

JN Port does well in a challenging 2015

From page 3

million tonnes (10.3 per cent) and the remaining 0.72 million tonnes (1.13 per cent) was miscellaneous types of dry bulk cargo/break-bulk cargo.

This was highlighted at the annual function to release the 2015 figures held at the Port Administration Building here on Monday (January 11) which saw participation from Port officials, representatives of the terminals, stakeholders, cargo intermediaries and others. It was presided over by Mr Anil Diggikar, IAS, Chairman of JNPT and Mr Neeraj Bansal, IRS, Deputy Chairman.

Cakes of the individual terminals were cut on the occasion.

It was pointed out that JN Port handled 4.48 million TEUs of container traffic during the calendar year 2015 as against 4.47 million TEUs (4,477,524 TEUs) handled during the previous year 2014 and registered a growth of 0.10 per cent. This is the highest ever container traffic handled in a year since inception of the port. **Of the total container traffic of 4.48 million TEUs, the share of JNPCT was 1.37 million TEUs (share wrt total container traffic, 30.63 per cent), the share of NSICT was 1.09 million TEUs (24.37 per cent), share of NSIGT was 0.11 million TEUs (2.36 per cent) and the remaining 1.91 million TEUs (42.64 per cent) were contributed by APM Terminals, Mumbai (APMT/GTICT).**

The Port handled 6.64 million tonnes of liquid cargo traffic during the calendar year 2015, as against 6.05 million tonnes handled in the previous year, which grew by 10.37 per cent. The Port also handled 0.72 million tonnes of dry bulk and break-bulk cargo during this calendar year, which is 2.30 per cent higher than the previous year's handling of 0.70 million tonnes.

JNPCT, the port-owned and operated container terminal handled 1.37 million TEUs (17.25 million tonnes) and registered a growth of 3.60 per cent in terms of TEUs and 4.65 per cent in terms of tonnes. JNPCT handled the highest ever container traffic of 1.37 million TEUs (1,371,461 TEUs) in calendar year 2015 since inception of the port, surpassing the previous record of 1.35 million TEUs (1,350,848 TEUs) in CY 2006.

DP World jointly (NSICT and NSIGT) handled 1.20 million TEUs (13.10 million tonnes), and registered a growth of 3.37 per cent in terms of TEUs and 1.08 per cent in terms of tonnes.

APM Terminals/(GTICT) handled 1.91 million TEUs (24.97 million tonnes), which is 4.13 per cent less in terms of TEUs and 7.33 per cent less in terms of tonnes.

The contribution made by PPP Container Terminal Operators in the tough conditions for shipping sector is highly appreciable in achieving JNPT's milestones as a whole, it was emphasised.

A challenging 2015 & hoping for a better 2016

Addressing those gathered, Mr Diggikar stressed that projects like the 4.8-million TEU 4th container terminal (being developed by PSA), the 330-m terminal becoming fully operational in 2016, the proposed additional liquid cargo terminal, the Port-based SEZ and the widening of the National



Highway connecting the Port to 6-8 lane would take the Port to greater heights.

He was hopeful of the road and rail issues being sorted out in 2-3 years and said that a proposal for a common rail yard facility for the three terminals is under study. As also is increasing the draught to 15 metres.

Facilitating ease of doing business for stakeholders is a priority for JN Port, he emphasised.

He thanked all stakeholders—the private container terminals, the liquid terminals, CONCOR, CFSs, ICDs, NVOCCs, freight forwarders, transporters and other cargo intermediaries—for their support and patronage to JN Port and looked forward to their continued encouragement in future.



Mr Bansal said 2015 was challenging due to the global slowdown, congestion and other problems like crane issues at JNPCT, and slowdowns at GTI and NSICT. Despite this, overall throughput had marginally improved. He called on the stakeholders to think innovatively and reduce costs, and have more transparency.

He assured that the Port management is conscious of the problems of the trade and welcomed suggestions which would be proactively looked into. He was hopeful of the Port crossing new milestones in 2016.

The general refrain among all those who spoke was that 2015 was a challenging year, with the hope that 2016 would be better. Mr P. K. Agarwal of GTI said the terminal would make up 2015's slightly reduced throughput this year. Mr Ajay Singh of NSICT thanked JNPT for



allotting the parking plaza and highlighted that it had successfully implemented gate automation. He also disclosed that the 330-m standalone terminal would commence full operations this year.

Mr Khan of BPCL said that the liquid terminal replaced old pipelines and commissioned the mooring dolphins in 2015. He expected good business in 2016. Mr Suresh Amirapu of PSA's Bharat Mumbai Container Terminals Pvt. Ltd said the 4th terminal was on track and thanked JNPT for its support. Once operational, it would leapfrog JNPT to one of the leading container ports in the world, he emphasised.

Mr Bhushan Patil, representing labour, called for improvement in managerial efficiency, labour efficiency and equipment efficiency for further enhancing the performance and productivity of the Port. He said that the labour had an open mind and was willing to sit across the table to sort out issues.

Representatives from CSLA, MANSa and BCHAA also spoke. It was projected that 2016 too would be a challenging year, with no indication that ocean freight would increase for the lines. 2015 saw ocean freight levels shrinking day by day, which, combined with labour issues at the terminals, increased the costs to lines and terminals, it was pointed out. An appeal was made to avoid industrial unrest at the terminals.

The prevailing congestion problem was highlighted, with a call for transparency in communication regarding operational issues at the terminals.

