tracking of containers moving towards and cleared from the terminals of Chennai Port. Transit integrity is now ensured by tracking of containers. The importers/exporters is now able to keep track of the container while in transit. The system provides a Data Bank on Destination-Source matrix for containers in transit in India.

4. E Delivery Orders

In a major initiative to bring in ease of delivery of import containers, PCS driven e-DO module developed by IPA was introduced on 16/09/2016 and all major shipping lines are using the e -Do. The E-do facilitates quick and easier delivery and tends to reduce cost and time in the import supply chain. Presently e-DO is transmitted through upgraded PCS i.e. PCS 1x.

5. Up-gradation of PCS System:

PCS 1x (an upgraded version of PCS) has been launched on 11th December 2018 which enables all stakeholders to exchange data/ transactions on the PCS 1x platform on a real-time basis. It offers a database that acts as a single data point to all transactions. This upgraded single window platform intends to integrate 27 maritime stakeholders at a common platform, including ICEGATE, DGFT and ToS as well.

PCS 1x has provided one communication platform for all maritime stakeholders which has reduced the time and overall cost for documentary and border compliance for imports and exports by eliminating unnecessary duplication of activities on different portals.

6. Implementation of Enterprise Business System (EBS) :

In the pursuit of enhanced efficiency and improved business processes, Indian Ports Association has set on a path of collaborative transformation that engages the FIVE Major Ports of India in the exercise for business process reengineering followed by implementation of an integrated software platform. The assignment envisages a Digital Port Ecosystem that will adopt leading international practices without losing its alignment to existing local needs. There is a

need to effectively use latest Information and Communication technologies to facilitate collection, compilation and dissemination of data/information.

The EBS system is an integrated product with Port Community System (PCS) and port users will be using it as a single window for all the transactional activities. This System will facilitate faster transfer of communication between various entities and bring out more transparency and efficiency. Along with the PCS System, the EBS Portal will be an allied portal to all other Non-PCS activities to do digitally.

The EBS System will have following salient features: -

- The Assessment of Charges for Vessel, Cargo and Stevedore (Labour) Charges.
- Import Application and Export Application be filed through the EBS-Application instead of manual process
- Rail Wagon Indent be filed through the EBS-Portal instead of manual process.
- Immediate Cargo Storage Allotment can be requested on Vessel to Vessel basis through the EBS-Portal.
- Indent for Labour be done through the EBS-Portal for Stevedoring Operations.

The Trial-run of this project was inaugurated on 29.12.2020. A demo on the EBS Product to the Trade has been given on 07.01.2021.

The Customer Registration and Training for the Port User Community has been started from 08.01.2021.

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