



## ASSOCIATION OF MULTIMODAL TRANSPORT OPERATORS OF INDIA

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Major Ports 1  
handle  
679.35  
million tones  
of cargo in  
2017-18

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The Major Ports have recorded a **growth of 4.77 per cent** and together handled 679.35 million tonnes of cargo in fiscal 2017-18, as against 648.39 million tonnes in fiscal 2016.

Nine ports - Kolkata (including Haldia), Visakhapatnam, Paradip, Kamarajar, Chennai, Cochin, New Mangalore, JNPT and Deendayal - also registered positive growth in traffic.

### Highlights of cargo traffic handled at the Major Ports

Cochin Port registered the highest growth of 16.52 per cent, followed by Paradip 14.68 per cent, Kolkata (including Haldia) 13.61 per cent, JNPT 6.2 per cent and New Mangalore 5.28 per cent.

The growth at Cochin Port was mainly due to increase in traffic of finished fertiliser (105.88 per cent), POL (20.62 per cent) and containers (12.46 per cent).

In Kolkata Port, the overall growth was 13.61 per cent. Kolkata Dock System (KDS) registered traffic growth of 3.45 per cent, whereas Haldia Dock Complex (HDC) registered positive growth of 18.61 per cent which was the highest among all the Major Ports.

Deendayal (Kandla) Port handled the highest volume of 110.10 million tonnes (16.21 per cent share), followed by Paradip with 102.01 million tonnes (15.02 per cent), JNPT with 66 million tonnes (9.72 per cent), Visakhapatnam with 63.54 million tonnes (9.35 per cent) and Mumbai with 62.83 million tonnes (9.25 per cent). Together, these five ports handled around 60 per cent of Major Port traffic.

### The leading commodities

The commodity-wise percentage share of POL was maximum at 31.55 per cent, followed by containers 19.67 per cent, thermal and steam coal 14.02 per cent, other miscellaneous cargo 13.62 per cent, coking and other coal 7.45 per cent, iron ore and pellets 7.15 per cent, other liquid 4.33 per cent, finished fertiliser 1.11 per cent and FRM 1.11 per cent, highlighted a release.

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Catalysing Multimodalism

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The Minister of State for Commerce and Industry, Mr C. R. Chaudhary, has said that India is losing 14 per cent of GDP due to inefficient logistics, which impacts the competitiveness of Indian products. He outlined the various initiatives taken by the government to develop the transport and logistics sector in the country, while delivering the valedictory address at the Global Logistics Summit jointly organised here by FICCI, the Ministry of Commerce and World Bank Group.

**"Logistics is an important sector and it is clear that the government is giving importance to the development of better connectivity with projects like Bharatmala Pariyojana, Sagarmala project and UDAN scheme, which will boost the logistics system in the country," he said.**

Mr Ramesh Abhishek, Secretary, Department of Industrial Policy and Promotion, Ministry of Commerce and Industry, said that to achieve high economic growth, India needs to make its industry competitive. He added that the cost of various other things also needs to be competitive and logistics, which contributes majorly to the cost of manufacturing and services, is now getting the long due importance.

**Much needed capital investments are being made, infrastructure development is taking place and thrust is on timely completion of projects. GST is playing an important role in the logistics sector and ease of doing business scenario is also improving, he said.**

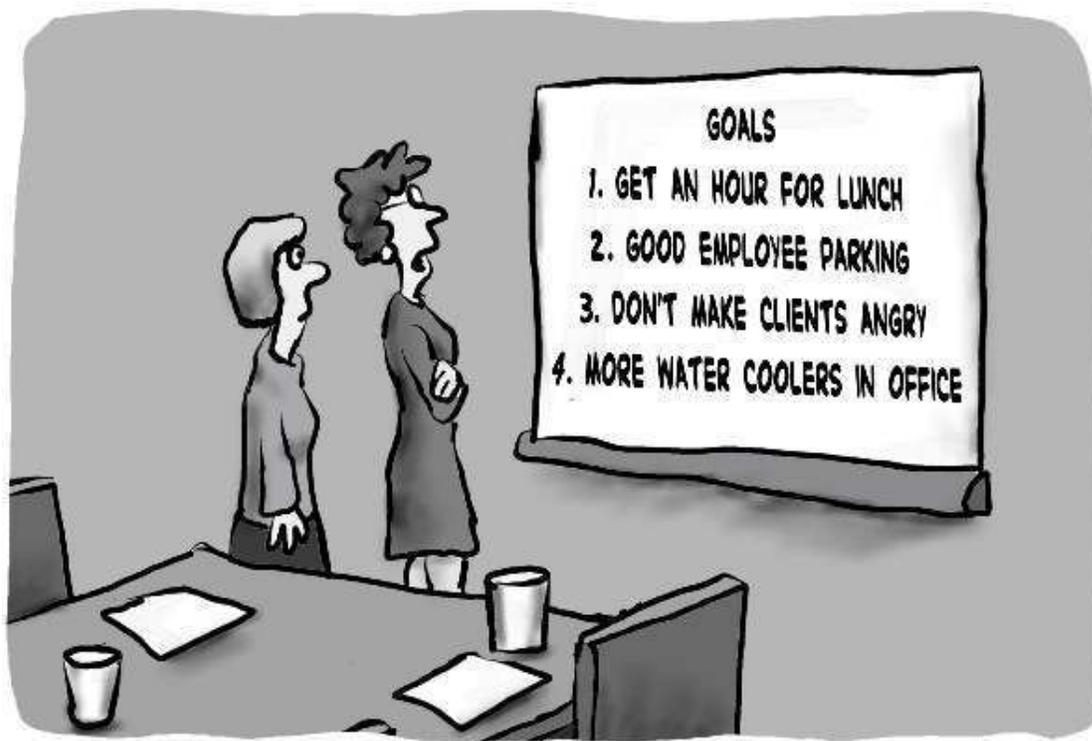
Mr Jun Zhang, Country Manager, International Finance Corporation, said that a comprehensive regulatory framework is required for the logistics sector in India.

Dr Sanjaya Baru, Secretary-General, FICCI, made the point that efficient logistics will play a vital role in the Make in India program, said a release.

To improve the ease of doing business in 'Trading across Borders', the Ministry of Shipping has taken a number of initiatives in improving the flow of trade through sea ports in the last few years. One of the key initiatives is to exchange trade-related documents electronically through Port Community System (pcs), a centralised web-based message exchange platform for the entire maritime community operated by Indian Ports Association (IPA), New Delhi. The noteworthy feature of pcS is its direct link to ICEGate of Customs.

In the last one year a number of new functionalities, focused on ease of doing business, like e-Delivery Order, Port Gate module, e-invoicing and e-payment have been added in PCS. These features have been developed by IpA in consultation with the maritime stakeholders. e-Do through PCS was implemented only for DpD containers in JNPT but now it has been extended to deliveries made by all custodians like terminals, CFSs/ICDs and other Major Ports using PCS.

To avail e-payment facility through PCS, the stakeholders should complete the required formalities with IPA before April 2, 2018. Maritime stakeholders who are hitherto exchanging e-invoice, e-payment and e-DO through third-party portals shall dispense with these portals and invariably exchange these documents through pcs w.e.f. April 3, 2018.



*"We need loftier goals!"*