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Agricultural & Processed Food Products Export Development Authority
(Ministry of Commerce & Industry, Government of India)

Logistics interventions for Seaports/Airports

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India at a Glance



With 1.2 billion people and the world's third-largest economy in purchasing power parity terms, India's recent growth has been a significant achievement. Since independence in 1947, a landmark agricultural revolution has transformed the nation from dependence on grain imports into an agricultural powerhouse that is now a net exporter of Agri & food products.

Agriculture is the primary source of livelihood for about 58 per cent of India's population. Growth in Gross Value Added (GVA) by agriculture and allied sectors stood at 2.1 per cent in H1 2019-20.

The Indian food industry is poised for huge growth, increasing its contribution to world food trade every year due to its immense potential for value addition, particularly within the food processing industry. The Indian food and grocery market is the world's sixth largest, with retail contributing 70 per cent of the sales. The Indian food processing industry accounts for 32 per cent of the country's total food market, one of the largest industries in India and is ranked fifth in terms of production, consumption, export and expected growth. It contributes around 8.80 and 8.39 per cent of Gross Value Added (GVA) in Manufacturing and Agriculture respectively, 13 per cent of India's exports and six per cent of total industrial investment.

India is the second largest fruits producer in the world. Milk production in the country stood at 187.7 million tonnes in 2018-19, registering a growth of 6.5 per cent. Milk processing capacity is expected to double from 53.5 million MT to 108 million MT by 2025. Total agricultural exports from India grew at a CAGR of 14.61 per cent over FY10-19 to reach US\$ 38.54 billion in FY19. The organic food segment in India is expected to grow at a CAGR of 10 per cent during the period 2016-21 and reach Rs 75,000 crore (US\$ 10.73 billion) mark by 2025 from Rs 2,700 crore (US\$ 386.32 million) in 2015.

With this rapid growth in AGRO and allied sector, we can see huge potential for the exports of Agri and Processed Food products. There are few challenges which India needs to deal with long term vision. One of the main challenge is Export Logistics.

Logistics

Logistics is usually misinterpreted as only transportation of goods, which is not so.



Transportation is just a part of the logistics. Logistics is a knowledge-based

industry that requires procurement, transport, inventory control and distribution of goods. Logistics can safely be said to be the management of the flow of goods, information, and other resources from the point of origin to the point of final consumption by the customer. Logistics involves the integration of information, transportation, inventory, warehousing, material handling, packaging and clearing. Logistics is a channel of the supply chain which adds the value to the goods by making them available at the right place and at the right time to the right consumer. Logistics is increasingly becoming a strategic source of competitive advantage with the increase in global production sharing, shortening of product life cycles and intensification of global competition. Port connectivity plays a major role to reach out to the global customers. India has 12 major and 205 notified minor and intermediate seaports. Also, many airports are operationalizing in various parts of the country. To accelerate the growth of the Agri exports, port infrastructure plays a vital role.

India's Logistics Performance Index

INDIA	LPI Rank	LPI Score	Customs	Infrastructure	International Shipments	Logistics competence	Tracking & Tracing	Timeliness
2018	44 ↓	3.18 ↓	2.96 ↓	2.91 ↓	3.21 ↓	3.13 ↓	3.32 ↓	3.5 ↓
2016	35	3.42	3.17	3.34	3.36	3.39	3.52	3.74
Ref #1 Rank 2018								
Germany	1	4.2	4.09	4.37	3.86	4.31	4.24	4.39

- ✓ India's Logistics Performance Index (LPI) score in 2016 was 3.42 with global rank of 35 whereas in 2018 India falls to 44th rank with LPI score 3.18.
- ✓ Out of 6 elements of LPI, India came down majorly in infrastructure segment from 3.34 in 2016 to 2.91 in 2018
- ✓ Also, in Logistics Competence segment from 3.39 in 2016 to 3.13 in 2018

India needs to work on these segments. Port infrastructure and Logistics facilities will play a major role in this.

Port Infrastructure

A port is a facility for receiving ships and transferring cargo to and from them. They are usually situated at the edge of an ocean or sea, river, or lake. Ports often have cargo-handling equipment such as cranes (operated by stevedores) and forklifts for use in loading/unloading of ships, which may be provided by private interests or public bodies. Ports which handle international traffic will have customs facilities. The terms "port" and "seaport" are used for ports that handle oceangoing vessels, and "river port" is used for

facilities that handle river traffic. Some ports on a lake, river, or canal have access to a sea or ocean; they are sometimes called "inland ports". A "dry port" is a term sometimes used to describe a yard used to place containers or conventional bulk cargo, usually connected to a seaport by rail or road. The presence of deep water in channels or berths, the provision of protection from the wind, waves and storm surges and access to intermodal transportation such as trains or trucks are critical to the functioning of seaports and river ports. Cargo containers allow for efficient transport and distribution by eliminating the need for smaller packages to be loaded individually at each transportation point and allowing the shipping unit to be sealed for its entire journey.

Standard containers can just as easily be loaded on a ship, train, truck greatly simplifying intermodal transfers. Cargo often arrives by train and truck to be consolidated at a port and loaded onto a large container ship for international transport. At the destination port, it is distributed by ground transport once again. A port is a gateway of land from the sea and that from land to the sea. It is the point of change from land carriage to sea carriage, and vice versa. The dual function of loading and discharging, of embarkation and disembarkation, involve two important requirements in a port - shelter and accommodation. Ships bring the passengers and goods from foreign countries and discharge them within the precincts of a port for conveyance to inland destination and, on the other hand, passengers and goods from towns and inland centres are assembled on the port for the purposes of going on board the ship. Sea ports are points, where almost all economic activities connected with shipping are located where heavy manufacturing industries dependent on cheap transportation of bulky raw materials or product tend to locate, where most ships are being built and repaired.

The Indian ports have traversed a long distance since the country gained independence in 1947. At that time, there were only five major ports handling a little less than 19 million tons of cargo. Now there are 12 major seaports. The number of minor ports also increased to 184 account for less than 30 percent of the total port traffic. More than 90 percent of India's foreign trade in volume and over 75 percent in value terms are conducted by sea. About 85 percent of the total volume of port traffic handled is in the form of dry and liquid bulk, while the remaining 15 percent consisted of general cargo including containers.

With the growth of Indian economy Indian port equipped to handle the increasing traffic of international cargo with all modern facilities. Each port has unique features, strengths, and challenges for Agro products exports which are outlined here.

Chennai Port

Overview – Chennai Port, formerly known as Madras Port, is the second largest port of India, after Mumbai Port, and the largest port in the Bay of Bengal. Being the third oldest port among the 12 major ports of India, it is over 125 years old, although maritime trade started way back in 1639 on the seashore. It is an artificial and all-weather port with wet docks. It was a major travel port before becoming a major container port. It plays a crucial role in the economic growth of Tamil Nadu, especially for the manufacturing boom in South India, and has contributed in no small measure to the development of the city. It is due of the existence of the port that the city of Chennai became known as the Gateway of South India. The port with 3 docks, 24 berths and draft ranging from 12 to 16.5 m (39 to 54.1 ft) has become a hub port for containers, cars and project cargo in the east coast of India. From handling a meagre volume of cargo in the early years, consisting chiefly of imports of oil and motors and the export of groundnuts, granite and ores, the port has moved towards handling 60 million tonnes of cargo in recent years. It is currently ranked the 86th largest container port in the world and is expanding in the coming years with the capacity going up to 140 million tonnes per annum. Chennai Port has been transformed into a main line port having direct connectivity to more than 50 ports. The Port serves the geographical regions of Tamil Nadu, Pondicherry, South Andhra Pradesh and parts of Karnataka and has now emerged as hub on the east coast of India for Containers, Cars and Project Cargo.

Location – Chennai Port is located at latitude of 13.06° N and longitude of 80.18° E on the southeast coast of India and in the northeast corner of Tamil Nadu. It is located on a flat coastal plain known as the eastern coastal Plains. The Chennai Port has total land area of around 590 acres (i.e. 238 ha approx.) and total water area of around 420 acres (i.e. 170 ha approx.)

Port Infrastructure – Chennai Port has 24 alongside berths in the 3 Docks viz., Dr. Ambedkar Dock, Jawahar Dock and Bharathi Dock. The existing Container Terminal is situated in Bharathi Dock. The major cargo commodities being handled in the Port of Chennai are Containers, Automobiles export, POL, Iron Ore, Coal, Fertilisers products, Fertiliser Raw Materials, and general cargo items.

Dr. Ambedkar Dock (AD): AD has a total quay length of around 2.3 km through 11 berths which generally cater to passengers, general cargo, fertilizers, and other ore cargoes.

Jawahar Dock (JD): The total quay length in JD is of around 1.3 km with 6 berths which generally cater to food grains, coal and other ores.

Bharathi Dock (BD): This dock provides handling facilities for POL, containers & iron ore. It comprises of a total quay length slightly more than 1.9 km with around 380 m for handling iron ore, 885 for containers and rest for Petroleum, Oil & Lubricants.

Port Transportation System – Presently the outbound iron ore and the inbound coal are handled exclusively by the Indian Railways, while only about 7-8% of the container traffic is moved by the railway. It is apparent that the use of rail transport is underutilized when compared to other modern international ports. This is especially true for container traffic.

Internal Port Traffic at the Chennai Port receives Iron Ore mostly from the mines in the Bellary-Hospet region in Karnataka. Iron Ore is hauled by rail wagons entering the port passing through Royapuram

station on the main rail network. The mechanized ore handling facility for ship loading at the iron ore berth has the installed capacity of 8000 tonnes per hour.

Chennai Port use to handle large quantities of Coal but in the recent past large share of this coal volume has shifted to Ennore Port. Coal is being shipped out of port premises using rail mode. The rail transfer yard has five railway sidings and is connected to beach road railway station of the southern railway network. These railway wagons can reach the Jawahar Dock as the rail lines are laid upto this point. Front –end loaders are used to load these wagons and also in the coal storage yard for housekeeping.

Break bulk cargo handled mostly at Jawahar Dock and Ambedkar Dock West quay is mostly in smaller parcel sizes and hence is transported to and from the port by road network. This cargo is stored inside the port complex in open spaces available and in the covered warehouses.

Chennai Port handles sizeable number of cars. A dedicated parking area of 46,000 sq. m is identified for storage of cars behind West Quay berths. These cars are driven inside the port only four days ahead of scheduled departure. The cars are generally covered to prevent any damage/ dust accumulation and are at times washed prior to their export.

The existing container terminal, presently being operated by CCTL, is in an ideal location as it is close to Gate No. 1. Unfortunately, the proposed new second container terminal located on the east side of the port will not have the same advantage. The present route to port's main exit gate is long and circuitous and subject to much traffic congestion and potential delays to vehicular traffic. For this reason, it is proposed that the port implements the proposed road connection to Gate No. 10 with the proposed elevated roadway that will serve as a direct "truck only" route to the location outside of the City limits.

Storage Capacity – Out of the total available land area of 240 ha, around 27 km of roads with various widths ranging of 6 m to 26 m are spread over an area of around 33 ha (assuming average width as 12m). Broad-Gauge Railway tracks totalling to around 68 km takes around 17 ha of the port's land area. Existing container terminal has been earmarked with an area of approximately 25 ha. Out of balance area, it is learnt that, around 90 ha is presently earmarked for allotment to select customers/cargo commodities.

Marine Services – Marine services basically comprises of dredgers, tugs, pilot & mooring launches etc providing assistance during berthing/ unberthing of ships

Cargo Handling Equipment - The details of equipment at Chennai port include Shore Electric Cranes, Gantry Cranes, Mobile Cranes, Low Capacity, Diesel Forklift Truck, Heavy Duty Diesel Fork Lift Truck, Pay Loader, Diesel Electric Loco and Floating Crane

Hinterland Connectivity -

Highway Roads - The Golden Quadrilateral Road Project being implemented by NHAI connects Chennai to Kolkata on the east and Mumbai via Bangalore on the west and is closed to completion with small stretches pending. Chennai is well connected to other major cities by national highways.

Rail connectivity to Tondiarpet off Dock facility - There is a need for developing an Off-Dock facility. Tondairpet Housing Colony is identified as the available location for the same. Strengthening its already existing rail connectivity with the Port shall be required. This facility will be restricted to only

storage of containers and shall be an intermediate point for speedy evacuation between the hinterland and the Container terminals. The facility is spread over 9 acres and is approximately 5 Kms away from the Port.

Port Advantages –

- Chennai Port is working round -the-clock, 7 days a week, to facilitate maximum export & import trade
- The concept of single window clearance is adopted by Chennai Port
- Export Documentation Centre housing Customs, Chennai Clearing and Forwarding, Dock Labour Board, etc. is located inside the port complex
- Around 37 CFS including ICD are connected with the port
- **To attract agricultural products, Port has introduced a reduced Tariff of Rs. 7.50/- per tonne for the Export of bagged Sugar, Wheat and Rice**
- The palletised cargo is given 10% rebate on wharfage and the weight of the pallet is not taken into account for the purpose of calculating wharfage
- 30 days free day time is allowed for aggregating the export cargo on the wharf before the arrival of the vessel
- Open space is made available in transit area for export cargo on rental basis
- 11 Container Freight Stations functioning outside the port limit but within the City limit to cater to the total stuffing requirement of export cargoes in containers.
- Almost 100% of the Export FCL containers are stuffed outside the Port and loaded containers are brought into the terminal for shipment.
- Preferential allotment of space for storage of export cargo

Challenges for Agri Export –

Insufficient Rail Connectivity - There is already rail connectivity to Tondiarpet, but this would be insufficient as a dedicated rail connectivity would be required with the Port to run a shuttle service for effective use of Off Dock facility.

Congested Roads – Chennai is one of the largest port of India, but it faces major challenge of heavy congestion. Roads are narrow, due to which lengthy size trucks/trailers are stuck at turning points or at U turn points. Due to shortage of dedicated parking space containers are parked at roadside only. Diesel Pumps, Dhaba, Container/Trailer Repair Workshops has limited space, so maximum containers capture road space when they are ideal. This situation leads to heavy traffic jams.

Restricted Container Movement - Container Traffic evacuation not allowed during the daytime which increases transit time and cost. Chances of missing of vessel connections increased which results increase in transit time and product quality

Shortage of X-Ray machines – only two scanners are available at the port which is not sufficient to meet the growing business volume

Exposure to dust & saline environment – Iron Ore, Coal, Oil and Petroleum products majorly handled by the Chennai port. Therefore, there is high exposure to dust & saline environment which

may damage the Agro product quality. Also, existing infrastructure requires higher maintenance expenses.

Lengthy Customs Clearance process – Custom clearance process is cumbersome and time consuming. Since the implementation of self-sealing process, refer containers are subject to inspection. For physical inspection container diverted to one of the CFS and got de-stuffed. Inspection done without maintaining required temperature as facility is not available. Thus, effecting the cold chain, damaging the boxes while loading unloading, misses the vessel connection.

Time Consuming Port Gate Entry – Often containers are lined up around 50 hrs for gate in. In this situation the generators are been put off, resulting in damaging the quality of the perishable products.

Higher Inland Haulage Cost – Frequent changes in fuel rates, shortage of refer wagons, longer distance of port from the storages/pack houses, higher time span of loading and unloading at port are the main reasons of heavy domestic transportation cost.

Measures to boost AGRI Export –

Establishment of a Shuttle railway service - The use of a "port shuttle railway" system moving containers to and from the port to an "off-dock facility" close to the port will substantially reduce container dwell time. This system will free-up valuable land inside the port. Also, the port shuttle railway service will substantially reduce the number of trucks passing through the port gates. This will help reduce the port congestion as well.

Use of Multi- Trailer System (MTS) - Need to focus on use of tractor- trailer trains (road units) that can carry up to 6 TEU with either two 20-feet or one 40-feet container on each of the three trailers. The multi-trailer system (MTS) would quickly and efficiently shuttle containers between the Port's inter-modal rail yard and the terminals.

Container Storage Capacity to improve – To meet the increasing demand of the containers, need to focus on improvement of storage capacity. One of the ways to enhance the port capacity for storage area beyond the existing capacity is by taking over land outside but near to the port, possibly the nearby fishing harbour.

Develop Dedicated Container Lane – Nearby port premises and surroundings of CFS areas to be covered with the dedicated container lane which allows 24X7 movement of containers. It will help to reduce traffic issues and congestion avoiding further delay in exports.

Set-up Container movement through rail – Majority of existing rail network used for bulk cargo whereas container movement through rail need to establish which covers the hinterland ICDs.

Dedicated location for Custom Clearance – One fixed location needs to finalize to custom examination of perishable cargo where plug in facility needs to be provided to maintain the temperature of the cargo.

Shipping lines / Vessels status:

Sr. No	Name of the operating shipping lines	Name of the Destination ports	Weekly operational frequency
1	Hapag, Cosco, ONE, OOCL & YML	Vizag – Krishnapatnam – Chennai – Tuticorin – Colombo – Cochin – Damietta – Piraeus – Rotterdam – London Gateway – Hamburg – Antwerp – Le Havre – Damietta – Jeddah – Colombo – Vizag	Tuesday
2	Sima Marine & Evergreen	Chennai-Vizag- Krishnapatnam -Kattupalli-Colombo - Cochin-Jebel Ali-Cochin/Colombo-Chennai	Friday
3	MSC	Chennai-Colombo-Chennai	Wednesday
4	TCI (Coastal)	Chennai – Port Blair – Chennai	Weekly Twice
5	Shreyas	Chennai – Colombo –Tuticorin – Cochin - Jebel Ali - Kandla-Chennai	Weekly once
6	Shreyas	Chennai- VIZAG – Kolkatta – Krishnapatnam (Optional) - Kattupalli (Optional) - Chennai	Bi-Weekly
7	Shreyas	Chennai – Haldia – Chittagong – Paradip - Kakinada - Krishnapatnam (Optional)-Chennai	Bi-Weekly
8	Cosco, ONE, RCL, Xpress	Chennai – PKG – Singapore – Laem Chabang – Singapore-KICT-Chennai	Monday
9	BTL, WHL	Chennai – VIZAG – Singapore – PKG (West) – PKG (North) Chennai	Wednesday
10	CMA/APL, Cosco, RCL, TS Line, Feeder tech, KMTC	Chennai – Vizag - PKG – Singapore – Manila – Busan – Qingdao – Shanghai – Shekou – Singapore – PKG – Chennai	Thursday
11	Wan Hai, Interasia, OOCL, Cosco, ONE	Chennai – Kattupalli – PKG (North) - Singapore-Haiphong – Shangai – Ningbo - Hong Kong – Shekou – Singapore- PKG (North) - Chennai	Friday
12	TCI	Chennai – Port Blair – Chennai	Weekly

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Cochin Port

Overview - Cochin Port or Kochi Port is a major port on the Arabian Sea - Laccadive Sea – Indian Ocean sea-route in the city of Kochi and is one of the largest ports in India. It is also the first transshipment port in India. The port lies on two islands in the Lake of Kochi: Willingdon Island and Vallarpadam, towards the Fort Kochi river mouth opening onto the Laccadive Sea. The International Container Transshipment Terminal (ICTT), part of the Cochin Port, is the largest container transshipment facility in India. The port is governed by the Cochin Port Trust (CoPT), a Government of India establishment. It was established in 1928 and has completed 90 years of active service. The Kochi Port is one of a line of maritime-related facilities based in the port-city of Kochi. The others are the Cochin Shipyard, the largest shipbuilding as well as maintenance facility in India;

Location - Cochin, an all-weather natural harbour is located strategically close to the busiest international sea routes. Gulf to Singapore and Far East (Distance from Cochin port- 11 NM) Also from Suez to Singapore /Far East (Distance from Cochin port – 74 NM) Amongst all major Indian ports, Cochin is the closest to the international East-West shipping routes. This geo-strategic location of Cochin gives it a distinct advantage.

The port is situated on the Willingdon Island which is an artificial Island tucked inside the back waters. The back water offers calm and placid channels for ships throughout the year. Even during the monsoon season. Cochin lies beyond the cyclone zone and therefore the risk of cyclones is negligible.

Operational Efficiency –

- The operational areas of the port are certified to ISO9001:2015 standards.
- 24 Hour Pilotage
- 24 Hour Cargo Operations
- Real-time co-ordination of vessel movements through VTMS
- Single Window transactions
- Moving towards Zero Pre-Berthing Detention time
- Port has 7 operational CFS with 162 plug points for reefer containers
- 450 nos. of reefer points available at container Terminal
- Majorly handled products are Tea, Spices, Coffee, Cashew Kernels, Curry powder

Connectivity – Cochin port is connected to its hinterland enlarging to the states of Kerala, South Tamil Nadu and South Karnataka by NH 47 (Kanyakumari-Salem), NH49 (Cochin-Madurai) and NH17 (Cochin-Mumbai). Indian railway network provides seamless connectivity to South & Central India. The national water way NW3 provides connectivity to the south Kerala. The port has an International Airport in its proximity. The network of railways, roads, water ways & air ways has created good accessibility to the port. Also, ICD Coimbatore & ICD Bangalore are connected by regular train.

Challenges for AGRI Export –

Procedural & Documentation Related Problems –

Majority of the port users of Cochin opined that the procedures and documentation formalities are more cumbersome when compared with other ports in India. The problems in this class are –

Procedural problems in filing of Shipping Bill -

Sl.No.	Reasons/Difficulties	Criticality of the reasons
1	No strict time schedule to the staff	Critical
2	Lack of control over the staff	Critical
3	No work target to the office staff	Important
4	No follow up from the officers	Important
5	Lack of training to employees of the CHA	Less important

Problem in filing of export import applications -

Sl.No.	Reasons/Difficulties	Criticality of the reasons
1	No strict time schedule for employees at EDC	Critical
2	Too much procedure	Critical
3	Bureaucratic approach at office	Important
4	Inefficiency of staff in the section	Important
5	Delay in collecting port charges	Important
6	Lack of coordination between EDC & CCHA	Less important

Problems in customs procedure and documentation -

Sl.No.	Reasons/Difficulties	Criticality of the reasons
1	Too many steps in documentation	Critical
2	Officers seated at different places	Critical
3	Lack of computers and printers	Critical
4	Poor coordination between port and customs	Important
5	Duplication and repetition in procedures	Less important
6	Lack of delegation of powers	Less important
7	Repetition in inspection process	Less important

Container handling problems in container terminal – Poor performance of the equipment at the container terminal, Improper planning of containers at the stacking yard, Low productivity of the labour and customs issues are the major reasons for the high turnaround time.

The problems in handling of reefer containers are slightly different which are poor supervision, frequent power failure, insufficient number of plug points and equipment. These are the critical issues in handling and storage of reefer containers. Uneven surface of the reefer

container yard affected the life of the sophisticated instruments of the containers frequently. Cold room or pre-cooling facility is not available

Equipment Related Problems – The technical problems of equipment result in the poor performance of container terminal operations.

Facility & Infrastructure Problems –

- Outdated/insufficient equipment
- Improper yard planning
- Insufficient storage facilities
- Inadequate number of computers and printers
- Lack of Automation
- Poor maintenance of existing equipment

High Turnaround Time of Export shipments - Since arrival at entry gate to loading onto vessel 4.6 days (Export Dwell time at Container Terminal) is extremely high. With limited plug points, reefer containers are frequently kept on unplugged condition.

Non-availability of Green Channel for Perishable Cargo – Green channel clearance facility is not available for the perishable cargo which leads to delay and high turnover time. Chances of missing vessel connections are also increased

Other General Problems –

- ❖ Cochin port could not compete effectively with the port of Colombo as a transshipment port with the existing facilities.

Measures to Boost AGRO Export –

To improve the overall efficiency of the port following measures need to be implemented at various levels –

Single Window Clearance – A single window system for port and custom clearance is recommended as implemented in the port Tuticorin. Unwanted documentation to be avoided. Clearance process need to be aligned as per other major ports of India.

Suggestions for simplifying the procedure and formalities	Suggestions for improving Gate operations
<ul style="list-style-type: none"> • Better inter/intra department coordination between ports, customs and other related officers. • Proper training to employees of port • Strict time schedule and control on employees. • The existing forms must be simplified. • Fix the daily target (quantum of works) to both employees and officers. • Keep transparency in office procedure and documentation. • Avoid duplication 	<ul style="list-style-type: none"> • Provide network facility between port and customs so as to enable the port users to know the details regarding the delivery of containers. • Multiple department inspections to be avoided. • Provide a weigh bridge at port premise • Implement online activity at gantry hook point, and TC stack with gate operation • Provide more number of computers at gate office to avoid delay in getting EIR. <p>Centralized gate operation</p>
Suggestions for promoting business through Cochin port	Suggestions for improving port's CFS operation
<ul style="list-style-type: none"> • Trade meeting at various locations of hinterland • Speedy port and customs clearance for export cargo • Cut off time on merit basis. • Full computerization and automation • Avoid bribes. • Building of Vallarpadom Container Terminal • Reduce the port operating cost. 	<ul style="list-style-type: none"> • Privatize the CFS operation • Provide separate equipment and crew • Avoid gang booking systems and appoint labours permanently • Introduce one more shift. • Increase the stacking space • Stuffing to be carried out on chassis during the peak period.

Shipping lines / Vessels status:

Sr. No	Name of the operating Shipping lines	Name of the Destination Ports	Weekly operational frequency
1	Wan Hai/IAL Slots :Cosco	Qingdao-Shanghai-Ningbo-Guangao-Shekou-Port Kelang-Nhava Sheva-Cochin-Tuticorin-Penang-Port Kelang-Hong Kong-Qingdao	Weekly
2	Hapag/ONE/COSCO/OOCL/YML/	Visakhapatnam- Krishnapatinam-Chennai-Colombo - Cochin-Damietta-Piraeus-Rotterdam-London Gateway-Hamburg-Antwerp-Le Havre-Damietta	Weekly
3	Global Feeders/Evergreen	Chennai-Visakhapatnam-Krishnapatinam-Kattupalli-Colombo-Cochin-Jebel Ali- Cochin-Colombo-Chennai	Weekly
4	Avana	Vsl 1 Hazira-Pipavav-Cochin-Hazira Vsl 2 Kandla-Pipavav-Cochin-Tuticorin-Kandla	Weekly
5	Avana	Mundra-Kandla-Mangalore-Cochin-Tuticorin-Mundra	Weekly
6	Avana	Chennai-Colombo-Tuticorin-Cochin-Jebel Ali-Kandla-Cochin-Chennai	Weekly

7	SCI	Mundra-Kandla-Pipavav-Cochin-Tuticorin-Kattupalli-Mundra	10 Days
8	Global Feeders	Cochin -Colombo-Mundra-Goa-Mangalore-Cochin	Weekly
9	[MBOX] Maersk, BTL, OEL(Avana), Xpress Feeders	Cochin-Colombo-Tuticorin-Colombo-Cochin	Weekly
10	TCI	TCI Express: Kandla-Cochin-Kandla TCI Anand : Kandla-Cochin-Tuticorin-Kandla TCI Vijay : Kandla-Mangalore-Kandla	9 Days

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Jawaharlal Nehru Port Trust (JNPT)

Overview - The Jawaharlal Nehru Port Trust (JNPT) at Navi Mumbai (formerly known as the Nhava Sheva Port) is India's No. 1 container port handling more than half of the container cargo across all major ports in India. Commissioned on 26th May 1989, JNPT occupies a prominent place among the most modern ports in India and is ranked 28th among the top 100 container Ports in the world. Initially, JN Port was planned to be a 'satellite port' to the Mumbai Port with a purpose to decongest traffic. Later JNPT systematically evolved its operational efficiency and improved its capacity handling to transform itself into a Port at par with global standards.

JNPT Strengths –

- Strategic Location as Jawaharlal Nehru Port is located at 18 degrees 56' 43" N (latitude) and 72 degrees 56' 24" E (longitude) along the eastern shore of Mumbai harbour.
- One of the key advantages JNPT offers as a Port is the proximity to Mumbai, the economic capital of India.
- The proposed Navi Mumbai International Airport is just 15 km away.
- Connected with 34 CFSs and 46 ICDs destinations
- Navigational channels have draft of 15 mts. thus can berth larger vessels up to 12500 TEUs
- Connected with NH-4 and SH-54, widening to 6/8 Lane under process
- 13 Railways sidings with capacity of 30 rakes/day
- Multiple CFS with rail connectivity to port
- Direct connectivity with upcoming Delhi-Mumbai Dedicated Freight Corridor (DFC)
- Terminals – 6 Terminals are operationalized to handle containerize and liquid cargo
- Container Freight Stations (CFS) – Around 34 CFS available in the proximity of the port
- SEZ - 277 hectares multi-product SEZ located next to Jawaharlal Nehru Port
- India's largest container terminal handled 5.13 mn TEUs in FY 18
- Handles about 52% of the overall containerized traffic across all major Ports in India
- Poised to handle 10 million TEUs of containers by the year 2022 – 23

Challenges for Agro Export –

Dedicated Agro product CFS not available at largest port of India – JNPT is a largest seaport of India handling more than half of the India's containerize cargo volume. To boost exports, a dedicated CFS is not available at JNPT port for AGRO products.

No Dedicated Entry Points for Reefer Containers – Reefer containers are frequently stuck at port area due to heavy traffic which leads to delay in port entry of the containers. Reefer containers carry perishable cargo, as dedicated entry points at ports are not made.

Regular & Heavy Congestion at JNPT – As JNPT is largest port of India, it faces major challenge of heavy congestion. Roads are narrow, due to which lengthy size trucks/trailers are stuck at turning points or at U turn points. Due to shortage of dedicated parking space containers are parked at roadside only leading to heavy traffic jams.

Labour issues at port – majority of cargo loading and unloading done by Mathadi Kamgar Unions at JNPT port. These are the labour unions which control loading-unloading activities at CFS. Nobody else can do the loading-unloading. So, these labourers work as per their own priorities. For loose or perishable cargo, they gave always least priority. Also due to mishandling, cargo gets damaged frequently.

Non-availability of temperature-controlled environment for inspection of perishable cargo – A dedicated CFS for AGRO products is not available. They do not have proper temperature-controlled environment for storage as well as cargo inspection. Self-sealed containers are also subject to physical examination and from port gate itself these containers are diverted to other CFS where physical examination will be carried out by customs without temperature-controlled environment. Also, CFS labour is not trained to handle the perishable cargo resulting in damaging the quality of the products.

Lengthy Customs Clearance process – Even though JNPT is the major port of India, still custom clearance process is cumbersome and time consuming. Since the implementation of self-sealing process, reefer containers are subject to inspection. For physical inspection container is diverted to one of the CFS and de-stuffed. Inspection is done without maintaining required temperature as not facility is available.

Time Consuming Port Gate Entry - During the season, the containers are been lined up for more than 12hrs to 48hrs for gate in at JNPT Port. This period of 12 hrs to 48hrs the generators are been put off, resulting in damaging the quality of the products.

Volatile Sea Freight Cost – Shipping companies have monopoly. At any given point of time they change the sea freight cost. The liners hike the freight rates during the season and there is no control on the shipping lines for the freight cost charged by them.

Scarcity of Reefer Containers/One door containers – Container availability is a major challenge. Most of the time in season containers are not available to execute the exports (specially from January to June it is a main hurdle for exports).

Higher Inland Haulage Cost – Frequent changes in fuel rates, shortage of reefer wagons, longer distance of port from the storages/pack houses, higher time span of loading and unloading at port are the main reasons of heavy domestic transportation cost.

Lack of AGRO Product Handling/Export Knowledge – At CFS level, people are not aware about handling the different types of AGRO products at different environmental conditions. This results in damages of packages/cargo and hampering of the quality level.

Scarcities of Cold Storages in Clusters/Port – According to a 2015 study carried out by the National Centre for Cold Chain Development (NCCD), India needs cold storage infrastructure of 350 lt to take care of the needs of farmers in the country. The current cold storage capacity is 226.7 lakh tonnes (lt) which is huge gap between requirement and availability of the cold storages across the country.

Shortage of Skilled Labour Force - It is observed that at JNPT port the available labour force is unskilled as well as illiterate. They do not have knowledge of handling packages, product wise proper loading & unloading process, repackaging of goods etc. Due to which the cargo is damaged sometimes. During the COVID situation, even unskilled labours were not available.

Screening facility not located at appropriate place - There is no arrangement of temperature-controlled environment for inspection of perishable cargo. Also Dedicated entry for REEFER CONTAINER is not available at Port.

Measures to boost Agro Export –

Even though there are challenges for AGRO export, still JNPT has huge potential to boost AGRO exports. Due to high volume of the JNPT Port, it is very crucial to work on the facilities like infrastructure and Logistics. To make it happen constructive and collaborative efforts are required from various authorities/agencies/trade. To boost AGRO exports via JNPT port few measures are outlined below which may give better results in near future –



Cluster wise Infrastructure Development –

- ❖ At each cluster level, there is a need to develop Cold Storages, Pack Houses for grading, sorting, packing. The same facility will be used as consolidation hub also. One umbrella export facility needs to develop at the cluster/local level. It will reduce dwell time and product wastage drastically. Also help to improve product life cycle.
- ❖ Reusable packaging needs to develop between farm & Consolidation Hub. It will help to reduce packaging/handling cost and packaging waste too.
- ❖ Stuffing of Export containers to be done at consolidation hubs to avoid in transit multiple handling and wastage.
- ❖ Consolidation Hub manager to be trained to act as an Export facilitator at local level
- ❖ Above infrastructure development will create further job opportunities at cluster/local levels

Recent case of Export Facilitation Center of Atapadi Dist. Sangli, Maharashtra is a live example of how a local agency can emerge as an export facilitator. The following link may be referred to:

<https://www.esakal.com/paschim-maharashtra/export-grapes-and-pomegranates-first-time-atpadi-export-facilitation-center>

Dedicated CFS: One Stop Solution –

- ✓ *JNPT has around 33 CFS, but not a dedicated CFS available for AGRO products so far.*
- ✓ *Dedicated CFS with cold storage, packaging, warehousing facilities will help to boost exports*
- ✓ *Dedicated CFS will maintain product wise temperature-controlled environment*
- ✓ *Export Facilitation Centres to be available in CFS with necessary government/non-government authorities to facilitate the exports which includes Testing Laboratories, National Plant Protection Organization, Export Inspection Agencies, Chamber of Commerce, SGS/Bureau of Veritas representative, insurance agencies, Customs officials etc. With all these facilitators under one roof, export shipments will be processed quickly.*
- ✓ *Develop inhouse and on-line facility all kind of certifications for exports*
- ✓ *Dedicated trained Custom officials to be appointed in this CFS*
- ✓ *Customs and other agencies to work 24X7 in the dedicated CFS*
- ✓ *Under Dedicated CFS Customs examination and clearance will be faster*
- ✓ *Physical examination of Self sealed containers (if required) to be arranged in this CFS under temperature controlled environment to maintain the product quality*
- ✓ *CFS staff to be trained to handle various types of AGRO products under different temperature. Trained labours to handle the perishable cargo*
- ✓ *CFS to Port movement – dedicated lanes need to be developed to avoid port congestion, timely gate in of the containers at the port and reduce dwell time.*
- ✓ *At port gate, green channel entry for reefer containers to be offered*
- ✓ *Empty containers for stuffing at exporters premises to be released 24X7 from the CFS*
- ✓ *All Shipping lines associated with this CFS for refer container movement*
- ✓ *With Dedicated CFS, logistics cost & dwell time will come down sizably, product shelf life and order cycle will improve drastically*

Road Connectivity to Port –

- *JNPT port is connected with NH-4 and SH-54, upcoming airport of New Mumbai, 34 CFS, SEZ. So, wider road connectivity is playing major role within 50 Kms. surroundings. Government must focus on this. From NH4 to Port entire road connectivity needs to be strong and wider.*
- *Enough parking space to be allotted for trucks/trailers parking.*
- *Dedicated refer container lane needs to build for quicker and easy gate in of the containers.*
- *System put in place to evacuate the break down trailers within an hour*
- *Need to establish dedicated traffic control department under port authority*

Labour Reforms at JNPT –

- ✓ *Monopoly of labour unions need to tackle carefully without hampering the trade*
- ✓ *Labour groups to work as per daily priority of CFS authorities*

- ✓ Labours must be trained to handle perishable cargo.

Refer Containers/One Door Open Containers Availability –

- With the historical data, need to check the requirements of Reefer Containers/One Door Open Containers per cluster/product/season. Accordingly, need to work with shipping lines/forwarders for equipment availability.
- From Shipping ministry, strict guidelines need to be issued to the liners, to maintain enough stock of empty containers at the port.
- Consolidation Hub manager will work with the liners/forwarders for slot booking, so that chain of middlemen will be avoided who arrange equipment's with higher cost.
- Periodic checks to be done of each liner's equipment health/availability status

Control of Sea Freight Cost & Availability of Refer Containers –

- A policy for liners for sufficient availability of Reefer containers
- Container maintenance to be done by liners periodically
- Route wise refer container freight cost to be published at liner/port website & Port/CFS premises for easy understanding of trade
- Sea freight cost to be decided for a minimum period of one month or a quarter
- Dedicated agency to monitor the liner performance in the interest of the Indian AGRO exporters

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KOLKATA PORT

Overview - Kolkata Port officially known as Syama Prasad Mukherjee Port, is the only riverine major port of India located in the city of Kolkata, West Bengal, around 203 kilometres (126 mi) from the sea. It is the oldest operating port in India and was constructed by the British East India Company. Kolkata is a freshwater port with no variation in salinity. The port has two distinct dock systems — Kolkata Docks at Kolkata and a deep water dock at Haldia Dock Complex, Haldia. In the 19th century, the Kolkata Port was the premier port in British India.

Dock Systems - The Kolkata Port Trust (KoPT) manages two separate dock agglomerations, the Kolkata Dock System (KDS) and the Haldia Dock Complex (HDC).

Kolkata Dock System - Kolkata Dock System is situated on the left bank of the river Hooghly in position Latitude of 22°32'53" North and Longitude of 88°18'5" East. It is situated on the left bank of the Hooghly River at about 203 km (126 mi) upstream from the sea. The pilotage station is at Gasper/ Saugor roads, 145 Kilometres to the south of the KDS (around 58 km from the sea). The system consists of:

- Kidderpore Docks (K.P. Docks) : 18 Berths, 6 Buoys / Moorings and 3 Dry Docks
- Netaji Subhas Docks (N.S. Docks): 10 Berths, 2 Buoys / Moorings and 2 Dry Docks
- Budge Budge River Moorings : 6 Petroleum Wharves
- Anchorages : Diamond Harbour, Saugor Road, Sandheads

Apart from this, there are around 80 major riverine jetties, and many minor jetties, and a large number of ship breaking berths.

Haldia Dock Complex - Haldia Dock Complex is situated on the right bank of River Hugli in position Latitude of 22°02' North and Longitude 88°06' East. It is situated at around 60 kilometres (37 mi) away from the pilotage station. The complex consists of:

- Impounded Dock. System with 12 Berths
- 3 Oil Jetties in the River
- 3 Barge Jetties in the River for handling Oil carried by Barges.
- Haldia Anchorage for lash vessels.

All the docks are impounded dock systems with locks from river.

Hinterland - Kolkata Port has a vast hinterland, comprising the entire Eastern India including West Bengal, Bihar, Jharkhand, Uttar Pradesh, Madhya Pradesh, Chhattisgarh, Punjab, Haryana, Rajasthan, Assam, North Eastern States and the two landlocked neighbouring countries viz. Nepal and Bhutan. The industrial development, commerce and trade of this vast hinterland are inseparably linked to the life and development of Kolkata Port and vice-versa.

Port Performance –

- Kolkata Port handled 63.763 million tonnes (mt) of traffic in 2018-19
- Kolkata Port ranked 3 in 2018-19 amongst Indian Major Ports in Container traffic
- Total number of Containers handled at KoPT during 2018-19 increased by 4.18% to 8,29,482 TEUs from 7,96,211 TEUs in 2017-18
- In 2018-19, KoPT handled rail-borne traffic of 29.825 million tonnes against 27.666 million tonnes handled in 2017-18 registering a growth of 8%.

ICD Traffic - Details of Containers despatched to / received from various ICDs during 2018-19 are given below –

ICDs		By Rail				By Road			Total By Rail & Road
		No. of Rakes	TEUs	FEUs	Total By Rail	TEUs	FEUs	Total By Road	
Birgunge (Nepal ICD)	Despatched	278	14040	4087	22214	4082	1237	6556	28770
	Received	1	14	19	52	2	2	6	58
Amingaon	Despatched	0	0	0	0	43	347	737	737
	Received	1	6	37	80	176	63	302	382
Balasore	Despatched	0	0	0	0	0	1	2	2
	Received	0	0	0	0	3	2	7	7
Jamshedpur	Despatched	0	0	0	0	0	0	0	0
	Received	0	0	0	0	0	2	4	4
Durgapur	Despatched	7	502	9	520	4325	489	5303	5823
	Received	0	0	0	0	4877	1559	7995	7995
Madhosingh	Despatched	0	0	0	0	0	0	0	0
	Received	0	1	0	1	0	0	0	1
Total for ICDs	Despatched	284	14542	4096	22734	8450	2074	12598	35332
	Received	2	21	56	133	5058	1628	8314	8447
Nepal/Bhutan (Non-ICD)	Despatched	1	68	20	108	23421	15979	55379	55487
	Received	0	2	0	2	330	196	722	724
Railways (SOR)	Despatched	0	0	0	0	4	0	4	4
	Received	302	21945	1126	24197	0	0	0	24197
Total Non-ICD	Despatched	1	68	20	108	23425	15979	55383	55491
	Received	302	21947	1126	24199	330	196	722	24921
Grand Total (ICDs/Non-ICDs)	Despatched	285	14610	4116	22842	31875	18053	67981	90823
	Received	304	21968	1182	24332	5388	1824	9036	33368

Advantages -

- ✓ Direct Cargo train service from Port to Nepal
- ✓ KoPT has been organising regular Trade/Business meets/Road Shows with the stakeholders of the port viz the users, the trade, commercial and business interests

and the shipping & rail/roads fraternity and Customs and other statutory authorities to bring in additional cargo.

- ✓ KoPT is going for Ease of Doing Business aimed at streamlining of the rules and procedures to make them transparent in order to create an e-friendly digital ecosystem, conducive to the future implementation of the ERP so that the logistics/transaction costs with its stakeholders is considerably reduced.
- ✓ 24 Reefer points have been commissioned at the Container Terminal of HDC. At HDC, fixed berthing (arrival / sailing) window for container vessels has been provided to a few shipping companies, leading to expected increase in parcel size as well as throughput of container traffic at HDC
- ✓ An MoU was signed between Balmer Lawrie CFS and KoPT under which, an earmarked area at CFS will be considered as extension of Port and boxes will move from KDS to Balmer Lawrie CFS through Rail. The move is aimed to decongest the road and improve rail connectivity of the Port.
- ✓ KoPT has allotted about 80 acres of land to the different industries for setting up of port-based infrastructure which would bring additional cargo to HDC. Similarly, major land parcels have/are also being allotted at KDS to various port-based industries for setting up of bulk pulses/food-grain handling system including processing and storage/setting up of new CFS etc.
- ✓ Agro commodities those exported from Kolkata includes Non-Basmati Rice, Basmati Rice, Pulses, Processed Fruits & vegetables, Other cereals

Challenges for AGRO Export –

High Turn-Round Time of vessels - Average Turn-Round Time of vessels At Kolkata Dock System (KDS) is 4 days and at Haldia Dock Complex (HDC) is 3 days which is very high.

Pre-Berthing Detention of Vessels - Average Pre-Berthing Detention of Vessels at Kolkata Dock System is 0.53 days and at Haldia Dock Complex is 2.73 days. For Haldia Dock Complex Pre-Berthing Detention time of vessels is extremely high. In 2018-19 more than 500 container vessel faced the problem of pre-berthing detention

Improper utilization of Cargo Handling Equipment – Most of the cargo handling equipment are old and frequently under maintenance. As per the equipment usage data around 10% to 40% time is spent on the maintenance aa per the respective equipment. This will affect on the productivity and increase the high turnaround time

Lower Berth Occupancy - Berth-wise total Berth Occupancy at KDS is 71.42% and HDC is 64.41%. The main reason of lower berth occupancy is decrease in cargo traffic which is alarming situation for the port

Availability of Reefer Containers – Shortage of reefer containers is a regular problem at Kolkata port which affects on the export performance of the perishable cargo

Dedicated AGRO product CFS not available at largest port of India – Kolkata port is serving to the North & East India as well as North-East states handing sizable volume of Agro trade.

It is one of the major port of India Even though to boost export of Agro products, a dedicated CFS is not available.

No Dedicated Entry Points for Refer Containers

Non-availability of temperature-controlled environment for inspection of perishable cargo

Lengthy Customs Clearance process – Though Kolkata is a major port of India, custom clearance process is cumbersome and time consuming.

Measures to boost Agro Exports –

Improvement of road infrastructure around Port area

Development of Container Parking Yard – Development of additional Container Parking Yard areas is must with a view to improving Container handling capacity

Arrangement of Container Scanners – Need to install the Mobile X-Ray Container Scanners for creating a facility for scanning of containers as per the requirement of Customs Authority. It will help to reduce dwell time of export containers on account of scanning.

Dedicated CFS for AGRO Exports

Export Facilitation Centres to be available in CFS

Green Channel Entry for Reefer Containers

Contact Directory - Organization related with Supply Chain	
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Website	https://kolkataporttrust.gov.in
Department/Office	Kolkata Customs Dept.
Name	Sailaja Ray Baruah
Designation	Chief Commissioner
Address	Custom House, 15/1, Strand Road, Kolkata
Phone	033-2243 7665
Mobile	-
Email	-

Website	http://www.kolkatacustoms.gov.in/
Department/Office	Export Inspection Council (EIC), Kolkata
Name	-
Designation	-
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Mobile	-
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Website	www.eicindia.gov.in
Department/Office	Culcutta Customs House Agent's Association
Name	Subhas Ch. Ghosh
Designation	President
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Phone	033 46038596
Mobile	-
Email	cchaakolkata@gmail.com
Website	http://www.cchaakolkata.org

Kandla Port & Mundra Port

Gujarat's port sector has shown rapid development due to the proper planning, clear policies, and focused investment initiatives announced & driven by Gujarat Maritime Board and facilitated by the entrepreneurial spirit of the state's businessmen. The State of Gujarat boasts of four important private ports viz. Pipavav (India's first private port), Mundra Port & SEZ, Dahej and Hazira. The state has 42 ports, of which Kandla is the major port, while the rest are non major ports. Of the 41 non-major ports, 19 are operational. In 2006-07, Gujarat handled around 185.42 million tonnes of cargo, with Kandla accounting for 29% and the remaining 71% being handled by the non-major ports. Gujarat has the distinction of handling the maximum non-major port cargo traffic in India.

The huge investments in the port sector would demand investments in the infrastructure facilities like roads and railways for faster and efficient handling of the cargo movement. With the development of the new ports with modern handling facilities, many of the ports in Gujarat would be acting as gateway ports for rest of the country, especially the North-West hinterland.

Hinterland - The cargo hinterland for the ports of Gujarat usually stretches from the areas of Gujarat, Rajasthan, Western U.P & Madhya Pradesh up to NCR, Punjab and Haryana. An overview of the profile of these cargo belts is indicated below.

Gujarat Cargo Belts - As per Gujarat Industries Commissionerate, the state accounts for 17.2% of fixed capital investment, 15.6% of value of production, 20.0% of India's industrial output and 22.0% of India's exports. Gujarat has achieved the distinction of being the most industrially developed state in India in respect of investment in industrial sector. In 1960s only four cities namely Ahmedabad, Baroda, Surat and Rajkot and some isolated locations witnessed industrial development. Today, the industrial development is widespread throughout the state.

Saurashtra & Kutch Cargo belt - The cargo regions of Saurashtra and Kutch include Amreli, Bhavnagar, Porbander, Veraval, Junagadh, Rajkot, and Surendranagar. While cargo belts in Saurashtra act as the primary hinterland to the port of Pipavav; those in Kutch & areas close to Central Gujarat act as the primary hinterland for Kandla & Mundra. The commodities imported in this belt are coal, fertilizers, and food grains. Exports commodities include agriculture products and containers. The preferred mode of cargo movement of these belts to the ports of Kandla, Pipavav & Mundra is by road.

Central & North Gujarat Belt - This belt comprises of areas of Vadodara, Ahmedabad, Mehsana, Godra, Palanpur, Kadi, Anand, Khambhat, Himat Nagar. The containerized cargo export from this region moves through JNPT through ICD Ahmedabad due to good rail connectivity & availability of mother vessels. Import of bulk commodities like coal, fertilizers and food grains for this belt is usually through ports of Bedi, Magdalla, Mundra, Navlakhi, Pipavav and Kandla. Exports from this belt include pharmaceutical products, machinery, engineering goods etc.

South Gujarat -The regions in this cargo belt include Baruch, Ankleswar, Vapi, Valsad, and Surat. Most of the containerized exports from this region are routed to JNPT. Due to the proximity of the Mumbai ports for this region, it makes more economic sense to ship through Mumbai / JNPT. Road is the preferred mode of transport to JNPT for the cargo emanating from this belt.

Other Cargo Belts - Rajasthan – Cargo belt under Southern Rajasthan (Chittodgarh, Udaipur, Kota, Siroi, Bilwara) is the primary hinterland for the ports of Kandla & Mundra and mode of inland transport is through road. The cargo belts of North Rajasthan (Jaipur, Jodhpur, Alwar, Bikaner) prefer JNPT due to good rail –road network.

National Capital Region - Delhi, Dadri, Rewadi, Noida, Gaziabad, Gurgaon, Faridabad fall under this cargo belt. Around 75% of the containers from these 9 cargo belt are routed through JNPT; with the balance routed to the ports of Pipavav, Mundra & Kandla in Gujarat.

Western U.P & M.P – The western U.P belt comprising of Moradabad, Saharanpur, Meerut generates reasonable volume of EXIM cargo of which again around 75% are routed through the Mumbai region ports mainly because of good road connectivity. Cargo from Indore / Bhopal and parts of M.P are routed through Gujarat.

Punjab, Haryana – The cargo belt region comprises large volume of containerised cargo due to the presence of industrial towns of Ludhiana, Jalandhar and Amritsar. Majority of the cargo is routed to JNPT. As observed from the above, a significant portion of the cargo from the secondary and tertiary hinterland especially the containerized cargo is routed to JNPT, though these belts are closer to ports in Gujarat.

Superior & dependable inland transportation infrastructure allow businesses to receive inputs to production facilities and to transport finished goods to overseas/ domestic market in an efficient manner. A seamless inland transport system allows companies to lower overall transportation costs, which lowers production costs and enhances productivity and profits. It is therefore vital that the quality of the rail and road connectivity to the ports is enhanced.

KANDLA PORT - Kandla port plays a major role in the country's international trade. Having notched up a string of success, it has emerged as a forerunner, and has carved a niche for itself, by its steady growth and economy of operations. The Port of Kandla is located on the Gulf of Kutch on the north western coast of India some 256 nautical miles southeast of the Port of Karachi in Pakistan and over 430 nautical miles north-northwest of the Port of Mumbai (Bombay). Located some 90 kilometres from the mouth of the Gulf of Kachchh on the Kandla Creek, the Port of Kandla was opened as a natural deep-water harbour in the 1930s to serve the hinterland of and beyond the state of Gujarat.

The Port of Kandla Special Economic Zone (KASEZ) was the first special economic zone to be established in India and in Asia. Established in 1965, the Port of Kandla SEZ is the biggest multiple-product SEZ in the country. Covering over 310 hectares, the special economic zone is just nine kilometres from the Port of Kandla.

Today, the Port of Kandla is India's hub for exporting grains and importing oil. This self-sufficient port is one of the highest-earning ports in the country. Major imports entering the Port of Kandla are petroleum, chemicals, iron and steel machinery, but it also handles salt, textiles, and grain.

The Port of Kandla is open year-round, protected from weather and winds by its location at the head of the Gulf of Kachchh. The Port of Kandla has capacity to handle 24 thousand metric tons of dry cargo per day. Today, the Port of Kandla offers maximum permissible draught of 12 meters, but projects are underway to deepen the port to 14 meters. Today, the Port of Kandla can accommodate ships up to 240 meters in length and 65 thousand DWT.

The Port of Kandla offers a huge anchorage area for vessels waiting to enter the port and for lighterage services in the outer harbour. The Port of Kandla's navigation channel is marked with 22 lighted navigational buoys, and a light house also assists navigation. The Port of Kandla offers 12 dry cargo berths with a total quay length of 2532 meters. It also operates six oil jetties, one deep draught mooring, and four cargo moorings in the inner harbour. The Port of Kandla contains 253 hectares within its custom bonded area.

The Port of Kandla's Chemical and Liquid Handling Complex has total storage capacity for 21.9 Lakh kilolitres. Private sector storage terminals have capacity for 9.8 Lakh kilolitres. The Port of Kandla has the largest capacity in India for storing liquid cargoes, and it is served by a modern pipeline network. The storage facility for liquefied petroleum gas has capacity for 30 thousand cubic meters. Within the bonded custom area, the Port of Kandla offers outstanding facilities for storing dry cargoes. The Port of Kandla's container handling facilities include 545 meters of quays equipped with four rail-mounted quay cranes and two harbour mobile cranes.

The container facilities include an almost 11-hectare container yard, a 6.5 thousand square meter container freight station, and 90 reefer points for refrigerated containers. The Port of Kandla is connected to its hinterland by the four-lane national highway, and it is served by a fully developed network of roads within and around the port to facilitate cargo-handling. It is also linked to the nation's rail network, and the Port of Kandla is about 17 kilometres from the Kandla Airport.

Infrastructure & Facilities at Kandla Port - For development of any port, availability of infrastructure is key requirement. Infrastructure facilities for the port include storage facilities, container handling facilities, dockyard facilities, terminal facilities, etc. The details about infrastructure facilities of Kandla port are as follows—

Storage Facilities - (a) Twelve Dry Cargo berths are available with Quay Length of 2532 mtrs (b) Six Oil Jetties (c) Total Custom Bonded Port Area inside the custom fencing is 253 hectares. (d) One deep draft mooring and Four Cargo moorings in the inner Harbour area for stream handling

Container Handling Facilities - (a) 545 mtrs. of quay length (b) 4RMQCs (c) 2 Harbour mobile crane (d) 4 RTGC 4 reach stackers, 18 prime movers (e) 40 hectare plot for Container yard (f) 6 Container Freight Stations serving the Port (g) Reefer plug points. (h) Regular Feeder

service to JNPT, Mumbai, UAE, Colombo, Bunder Abbas, Muscat, Korea, Cochin, Tuticorin, Pipavav, Mangalore (Optional) and other Destinations (i) Most economical handling charges & concessional TAMP tariff for coastal vessels. (j) Nearest Port from Delhi and surrounding areas. (k) Separate Stacking area for dangerous goods. (l) Railway line adjacent to Container Yard.

Steel Floating Dry Dock - The existing steel floating dry dock caters to the need of the Port Crafts as well as outside organizations and having capacity to accommodate all vessels of following parameters:- LOA maximum upto 100 mtrs, Breadth maximum upto 17 mtrs, Draft maximum upto 4,5 mtrs, Lift displacement maximum upto 2500 tonnes.

Off-Shore Oil Terminal (OOT) Vadinar - The Kandla Port Trust had commissioned the Off-shore Oil Terminal facilities at Vadinar

Wharf Cranes - 12 Wharf Cranes of the following capacities) (a) 2 of 12 Tons (b) 4 of 16 Tons (c) 6 of 25Tons, The rated capacity of 16 tons cap. Crane is 400 MT/hour, The rated capacity of 25 Tons cap. Crane is 600 MT/hour

Weighbridges - Nine weighbridges inside the port, which includes (a) Two Weighbridges of 40 MT capacities (b) One Weighbridge of 50MT capacity. (c) One Weighbridge of 60MTcapacities (d) Two Weighbridges and (e) Three Weighbridges 100 MT capacity.

Other Support Equipment - Other equipments at Kandla port include (a) Easy availability of other support loading equipments such as Forklifts, Tractor, Trailors, Pay-loaders of various capacities (b) Private handling, equipments like Mobile Cranes, Top litters, pay-loaders, Forklifts, Heavy-duty Trailors etc. available on hire at competitive rates.

Storage Advantage - (a) 15 days Free Period for Export Cargo (b) 8 days Free Period for Timber Log Imports (c) 5 days free period for other Import Cargoes (d) At Container Terminal, the free period for containerized cargo is, for Import, first three days and for Export, first seven days (e) 3 days free period each for Import and Export of Hazardous Cargoes.

Road Network Advantage - Four Lane National Highway No. 8-A extended right up to the Port's Main Gates. Fully developed road network, both in and around the Port area to facilitate faster movement of cargo (a) Inside Cargo Jetty Area-30 Kms (b) Outside Cargo Jetty Area -31 Kms (c) Railway Inside Cargo Jetty Area 13 Kms

Mundra Port - Adani Ports and Special Economic Zone is the seamless integration of three verticals consisting of Ports, Logistics and Special Economic Zone (SEZ). The company has Pan India presence and owns / operates ports and terminals in nine locations, covering the entire Indian coastline. The Mundra Port in the Gulf of Kachchh is the flagship port of APSEZ. It is also India's largest commercial port and has a SEZ.

Spanning over an area of 15,000 hectares, located on the Western coast of India's Gulf of Kachchh, in the vibrant, industrialised and investor friendly state of Gujarat, Mundra Economic Hub is the gateway for Indian exports and imports. Mundra has accrued

advantages of an efficient private seaport, logistical connectivity, economic benefits, and allied infrastructure, thereby offering excellent investment opportunities for diversified businesses. Mundra has evolved into a world-class destination for not only business and enterprise, but also for living a good life, owing to its social infrastructure. It is a shining beacon in the emerging growth story of Gujarat and India. Mundra Port is the gateway for cargo to the Northern hinterland and Mundra Manufacturing Zone is the gateway for the Indian exports.

Mundra's development plan includes integrated infrastructure facilities, with emphasis on augmenting core infrastructure to attract industrial investments. Mundra offers investment options in multi-product Special Economic Zone, Free Trade Warehousing Zone and Domestic Industrial Zone. Leveraging the advantage of the robust port infrastructure, Mundra Manufacturing Zone offers the best investment opportunity for diversified industries. The zone can offer developed industrial clusters for small/medium projects as well as facilitate the mega projects with the desired land parcel, along with an excellent logistic connectivity, power reliability and other utilities.

Location Benefit - *Gujarat has a strategic location, which gives it easy accessibility to the Western, Middle East and African markets. The state has the longest coastline among all states in India-1600 Kms. Mundra provides an ideal location for product evacuation due to the shortest logistics connectivity to the North-Western hinterland. Mundra port is an ideal location from all major destinations i.e. Delhi, Rajasthan, Gujarat, MP, Haryana, Punjab and HP for export of cargo. The port based multi-product manufacturing zone is well connected to all major global locations through sea – Middle East, Europe, US, Africa, Indian Subcontinent, Far East/South East Asia.*

Multi-Modal Connectivity - *Mundra provides saving in operational expenses through its integrated logistics connectivity for raw material and finished product movement:*

Port - *Dedicated multi-product handling facilities. Better efficiency and safety standards, Excellent connectivity with hinterland of India and all major ports of the world*

Rail - *Existing rail network of 210 km including Mundra to Adipur which further connects to the national grid where APSEZ owns 5 locomotives*

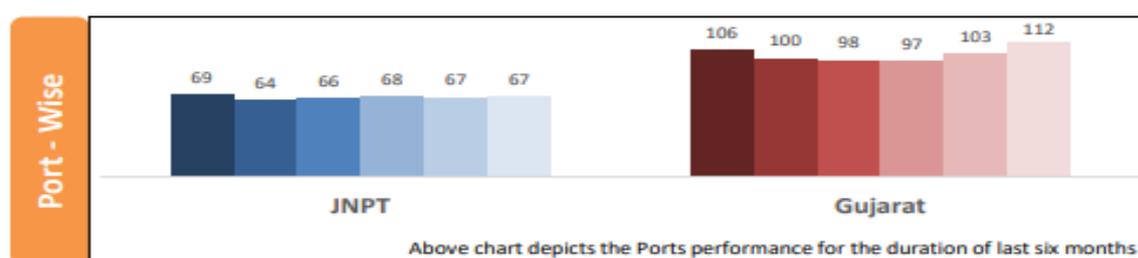
Road - *Seamless connectivity through NH-8A, NH-8, SH-6, SH-48. Well-developed and intricate network of road, flyovers. New direct road connectivity to APSEZ from NH-8A is under construction which will enable proximity of transportation to the North-Western hinterland.*

Air - *Mundra airstrip is licensed under private use category. Present runway is 2200 meters, extendable up to 4000 meters for larger aircrafts. 1000 hectares, earmarked for developing logistic hub, Maintenance Repair Overhaul (MRO), and terminal buildings. Nearest domestic*

airports are Bhuj (60 kms), Kandla (50 kms) while the nearest international airport is Ahmedabad (400 kms). Daily flights operate between Mumbai – Kandla/Bhuj.

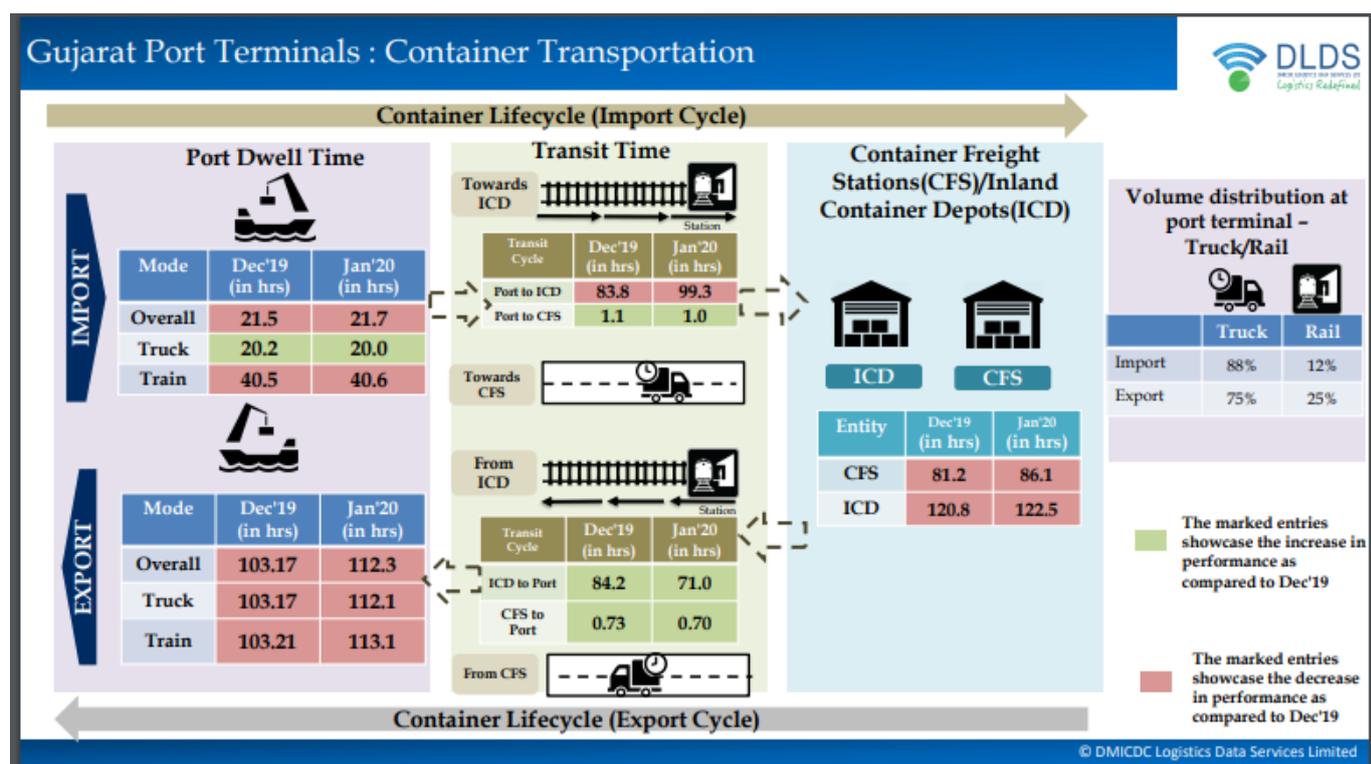
Challenges for AGRI Export – The main factors that have led to inefficiencies are:

- Equipment utilisation is extremely poor because equipment is obsolete and poorly maintained.
- Port access facilities and arrangements for moving inbound and outbound cargo are inadequate and unsatisfactory.
- Lack of adequate shipping lines options
- Frequency of Mother vessels is limited
- Unavailability of direct connections by the existing shipping lines to important destinations
- Inadequate equipment available for stuffing & loading at ports
- Better inland connectivity to JNPT also acts as a significant factor that influences the decision of the Shippers to route their cargo to that port.
- Congestion at the ports due to high waiting periods of the shipment
- Certification & Signing authority at the ports are not available round the week and 24*7. For a consignment to be shipped on Sunday, the formalities need to be completed beforehand which affects the cost and longevity of the product
- Since, the commodities are perishable in nature, availability of containers at the optimum time at the ports is extremely critical
- Volatile freight rates in the peak season
- There is no dedicated space offered for offloading of the perishable commodities
- Trucks line up in queue for 2-3 days, exorbitant costs have to be borne as the containers are to be run on generators to address the perishability



In Gujarat, for export shipment, Dwell Time is around 112 Hours which is not suitable for the Perishable Cargo.

Container Transportation Performance -



- ❖ For export shipments, rail connectivity is a major challenge. So around 25% shipments moved via Rail, rest via trucks.
- ❖ Dwell time at CFS/ICD is around 4-5 days
- ❖ Transit time from ICD/CFS is around 3 days
- ❖ Again, at Port Dwell time is around 4-5 days

It has been estimated that the annual incidence of these various factors such as demurrage charges, transshipment costs, pre-berthing delays and vessel turnaround time could be as high as US \$ 1.5 billion per annum. These costs have ultimately to borne by the end user, raising the costs of India's exports in international markets and the prices of imports for the Indian economy.

Measures to boost Agro Exports - Ports require an excellent supporting inland infrastructure to offer cost competitive solutions to its clients. While most of the ports in Gujarat are connected through rail and road, but there are issues related to the quality of inland connectivity that acts as the stumbling block in attracting more cargo and challenges seamless movement. It is imperative that with the development of growth centers like ports and industries, the supporting infrastructure of roads and railways must also be upgraded to reap the benefits of development driven by the referred growth centers. Though there are operational challenges at both ports, to overcome that, collaborative efforts are required from trade and government authorities. Suitable measures are outlined below -

- ✓ *Mundra/Kandla port is an ideal location from all major destinations i.e. Delhi, Rajasthan, Gujarat, MP, Haryana, Punjab, for export of cargo. Direct rail connectivity from ICD's to Mundra/Kandla port is to be established.*
- ✓ *For this hinterland, road transportation network to be developed as per business volume and requirement*
- ✓ *Transporters to be appointed for a fixed term, to and from the Port to handle regular movement of AGRO products with competitive rates.*
- ✓ *Connectivity with hinterlands need to improve. Efficient multimodal transportation system needs to establish. Suitable suggestions from the exporting community should be considered*
- ✓ *Enough parking space to be allotted for trucks/trailers at port which will help to avoid congestion*
- ✓ *Dedicated reefer container lane needs to build for quicker and easy gate in of the containers.*
- ✓ *There should be a dedicated green channel for perishable goods to avoid deterioration and congestion. Green channel to be created at the ports to boost the export of perishables items*
- ✓ *Strict regulations need to be prepared for liners, to maintain bare minimum stock of reefer containers at each ICD.*
- ✓ *Also, quarterly sea freight rates need to be fixed and published with easy access to the trade*
- ✓ *For speedy clearance of AGRO products, Customs officials need to work in different shifts as well as on Sunday.*

Tuticorin Port

Overview – V. O. Chidambaram Port Trust (formerly Tuticorin Port Trust) is one of the 12 major ports in India. It was declared to be a major port on 11 July 1974. It is second-largest port in Tamil Nadu and fourth-largest container terminal in India. After Sethusamudram Shipping Canal Project V. O. Chidambaranar Port Trust will be India's premier port and one of the major ports of Asia equal to Port of Singapore. V. O. Chidambaranar Port Trust is an artificial port. This is the third international port in Tamil Nadu and its second all-weather port. It has services to USA, China, Europe, Sri Lanka and Mediterranean countries.

Location – V.O.Chidambaranar Port is located strategically close to the East-West International sea routes on the South Eastern coast of India at latitude 8o 45'N and longitude 78o 13'E. Located in the gulf of Mannar, with Sri Lanka on the South East and the large land mass of India on the West

International Services -

- V. O. Chidambaranar Port Trust is the only port in South India to provide a direct weekly container service to the United States (transit time 22 days).
- There are regular weekly direct services to Europe (transit time 17 days), China (transit time 10 days) and Red Sea Ports (transit time 8 days).

Port Advantages –

- Strategically located very close to East-West International Sea Route.
- Well connected to broad gauge rail & road with all major cities and all ICDs.
- Hassle-free single-window clearance and simplified documentation system.
- Congestion-free transit sheds/overflow sheds. Open area for stacking cargo in and outside the wharf area.
- Direct delivery from hook point for bulk cargoes.
- Unique system of delivery of import cargo by trucks at the hook point.
- Container Freight Station in close vicinity of the Port.
- Special facilities to handle hazardous cargoes and LPG.
- The abundant open area to stack coal, granite stones, wooden logs, etc.
- Draft up to 12.8 m to handle liquid bulk & general cargo.
- Container yards secured with barbed wire fencing and adequate high mast lighting to prevent theft and pilferage.
- Concessional ship related charges.
- Ideal Port to handle project cargo for mega industries.
- Round the clock pilotage, land and marine security.
- Adequate covered and open storage.
- Open lands in the Port area suited for locating port-based industries.
- Port has 15 CFS nearby area and 1 ICD is connected with the port.
- Perishable Cargo facility is also available which handles volume of around 2000 TEU's
- All the CFS/ICD are located at the vicinity of 20 Kms radius directly connected to the port through 4 way link.

- All the CFS/ICD are having plug-in points
- Availability of Green channel for direct entry of perishable cargo
- Major agri products handled by the port are Coco peat, Coir pith, Cashew nut, Coffee & Tea, Rice, Chilies & Pieces, Gherkins

Challenges for AGRO Export –

- ❖ Poor Infrastructure
- ❖ Draft limitations.
- ❖ High dredging costs due to rock and limestone harbour bed
- ❖ Insufficient gate capacity
- ❖ Evacuation problems, congestion
- ❖ Old and outdated handling equipment
- ❖ Shortages of containers
- ❖ Poor rail connectivity to important hinterland industrial clusters
- ❖ Comparatively high port dues
- ❖ Trade imbalance in containers
- ❖ Information Technology infrastructure
- ❖ For Agro products, Cold rooms are not available at CFS
- ❖ Pre-cooling rooms also not available

Measures to boost Agro Exports –

Connectivity – Tuticorin is well linked to the major hinterland industries clusters and cities like Bangalore, Chennai, Cochin, Coimbatore, Madurai and Tirupur by state and national highways, and rail connections. Thus, the road and the rail network in the port hinterland need to be connected to the national highway and rail link respectively in order to ensure uninterrupted movement of containers to and from the port.

Availability of Containers – Import through Tuticorin port is less than export. To attract more import, frequent feeder services from Tuticorin to Singapore are to be started which will help to maintain trade balance and container availability.

Exporters Awareness – It is observed that, the shippers may not know about the new scheme of export/import, changes, amendments in the rules of the port, advantage of full cargo, categories of incentive. Public/Private Agencies must enlighten them with this information.

Infrastructural developments required in container handling – Need to focus on infrastructure development to reduce the turnaround time. Therefore, container handling equipment need to be upgraded. This is very essential to improve the port efficiency.

Arrangements of Cold Rooms/Pre-Cooling Facilities – For perishable cargo, cold-rooms as well as pre-cooling facilities need to be developed in the port area. For perishable and agro commodities it is very crucial and important.

Development of Transshipment port – Tuticorin port has wide scope to be developed as a international hub port or transshipment port. With this vessel frequency, movement, connectivity to the rest of world will improve.

Shipping lines / Vessels status:

Sr No	Name of the operating Shipping lines	Name of the Destination ports	Weekly Operational frequency
1	SSL & SCI (Shreyas Shipping Limited/Transworld Shipping Agency) P1 X 2 (Pan India x press 2) Service	Tuticorin>Cochin> Jebel All >Mundra >Krishnapatnam> Kattupalli > Tuticorin	Thu PM
2	SSL Shreyas Shipping Limited/ Transworld Shipping AGENCY) PIX (Pan India X Press 1) Coastal Service	Tuticorin>Mangalore> Mundra>Hazira>Cochin> Tuticorin	Sat pm
3	SCI (Chakiat Agencies) & SSL SMILE (SCI Middle East India Liner Express) Coastal Service	Tuticorin>Mundra> Kandla>Pipavav>Cochin> Tuticorin	Sun pm
4	TCI Seaways TCI Coastal Service	Tuticorin >Kandla > Cochin>Tuticorin	Once in 10 Days
5	SCI (Chakiat Agencies) ECI (East Coast India)	Tuticorin >Kattupalli> Krishnapatnam> Haldia>Tuticorin	Fortnight Call
6	MSK, BTL, XCL, TWF Colombo Shuttle Service	Tuticorin > Colombo > Tuticorin	MON MN FRI PM
7	BTL, XCL, TWF & SIMA Colombo Shuttle Service	Tuticorin > Colombo > Tuticorin	THU AM SUN PM
8	CHINA INDIA EXPRESS (CI2) WANHAI / IAS	TUT-PEN-PKG-HKG-TAO-SHA-NGB-SHK-PKG-NSA	TUE MN
9	MAERSK, BTL, XCL, TWF Colombo Shuttle Service	Tuticorin > Colombo > Cochin > Colombo > Tuticorin	No Window
10	RCL/FAR Colombo Shuttle Service	Tuticorin > Colombo > Tuticorin	Wed PM Sat PM
11	TCI Coastal Service	Tuticorin>Cochin>Mundra>Tuticorin	No Window
12	CONCOR Coastal Service	Kandla> Mangalore> Cochin>Tuticorin	No Window

Contact Directory - Organization related with Supply Chain

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Designation	-
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Mobile	-
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Phone	44 25362201
Website	www.maersk.com

Visakhapatnam Port

Overview - Visakhapatnam Port is one of 12 major ports in India and the only major port of Andhra Pradesh. It is India's third largest state-owned port by volume of cargo handled and largest on the Eastern Coast. It has been primarily been a bulk port which has been handling mainly cargoes like iron ore, coal and fertilizers. In 1990s however containerization was started in Visakhapatnam port's inner harbour to cater basically to seafood and other cargo. In 2003, Visakhapatnam port trust handed over the container terminal to Visakha Container Terminal Pvt. Ltd. (VCTPL)

Location - Visakhapatnam is situated almost in the centre of East India with its outer harbour located in latitude 17° 41' N and longitude 83° 18' E. It is located midway between the Chennai and Kolkata Ports

Hinterland Connectivity – Visakhapatnam serves as a conduit of trade for the markets of Andhra Pradesh, Telangana, Odisha, Chhattisgarh, Madhya Pradesh, Jharkhand, Uttar Pradesh, Bihar and West Bengal. With good hinterland connectivity, Visakhapatnam can be efficiently utilized to connect Delhi, other ICDs – Nagpur, Raipur, Kalinganagar and Hyderabad to South-East Asia and Far East.

Infrastructure –

Cargo Handling Equipment -

Description	Capacity	Availability in Nos.
Electric Wharf Cranes	20 T	4
Harbour Mobile Cranes	100 T	4
Locos (General Traffic)	1350 HP	4
Locos (General Traffic)	3100 HP	3
Locos (General Traffic) Hired	1350 HP	3
Floating crane (Bheema)	106 T cap	1
Floating crane (Hanuman)	50 T cap	1

Storage Facility -

S.No.	Type of Storage	Port	Other agencies
1	Covered storage		
	a) transit sheds	20,494 m ²	—
	b) storage sheds	31,422 m ²	699,954 tonnes
	c) ware houses	10,482 m ²	66,230 tonnes
	d) silos	—	—
2	Open area	1,553,168 m ²	75,134 + 368,668 m ²
3	Containers		
	a) Open	—	4,000 TEUs + 1,500 ground slots
	b) Covered	—	100-125 TEUs

Container Terminal –

- *The terminal is the deepest terminal of the country with a facility to accommodate main line vessels up to 14.50 Mts draft.*
- *The terminal has a dedicated rail facility to handle full rake of 45 wagons.*
- *The terminal has a potential to handle 6 lakh TEU's in future years.*
- *The terminal is equipped with 4 Post Panamax RMQC's, 6 RTGC's and 6 Reach Stackers*

Rail Connectivity – *Railway network at Port of Visakhapatnam is the largest amongst Indian Ports with over 200km rail length, over 30 Sidings and ~60% rail coefficient. The Port has a close interface with Waltair Division of East Coast Railways which facilitates quick transportation of EXIM cargo from/to all the States in the Country and at time to Pakistan and Bangladesh also. Port is equipped with 15 WDS-6 locos of 1400 HP and 3 WDG-3 locos of 3100 HP capacity for carrying Train operations. The Rail network at Port has two systems viz., Iron ore(Mechanical Tippling) and General (other than Iron ore Mechanical), for handling food grains, fertilizers, thermal coal, steel products, coking coal, Iron Ore(manual unloading) & other mineral ores, POL products etc.*

Road Connectivity - *The total road network within the Port limits is about 85 Kms. About 23.5 Kms., of road network is available within the operational area connecting the entire stacking areas for free movement of vehicles. Port connectivity road of length 12.47 Kms., was completed and implemented jointly by the Port and NHA through SPV – Visakhapatnam Port Road Limited. The flyover cum road project facilitates smooth movement of cargo traffic between Port and National Highway-5.*

Vessel Service -

Mainline Services at VCTPL – *Far East “CHENNAI EXPRESS” (CHX): Viskhapatnam – Tanjung Pelepas – Quindao – Busan – Shanghai – Nansha – Tanjung Pelepas – Chennai – Krishnapatnam*

Feeder Services –

- *INTRA ASIA (MD-2) : Visakhapatnam – Port Klang – Singapore – Chennai*
- *COLOMBO SERVICE (FSL-CMB): Visakhapatnam – Colombo – Visakhapatnam*
- *SECOS: Kolkata/ Haldia – Visakhapatnam – Kolkata/ Haldia*
- *PAN INDIA X-PRESS (PIX 2) : Visakhapatnam – Katupalli – Tuticorin – Cochin – Jebel Ali*
- *THAILAND STRAITS CHENNAI SERVICE (TSC) : Laem Chabang – Singapore – Port Klang – Chennai – Visakhapatnam – Port Klang – Singapore – Laem Chabang*

Indirect Connectivity by Mainline Service -

AREA	TRANSSHIPMENT	PORTS SERVED
Eastern Australia	Singapore	Melbourne/ Sydney/Brisbane
Western Australia	Singapore	Freemantle
South Africa	Singapore	Capetown/ Durban
West coast North America	Singapore	Long Beach / Oakland/ Portland/ Seattle / Tacoma
Canada	Singapore	Vancouver
West coast South America	Singapore	Manzanillo/ Callao/ Iquique/ Valpariso/ Lirquen/ Buenaventura/ Guayaquil
East coast South America	Singapore	Santos/ Buenos Aires/ Montevideo/ Navegantes/ Paranagua/ Rio de Janeiro

Challenges for AGRO Export –

Insufficient Rail Connectivity – Port is already connected by rail network, but this would be insufficient as many south-east locations are not connected so far. In many ICDs which are in south, central, east locations direct connectivity from the port is not available.

Frequent Congestion – Cargo volume is growing in Visakhapatnam port and port congestion is increasing also.

Sub-optimal usage of rail connectivity – Port is connected with the rail network, but majorly rail movement utilized for coal and iron ore

Lengthy Customs Clearance process

Delay in Port Gate Entry – Frequently containers are been lined up for more than 24 hrs for gate-in. In this situation the generators are been put off, resulting in damaging the quality of the perishable products.

Higher Inland Haulage Cost

Limited frequency of the mother vessels – Visakhapatnam port has limited containerized cargo as compare to Chennai and JNPT. As like Chennai industrial belt is not so developed in nearby area. Sizeable volume on regular basis is not available for the liners. So, frequency of the mother vessels is limited.

High Turnaround Time of Export shipments - Since arrival at entry gate to loading onto the vessel 4-5 days required (Export Dwell time at Container Terminal) which is extremely high.

Non-availability of Green Channel for Perishable Cargo – Green channel clearance facility is not available for the perishable cargo which leads to delay and high turnover time. The chances of missing vessel connections increases.

Measures to boost Agro Exports –

To improve the overall efficiency of the port following measures need to be implemented at various level –

Single Window Clearance – A single window system for port and custom clearance is recommended as implemented in the port Tuticorin. Unwanted documentation to be avoided.

Efficiently Utilizing existing rail connectivity - The route between Delhi – JNPT is very congested round the year and causes bottlenecks hindering smooth traffic flow. To overcome this issue the container traffic can be routed through Visakhapatnam which is already having rail connectivity (Delhi-Bina / Katni- Bilaspur- Raipur- Visakhapatnam).

Develop Dedicated Container Lane – Nearby port premises and surroundings of CFS areas to be cover with the dedicated container lane which allows 24X7 movement of containers.

Dedicated location for Custom Clearance – One fixed location need to finalize to custom examination of perishable cargo where plug in facility need to be provided to maintain the temperature of the cargo.

Arrangements of Cold Rooms/Pre-Cooling Facilities – For perishable cargo, cold-rooms as well as pre-cooling facilities need to be developed in the port area.

Availability of Containers – Due to lower trade volume mother vessels frequency is limited. To overcome this issue, frequent feeder services from nearby ports like Singapore need to establish which will help to maintain trade balance and container availability.

Contact Directory - Organization related with Supply Chain	
Department/Office	Visakhapatnam Port Trust
Name	K Rama Mohana Rao
Designation	Chairman
Address	Port Area, Visakhapatnam – 530035
Phone	0891 2562758
Mobile	7095 464 464
Email	-
Website	https://vizagport.com/
Department/Office	Custom House Visakhapatnam

Name	<i>Naresh Penumaka</i>
Designation	<i>Chief Commissioner</i>
Address	<i>Custom House, Port Area, Visakhapatnam, PIN-530035</i>
Phone	<i>0891 2568837</i>
Mobile	-
Email	cco-cusvza@gov.in
Website	http://www.vizagcustoms.gov.in/
Department/Office	<i>Export Inspection Council (EIC), Visakhapatnam</i>
Name	-
Designation	-
Address	<i>D.No. 43-18-10/4, T.S.N. Colony, 3rd Floor, Hero Honda Show Room, Visakhapatnam, Andhra Pradesh Pin: 530016</i>
Phone	<i>+91-0891-2747141</i>
Mobile	-
Email	eia-vizag@eicindia.gov.in
Website	https://www.eicindia.gov.in
Department/Office	<i>Maersk Line India Pvt Ltd.</i>
Address	<i>Rajaji Salai Chennai, Tamil Nadu 600 001</i>
Phone	<i>44 25362201</i>
Mobile	-
Email	-
Website	www.maersk.com

Airport Infrastructure

Airports being the nuclei of economic activity assume a significant role in the national economy. The quality of airport infrastructure, which is a vital component of the overall transportation network, contributes directly to a country's international competitiveness and the flow of foreign investment. While cargo carried by air in India weighs less than 1% of the total cargo exported, it accounts for 35% of the total value of exports. Better cargo handling facilities lead to enhanced levels of importation, especially of capital goods and high-value items. Likewise, 97% of the country's foreign tourists arrive by air and tourism is the nation's second largest foreign exchange earner. Passengers form their first impressions about a nation from the state of its airports. They can be effectively used as symbols of national pride, if we pay sufficient attention to their quality and maintenance. In many remote, hilly and inaccessible areas of the country, air transport is the quickest and sometimes the only mode of travel available. This is especially true of sensitive regions on the borders with our neighbours in the west, north and north-east. Airports need to be integrated with other modes of transport like Railways and Highways, enabling seamless transportation to all parts of the country.

With phenomenal growth in air traffic, the importance of air transport in the whole economy has increased considerably. Its role in transportation of people, cargo and creation of jobs needs no emphasis. Airports have become the key nodes in the production and commercial systems and engines of local economic development. With more and more business taking place around these airports, a new urban form is fast emerging. Civil Aviation contributes to prosperity and creates opportunities for employment, business, commerce, trade and tourism industry. Aviation infrastructure, especially airport facilities and air navigation services, have significantly expanded and improved to meet the increasing demands.

Ahmedabad Airport

Overview – Sardar Vallabhbhai Patel International Airport (SVPIA) (IATA: AMD, ICAO: VAAH) is an international airport serving the cities of Ahmedabad and Gandhinagar in Gujarat, India. The airport is located in Hansol, 9 km north of central Ahmedabad. It is named after Sardar Vallabhbhai Patel, the 1st Deputy Prime Minister of India.

In fiscal year 2019-20, it handled about 11.43 million passengers making it the seventh-busiest airport in terms of passenger traffic in India. It was awarded as “Most improved airport” in Asia-Pacific region by the Airports Council International for 2017.

Major Products handled – From Ahmedabad airport majorly Fruits and Vegetables, dehydrated food items are exported. Many exporters are using the CPC facility at Ahmedabad airport.

Cargo Terminal - The airport handled 51,637 tonnes of cargo, inclusive of gold and silver in 2013–14. Sixty percent of the cargo comes from domestic sources. In 2009, 3,685 square metres (39,670 sq ft) of land was leased for a period of seven years out by the AAI to Gujarat Agro Industries Corporation to set up a centre for perishable cargo. However, due to a government policy that prevented third-party operations at airports run by the AAI, the CPC was not in use until July 2014. In 2014, it was announced that the airport would be getting a dedicated cargo terminal.

Facilities at Air Cargo Complex –

- Separate Warehouse space for Export - Import cargo
- Custom office, and banking facilities within the premises
- Bonded trucking facilities
- Hydraulic Pallet trucks
- Temperature controlled Cold storage to cater perishable cargo business
- Strong Rooms for Valuable cargo
- Dedicated Courier terminal
- Devoted diamond clearance facilities
- Assistant Drug Controller's office
- Computerization of various departments to increase performance and move towards total automation and EDI implementation, along with risk, and collateral management
- Organised palletization, film wrapping
- In house X-Ray screening facilities
- Furnished space allocation to Assistant Drug Controller's office, CHA's, GSA, etc.
- Well furnished business centres, along with a conference room to facilitate transact business
- Organised parking facilities for synchronised movement of cargo
- 24X7 ample manpower, with year around-backup team for cargo handling
- Smooth airline frequency to West via Far, and Middle Eastern hubs

Gujarat State Export Corporation Limited Air Cargo Services – GSEC Limited was established in 1977 for managing the Air Cargo Complex at Sardar Vallabhbhai Patel International Airport, Ahmedabad.

The Cargo Complex is sprawled over 45,000 sq. ft. area, and has the mezzanine floored with 3 level stacker positions (amid slots) for the storage and retrieval of built-up containers and pallets. Modern equipment such as 0 difference weighing scale for high valuables, forklifts, high mast stacker, and power pallet trucks etc. are used for the cargo handling. In addition, also available is a high-tech centre for export perishable cargo such as pharmaceuticals, flowers, fruits, vegetables, meat and fish.

Export Tariff –

PARTICULARS	PER KG	MIN
1. Standard Charge for Processing & Handling TSP Charges	IN INR	IN INR
(A) General Cargo	0.7	110
(B) Perishable , Cold Storage Cargo	1.75	200
(C) DGR , Valuable Cargo , Silver , Live Animal	2	250
(D) Gold, Gold Jewelry, Precious/Semi-Precious Stones, Diamond	50	1100
2. Demurrage Charges	IN INR	IN INR
(A) General Cargo	0.7	110
(B) Perishable , Cold Storage Cargo	1.75	200
(C) DGR , Valuable Cargo , Silver , Live Animal	2	250
(D) Gold, Gold Plain Jewelry, Precious/Semi-Precious Stones , Diamond	50	1100
Free period for Export Cargo Shall be 12 Hours of Carting / Depositing of cargo.		
3. Other Charges		
(A) Handling Charges	4	NIL
(B) X - Ray Charges	4	150

GSEC Limited: Air Cargo Working Hours –

Particulars	Time
GSEC Limited Admin & Finance Working Hours	10 : 30 A.M - 07 : 00 P.M
Bank Opening Hours	10 : 30 A.M - 04 : 30 P.M
Customs Normal Working Hours	11 : 30 A.M - 06 : 00 P.M

Operating Airlines –

Airlines	Destinations
Air Arabia	Sharjah
Air India	Kuwait, London–Heathrow
AirAsia X	Kuala Lumpur–International
Emirates	Dubai–International
Etihad Airways	Abu Dhabi

<i>Flydubai</i>	<i>Dubai–International</i>
<i>IndiGo</i>	<i>Dubai–International, Kuwait</i>
<i>Iraqi Airways</i>	<i>Baghdad, Najaf</i>
<i>Jazeera Airways</i>	<i>Kuwait</i>
<i>Kuwait Airways</i>	<i>Kuwait</i>
<i>Qatar Airways</i>	<i>Doha</i>
<i>Singapore Airlines</i>	<i>Singapore</i>
<i>SpiceJet</i>	<i>Bangkok–Suvarnabhumi, Dubai–International, Jeddah, Muscat</i>
<i>SriLankan Airlines</i>	<i>Colombo-Bandaranaike</i>
<i>Thai AirAsia</i>	<i>Bangkok–Don Mueang</i>
<i>Thai Smile</i>	<i>Bangkok–Suvarnabhumi</i>
<i>Blue Dart Aviation</i>	<i>Bangalore, Chennai, Delhi, Hyderabad, Mumbai</i>
<i>Emirates SkyCargo</i>	<i>Dubai–Al Maktoum</i>
<i>Ethiopian Airlines Cargo</i>	<i>Addis Ababa</i>
<i>Qatar Airways Cargo</i>	<i>Doha</i>

Challenges for AGRO Export –

High Turnaround Time for Export Shipment – Ahmedabad airport is a one of the major airport of India, but still turnover time for export shipment is very high. Currently 8 hours is required for loading cargo in the aircraft, once cargo arrives at CPC.

Green Channel for Perishable Cargo is not available – CPC facility of Ahmedabad airport used by around 100 exporters with sizeable volume of perishable item exports. But still green channel entry for perishable cargo is not available

Non-availability of Phytosanitary Lab & PQ officers – Phytosanitary lab test certificate is required for perishable cargo exports. At Ahmedabad airport Phytosanitary lab and PQ officers are not available which may delay the execution of export shipment.

Negative impact on export as Wide Body Aircrafts not available – Exports volume is increasing day by day from Ahmedabad airport. To handle increasing volume, wide body aircrafts are not available at Ahmedabad airport which result in cancellation of export orders.

Huge Cargo Handling Charges – At Ahmedabad airport cargo handling charges are very high as compared to the other international airports. Currently Rs.1.75/- per Kg. Is charged by the Cargo terminal authority. Charges are less than Rs.1/- per Kgs. at many other airports. With this high cost, export product loses its competitiveness.

Measures to boost Agro Export –

Focus to Improve Cargo Handling Efficiency - Terminal authorities need to focus on improve cargo handling efficiency from receipt of cargo at CPC till loading in the aircraft. Specially activities like loading-unloading, storage, movement need to revisit. Green channel entry to

be provided. Also, other agencies like Phyto Lab, PQ officers need to be available for speedy execution of the export shipment

Facility of Phytosanitary Lab to be provided – Phytosanitary lab test certificate is required for perishable cargo exports. Phytosanitary lab needs to be set up in Ahmedabad to serve these exporters as well as PQ officers availability to establish speedy execution of export shipment.

Availability of Wide Body Aircrafts – Airport authority and Trade need to focus on high volume destinations. For such destinations need to arrange Wide Body Aircrafts on priority.

Reasonable Cargo Handling Charges to be imposed by cargo authorities – High storage charges will impact on the product costing and it will reduce product competitiveness in the international market. To avoid this, cargo terminal charges need to be revised for perishable cargo on priority.

Contact Directory - Organization related with Supply Chain	
Department/Office	Ahmedabad Airport
Name	-
Designation	-
Address	Hansol, Ahmedabad, Gujarat 380003
Phone	079 2286 9211
Mobile	-
Email	apdahm@aai.aero
Website	https://www.ahmedabadairport.com/
Department/Office	Airports Authority of India
Name	-
Designation	Airport Director
Address	International Airport Ahmedabad-380 003
Phone	079-2286 9211
Mobile	-
Email	apdahm@aai.aero
Website	https://www.aai.aero/en/airports/ahmedabad
Department/Office	GSEC Ltd.
Name	Mr. Sameer H. Mankad
Designation	CEO & Director
Address	2nd Floor, Gujarat Chamber's Building, Ashram Road, Ahmedabad -380 009
Phone	(79) 2655 4100, 2657 5757, 2658 2020
Mobile	-
Email	info@gsecl.co.in

Website	http://www.qsecl.co.in/Web/ContactUs.aspx
Department/Office	Customs Department
Name	Shri Ajay Jain
Designation	Pr. Chief Commissioner
Address	Custom House, Near All India Radio, Navrangpura, Ahmedabad, Gujarat 380009
Phone	27542678 , 27545730
Mobile	
Email	ccoahm-quj@nic.in
Website	http://www.ahmedabadcustoms.gov.in/
Department/Office	Export Inspection Council (EIC), Ahmedabad
Name	-
Designation	-
Address	305, Multi Purpose Sports Complex (opp-New Cloth Market) Raipur, Ahmadabad, Gujarat Pin: 380002
Phone	079-2216 2398
Mobile	-
Email	eia-ahmedabad@eicindia.gov.in
Website	www.eicindia.gov.in
Department/Office	Ahmedabad Custom Brokers' Association
Name	-
Designation	-
Address	201, Anand Mangal-II, C. G. Road, Navrangpura, Ahmedabad – 380009.
Phone	+91 79 2644 0831
Mobile	-
Email	info@acba.in
Website	http://acba.in/
Department/Office	The International Air Transport Association (IATA)
Name	-
Designation	-
Address	Unit 605, 6th Floor, Satellite Gazebo Building, Andheri-Ghatkopar Link Road, Andheri (East), Mumbai, 400 093,
Phone	-
Mobile	-
Email	-
Website	https://www.iata.org/en
Department/Office	AI AIRPORT SERVICES LIMITED
Name	Capt. Ashvini Kumar Sharma
Designation	Chief Executive Officer

<i>Address</i>	<i>Chhatrapati Shivaji International Airport-II, Mumbai - 400 099.</i>
<i>Phone</i>	<i>022 2831 8392</i>
<i>Mobile</i>	<i>-</i>
<i>Email</i>	<i>ashvini.sharma@airindia.in</i>
<i>Website</i>	<i>http://www.aiatsl.com</i>
<i>Department/Office</i>	<i>Air India Ltd.</i>
<i>Name</i>	<i>C. G. Sawant</i>
<i>Designation</i>	<i>Cargo Sales Manager</i>
<i>Address</i>	<i>1st Floor, Triangular Plot, Opp. Sahar Police Station, Sahar, Andheri (E), Mumbai-400 099</i>
<i>Phone</i>	<i>022-28318223</i>
<i>Mobile</i>	<i>-</i>
<i>Email</i>	<i>CG.Sawant@airindia.in</i>
<i>Website</i>	<i>http://www.airindia.in/</i>

Bengaluru Airport

Overview - Kempegowda International Airport is an international airport serving Bangalore, the capital of the Indian state of Karnataka, in the Southern part of India. Spread over 4,000 acres, it is located about 30 kilometres north of the city near the suburb of Devanahalli. It is owned and operated by Bengaluru International Airport Limited (BIAL), a public-private consortium. The airport opened in May 2008 as an alternative to increased congestion at HAL Airport, the original primary commercial airport serving the city. It is named after Kempe Gowda I, the founder of Bengaluru. Kempegowda International Airport became Karnataka's first fully solar powered airport developed by CleanMax Solar.

Kempegowda Airport is the third-busiest airport by passenger traffic in the country, behind the airports in Delhi and Mumbai, and is the 29th busiest airport in Asia. The cargo handled by the airport continues to increase steadily, with the airport handling about 386,849 tonnes of cargo between April 2018 and March 2019.

The airport consists of two runways and a passenger terminal, which handles both domestic and international operations. The second runway, constructed by Larsen & Toubro, was commissioned on 6 December 2019. A second terminal is in the early stages of construction. Also, there is a cargo village and three cargo terminals. The airport serves as a hub for AirAsia India, Alliance Air, and IndiGo and is a focus city for Air India and SpiceJet.

Menzies Aviation Bobba Cargo Terminal - Menzies Aviation Bobba (B'lore) Pvt Ltd, (MABBPL) has been awarded the concession by Bengaluru International Airport Ltd (BIAL) to build and operate the Cargo Terminal at the Bangalore International Airport, Devanahalli for a period of 15 years till 2023. The Cargo terminal will handle International and Domestic cargo under one roof.

BIAL has allotted 7.3 acres of land for construction and operation of the Cargo Terminal at the Airport. MABBPL will handle the International cargo (Export, Import) carried by international airlines operating out of Bangalore- Lufthansa Cargo, Aero Logic, DHL, Air Asia, Air France Cargo, British Airways World Cargo, Thai Airways, Oman Air, Qatar Airlines and Blue Dart. MABBPL will also handle Domestic cargo carried by Domestic Airlines such as Go Air, Indigo and Spicejet etc. at the terminal. The terminal has a maximum capacity to handle 280000 tons of cargo annually. Essentially the Cargo Terminal is a public user facility for the trade in Bangalore. MABBPL will play a very important part in the Supply Chain function. MABBPL will be responsible for receipt, storage and delivery of cargo.

The Cargo Terminal will handle all types of normal cargo - Garments, Electronic and Engineering goods, aircraft parts, medical equipment, IT hardware, Unaccompanied personal baggage, courier etc Dangerous Cargo- paints, chemicals, dry ice, Valuable cargo- Gold, Silver, Perishable cargo like Fresh fruits and Vegetables, cut flowers and human remains. Cold room with 2 deg C to 8 deg C temperature control for storage of perishable cargo with data loggers facilities, Strong room for Valuable cargo and separate storage area for Dangerous cargo have been provided in the Export, Import and Domestic sections in the terminal.

Handling Capabilities –

Capacity & Security –

Phase 1 :	150,000 Tons pa
Phase 2 :	190,000 Tons pa
Phase 3 :	280,000 Tons pa

- Full CCTV Surveillance all areas
- 24/7 Access Control System
- Panic Alarm
- Security monitoring
- Guards
- Pallet Storage System Lift & Run

Plot & Building –

Total plot area	7.3 acres
International Cargo (Exp / Imp)	107,000 Sq ft
Domestic Cargo	49,000 Sq ft
Ground Floor Operational Area	10,260 Sq ft
1st Floor Customs	10,260 Sq ft
2nd Floor Custodian	10,260 Sq ft
3rd Floor Airlines & Forwarders	34,400 Sq ft
Basement Parking for cars	20,150 Sq ft

- 3 X - Ray Machines in International Terminal
- 3 X - Ray Machines in Domestic Terminal
- HERMES IT SYSTEM Version 4v
- Lift and Run System for Unit Load Device (ULD) movement
- Separate DGR & VAL Rooms
- Separate Cold Storage
- AVI Handling
- Staff Canteen / Conference / Training Room
- Bank / Help Desk / Business Centre
- Truck Parking / Convenience / Canteen
- Built up and breakdown of ULD's under covered area avoiding any damage.
- Built up ULD's storage within the covered and secured area
- Provide safe, secure, customer satisfaction service round the clock
- Consistent service with damage prevention
- Height – 13Mtr with possibility to grow vertically

Pre-emptive Service Management -

- Automated warehouse with RF wireless Hand-held Mobile Terminals
- Barcode System Management - Cargo, Storage Locations, ULDs, Doors etc.
- Inventory Check
- Breakdown Management

- Build-up Management
- Dangerous Goods Management
- Damaged ULD Management
- Damaged Cargo Management
- ULD Inventory Management
- Truck Queue Control
- 606 Barcode Printing Management (optional)

Cold Zone - The Perishable Cargo, Pharmaceutical and Healthcare industry is quite unique and demanding in its logistics requirements. It warrants expertise in complex logistics processes as well as a comprehensive understanding of its quality assurance, legislative frame-work, transport and handling requirements. After having studied the logistics requirements of the pharmaceutical, healthcare industry and various perishable commodities, Menzies Aviation Bobba have devised a winning and unique combination of resources, which would ensure competitiveness, compliance and prompt service delivery. As a corollary, Menzies Aviation Bobba Cargo Terminal has opened up a dedicated Cold Zone onsite and adopted operational processes with permanent temperature monitoring which meets the requirements of WHO, IATA and GDP guidelines. This Cold Zone has been assessed and certified as meeting the requirements of World Health Organization (WHO), Good Storage and Distribution Practices (GSDP).

Cold Zone Details – Controlled Room Temperature (15° to 25°C) - Pharmaceuticals, Perishable, Time & Temperature sensitive shipments require special attention to its handling. An increase in the quantum of regulation brings with it an increase in the demand for handling requirements of temperature-sensitive cargo. Menzies Aviation Bobba, with its dedicated Cold Zone, is well prepared to handle such demands, within the existing infrastructure of the Cargo terminal. The infrastructure of 8,509 Sq.ft offers an acceptance area of 2580 Sq.ft and a storage and buildup area of 5929 Sq.ft.

Storage Area –

• Airline Build up pallets stored Under controlled room temperatures (15° to 25 °C)	– 20 ULD positions
• Refrigerated Cold room for Airline build up pallet (2° to 8° C)	-02 ULD positions

Challenges in Agro Exports –

Dedicated Agro Products Storage Facility is not available – Bangalore airport is a one of the major airport of India, but dedicated Agro Products storage facility is not available.

Common Temperature Cold Room – The complete hall of Cool port is temperature controlled. There are several cold rooms with various temperatures at Cool port before and after clearance. But Menzies is not having various temperature controlled storage room, due to which product specific temperature cannot be maintained.

High Air Freight Cost from Bangalore – Bangalore is one the major airport in Asia as well as one of the biggest industrial city of India having sizeable cargo volume from South India. In some instances, the air freight cost is around 200-300% than normal cost. Due to high air freight cost, many export shipments of Karnataka, are executed from Mumbai airport.

Huge Cargo Handling Charges – At Bangalore airport cargo handling charges are very high as compare to the other international airports. Currently Rs.4/- per Kgs. is charged by the Cargo terminal authority which is extremely high. At other airports in the South India, charges are less than Rs.1/- per Kgs.

Less Priority for Agro Products by Airlines – Many airlines offers very limited space for Agro products in the aircraft e.g. Qatar Airways offer only 20% cargo space in the aircraft for Fruits & Vegetables and other Agro products.

No Place/location for pre-export processing – At Bangalore airport, which is one of the major airport in India, fixed place for pre-export processing is not available so far. Consolidation/Re-packing/grading/sorting for such activities fixed place not available.

Measures to boost Agro Exports –

Arrangement of Product Specific Temperature Controlled Rooms

Reasonable Air Freight Cost

Reduction in Terminal Charges – Terminal authority is a private organization. But they should not recover unreasonable charges from the exporters.

Priority Space allocation in the aircraft - As Agriculture sector is base of Indian economy, authorities need to involve directly and need to work with the Airlines. Need to make guidelines for the liners to allocate at least 50% space on priority for the Agro products exported from India. This will help to reduce the dwell time at Bangalore airport, reduction in terminal storage cost and speedy delivery of the export shipment enabling increase in the shelf life of the product.

Dedicated Storage for Agro Products to be established – For exports, dedicated storage facility needs to be arranged at Bangalore airport. This facility should be available exclusively for Fruits & Vegetables and other Agro products only.

Fixed place/location for pre-export activities to be identified

Contact Directory - Organization related with Supply Chain	
Department/Office	Menzies Aviation Bobba Bangalore Pvt Ltd
Name	Anil Kumar
Designation	CEO
Address	Plot No-C-04L Cargo Terminal-1, Kempegowda International Airport, Devanahalli, Bangalore - 560 300
Phone	80 2201 8048 / 2201 8040
Mobile	-
Email	info.blr@menziesbobba.com
Website	https://www.menziesbobba.com
Department/Office	Bengaluru Customs Zone
Name	Mr.Ashok
Designation	Principal Commissioner of Customs
Address	ACC COMMISSIONERATE, AI SATS AIR FREIGHT TERMINAL, NEAR AIRPORT, DEVANAHALLI, BENGALURU -560300
Phone	22001422/23
Mobile	-
Email	yenni.ashok@nic.in
Website	https://bangalorecustoms.gov.in
Department/Office	Export Inspection Council (EIC), Bangalore
Name	-
Designation	-
Address	2nd Floor, JEEVAN SAMPIGE, Building, No.1/1, 2nd Main, Sampige, Road, Malleswaram, BANGALORE, Pin: 560003
Phone	080-23444931 / 23567556
Mobile	-
Email	eia-bangalore@eicindia.gov.in
Website	www.eicindia.gov.in
Department/Office	BANGALORE CUSTOM HOUSE AGENTS ASSOCIATION LIMITED
Name	Mr. Belli Gowda
Designation	President
Address	#71 B-Block Cargo Village, BIAL Devanahalli Bengaluru 560300
Phone	080 42033036
Mobile	-
Email	info@bchaal.com
Website	http://bchaal.com/

Chennai Airport

Overview – **Chennai International Airport** (IATA: MAA, ICAO: VOMM), formerly known as Madras Airport, serves Chennai Metropolitan Area in the state of Tamil Nadu, being the third busiest airport in India after Delhi and Mumbai airports. It is located in Tirusulan, 21km from the city center. This airport is the third busiest in international traffic and cargo capacity in country behind Delhi and Mumbai. Busiest international routes from **MAA Airport** are Dubai, Colombo, Singapore, Kuala Lumpur, Doha, Muscat, Bangkok, Kuwait, Abu Dhabi and Hong Kong. It is the fourth busiest airport in countrys overall passenger traffic after New Delhi, Mumbai and Bangalore. It is also 49th busiest airport in Asia making it one of the four major airports in India under top 50 list. The airport is served by the airport metro station of the Chennai Metro and the Tirusulam railway station of the Chennai Suburban Railway system.

The domestic and the international terminals are named after former chief minister of Tamil Nadu K Kamraj and C. N. Annadurai, respectively. It was the first airport in India to have international and domestic terminals located adjacent to each other. The airport serves as the regional headquarters of the Airport Authority of India for South India comprising the states of Tamil Nadu, Andhra Pradesh, Telangana, Karnataka and Kerala and the union territories of Puducherry and Lakshadweep.

The Air Cargo Complex – The Air Cargo Complex at the Chennai airport was established in 1978, when all regulatory and facilitating agencies were brought under one roof for faster processing/clearance of international cargo, to cater for air cargo movement in the southern region. At the cargo terminal, AAI functions as ground handling agency for airlines for handling or processing their cargo on ground and acts as custodian on behalf of customs import/export cargo under the customs act of 1962. Spread over an area of 19.5 acres, the complex uses cargo-handling equipment such as elevated transfer vehicle, forklifts, high-mast stackers, and power hydraulic pallet trucks for handling cargo. The covered area of the export wing of the complex is 20,595 sq m while that of the import wing is 20,090 sq m. The existing covered area of cargo terminal in occupation of AAI is 37,085 sq m. There are three ETV build-up/working stations and 18 manual build-up ETV loading positions at the complex.

The cargo complex consists of two divisions, namely, the export and the import facilities. The export facility covers an area of 16,366 sq m and the import facility covers 16,500 sq m. The complex has an exclusive cargo apron which can accommodate three wide-bodied aircraft with ULD parking area and hydrant-refuelling facility at the bay. The Customs department has appointed AAI and AI as the custodian at the complex. The import cargo of all the airlines is solely handled by AAI. The export cargo, on the other hand, is handled by AAI in respect of airlines handled by it while those of the rest of the airlines are handled by AI.

Facilities Established by AAI at Air Cargo Complex –

1. Intl. Air Cargo Terminal all regulatory / facilitating agencies under one roof
2. Exclusive storage processing and examination areas for import, export and TP cargo
3. Exclusive unaccompanied baggage unit
4. ETV system having built in ULD weighing facility
5. Cargo Apron for freighter
6. X-ray screening
7. Radioactive material shed
8. Hazardous Cargo shed

9. Cold Storage / Walk in Coolers
10. State of Art Centre for Perishable Cargo
11. Weigh Scale
12. CCTV monitoring
13. Restaurant / canteen
14. Post Office
15. bank
16. Strong room for valuable Cargo
17. PA system with channel music Vehicle Parking
18. Photocopier
19. Bonded Trucking facilities
20. Exclusive Public waiting lounge
21. Scissor Lift (for ULD movement)
22. Automated Storage & Retrieval System
23. Explosive Trace Detector (ETD)
24. Facility for self-generation of LSBC is available for tracking the status of consignments at Import cargo.
25. Facility for online generation of TSP in import & export is available.
26. Pre-Deposit Accounts with AAI is maintained by CHA's/ Importers / Exporters for payment of AAI's charges are available in public domain for verification of transactions / available balance by concerned CHA's / Importers / Exporters.
27. For emergencies and first medical aid, a well-equipped extension of Apollo Hospital is available in Cargo Complex.
28. Facility for online generation of EDI manifest in import is available on 24 x 7 basis.
29. State of art facilities i.e. Automated Storage and Retrieval System (ASRS) is in place for storage and retrieval of the import cargo. WMS of ASRS is connected with ICMS for online flow of data.

Infrastructure Facilities Available -

Export Cargo Facility -

- The export facility consists of 17,828 Sqm. of modernized and mechanized terminal for air cargo handling. The main features of export terminal include:
- 02 Elevated Transfer Vehicles (ETVs) with 178 multilevel stackers for storage of built up ULDs.
- 18 mechanized embedded ULD "build up" positions with inbuilt UNIT load weighing facility.
- Centre for perishable cargo storage facility with a holding capacity of 40 MT.
- Strong room for storage and safe custody of valuables.
- Separate storage facilities for dangerous and hazardous goods.
- 10 x-ray scanning machines for scanning of export cargo.
- Embedded Electronic and manual weighing scale facilities.
- Availability of various types of cargo handling equipment.
- Scissors lifts for BUPs handling.
- Explosive Trace Detector (ETD)
- CCTV coverage at strategic locations.

Import Cargo Facility – The import facility consists of 42,000 Sqm. of covered area for storage and processing of import cargo. The major facilities available in import include:

- A temperature controlled cold storage consisting 03 chambers for storage of perishable cargo such as Pharmaceuticals, Fruits, Vegetables, Meat, etc.
- Strong room for storage of import valuable cargo.
- Separate isolated storage area for dangerous and hazardous cargo.
- Separate examination area for unaccompanied baggage unit equipped with X-BIS.
- Adequate number of various cargo handling equipments such as trolleys, tow-trucks, tractors, forklifts, etc.
- State of the art ASRS (Automated Storage and Retrieval System) having 8000 storage bins with annual holding capacity of 5,84,000MT spread out in an area of 6700 sqms. Upto 17 meters in height.
- CCTV coverage at strategic locations.
- Cargo safety related signages displayed at all conspicuous points.
- New cold storage facility has been commissioned at Import Phase-III effective from May 2014 which have a temperature of 0 – 10 Deg. C to store the perishable cargo.

Working System of Air Cargo Operations - The cargo operations are managed through Integrated Cargo Management System (ICMS). Software application got developed by AAI for conducting the air cargo activities in an online mode. The system is integrated with 10G Oracle data base and customer interface is provided through web-based EDI. In fact, the customer agents are facilitated to do the online transactions with AAI from the comforts of their offices using the web-based EDI without having the need to contact cargo complex counters

Cargo Profile of Both Export and Import - Garments, leather and electronics constitutes the major export commodities, whereas, electronics, machineries, automobile components, telecommunication equipment, computer hardware, goods, etc. consists of major import commodities. As on date, on an average 700 MT (Export 350 MT and Import 350 MT approximately) is being handled on a daily basis at Chennai Air Cargo Complex depending upon the economic conditions in the world economy.

Type of equipment used for cargo operations –

1. Forklift – 12 MT
2. Forklift – 05 MT
3. Forklift – 03 MT
4. Tractor (Diesel)
5. High Mast Stacker
6. Hydraulic Pallet Trucks
7. Tow Trucks
8. Four Wheel Trolleys
9. Two Wheel Trolleys
10. Electronic Weighing Scales
11. Manual Weighing Scales
12. X-Ray Machines
13. Balance stacker (to be added shortly)

Cargo Handling Agencies - AAI have appointed the authorized GHA M/s Bhadra International India Ltd., who have taken over the export cargo operations w.e.f. December 2010 and import cargo operations w.e.f. February 2011 who has been taking care of complete cargo ground handling services

Working Hours for Export Cargo –

Acceptance of general / perishable / SEZ cargo on 24 x 7 basis.

Round the clock operations provided for palletization of export cargo and release of export ULDs to airlines.

Charges for Export Shipments –

1. The free period for export cargo shall be one working day (24 hours) for examination/processing by the Shippers.
2. 10% discount in the Terminal, Storage and Processing charges will be granted to Exporters, who opt for engaging their own loaders for offloading cargo from their vehicles at Truck Dock and shifting to Custom Examination Area.
3. Terminal, Storage and Processing charges applicable to Newspaper and TV reel consignments shall be 50% of the prescribed charges.
4. Consignments of human remains, coffin including unaccompanied baggage of deceased and Human eyes will be exempted from the purview of Terminal, Storage and Processing charges & Demurrage charges.
5. Terminal, Storage and Processing charges are inclusive of Forklift charges wherever Forklift usage is involved. No separate Forklift charges will be levied.
6. Special cargo consists of live animals, hazardous goods and valuable cargo.
7. Charges will be levied on the 'gross weight' or the 'chargeable weight' of the consignment, whichever is higher. Wherever the 'gross weight' and (or) 'volume weight' is wrongly indicated on the Airway Bill and is found more, charges will be levied on the 'actual gross weight' or 'actual volumetric weight', whichever is higher.
8. For misdeclaration of weight above 2% and upto 5% of declared weight, penal charges @ double the applicable Terminal, Storage and Processing charges and for variation above 5%, the penal charges @ 5 times the applicable Terminal, Storage and Processing charges will be leviable on the differential weight, subject to minimum amount equivalent to the applicable minimum Terminal, Storage and Processing charges. No penal charges will be leviable for variation upto and inclusive of 2%. This will not apply to valuable cargo.
9. All Bills shall be rounded off to the nearest of Rs.5/=. As per IATA Tact Rule Book Clause 5.7.2, the rounding off procedure, when the rounding off Unit is 5.
When the results of calculations Rounded off amount will be are between / and

102.5 - 107.4	105
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107.5 - 112.4	110
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10. As an incentive to trade to utilize the lean hours, 20% discount in the Terminal, Storage and Processing charges will be granted to Export cargo admitted between 1000 hrs. to 1500 hrs. subject to levy of minimum rate per consignment as given in Scale of Charges.

Future Expansions -

1. Adding one more freighter bay
2. 09 chambers of new cold storage are being created in Phase-III import wing where even loaded ULD's can be stored.
3. Developing of Common User Domestic Cargo Complex.
4. Procurement / Hiring of new x-ray machines for Export Cargo.
5. Ball-mated flooring with scissor lift in NS-6 / NS-7 shed for smooth flow of import receiving operations as well as binning in ASRS.
6. Augmentation of more space in Export Wing after conducting series of e-auction(s) and subsequent clearance of uncleared / unclaimed import cargo.

Challenges in Agro Exports –

Dedicated Agro Products Storage (CPC) Facility is not available – Chennai airport is a one of the major airports of India, but still dedicated Agro Products storage facility for export is not available. Whereas same storage is available for import cargo like fresh meat, fruits and vegetables with sizable space and cooling facility. In the future expansion plan of the airport, this needs to be considered

Non availability of Cold Rooms/Pre-Cooling facility

Less Priority for Agro Products by Airlines – Many airlines offers very limited space for Agro products in the aircraft which delays the export shipments.

Trucks queuing up at night at the export dock

Freighters are being parked in remote bays – Most of the time it is observed that freighters are being parked in remote bays as bays are not available for all flights near the cargo area.

Measures to boost Agro Exports –**Arrangement of Product Specific Temperature Controlled Rooms**

Reasonable Air Freight Cost – Authorities need to involve and work with the airlines for regulating the hike in air freight.

The export truck dock needs to expand - The export truck dock need to expand near the cargo terminal with ample place for trucks parking and unloading to keep the airport ready to meet an increase in demand.

Priority Space allocation in the aircraft

Contact Directory - Organization related with Supply Chain	
Department/Office	Chennai Air Cargo Customs
Name	-
Designation	-
Address	Office of the Principal Commissioner of Customs, New Custom House, GST Road, Meenambakkam, Chennai - 600027
Phone	044-22569644
Mobile	-
Email	pcommr7acc-cuschn@gov.in

Website	https://aircustomschennai.gov.in
Department/Office	Export Inspection Council (EIC), Chennai
Name	-
Designation	-
Address	6th. Floor CMDA Tower II, No. : 1 Gandhi Irwin Road, Egmore, CHENNAI, Tamil Nadu Pin: 600008
Phone	044 - 2855 2841 / 42
Mobile	-
Email	eia-chennai@eicindia.gov.in
Website	www.eicindia.gov.in
Department/Office	The Chennai Custom Brokers' Association (CCBA)
Name	S. NATRAJA
Designation	President
Address	NO: 40, MOORE STREET, 2 nd FLOOR, CHENNAI - 600 001
Phone	044 25224005/25225262
Mobile	8124633333
Email	customs@ccbaindia.in
Website	www.ccbaindia.in

Cochin Airport

Overview – Cochin International Airport (IATA: COK, ICAO: VOICI) is an international airport serving the city of Kochi, in the state of Kerala, India. Located at Nedumbassery, about 25 kilometres northeast of the city. Cochin International Airport is the first airport in India developed under a public-private partnership (PPP) model. This project was funded by nearly 10,000 non-resident Indians from 30 countries.

It is the busiest and largest airport in the state of Kerala. As of 2019, the Cochin International Airport caters to 61.8% of the total air passenger movement in Kerala. It is also the fourth busiest airport in India in terms of international traffic and eighth busiest overall. In fiscal year 2018–19, the airport handled more than 10.2 million passengers with a total of 71,871 aircraft movements.

The airport operates three passenger terminals and one cargo terminal with a total area of over 225,000 square metres (2,421,880 sq ft). In 2015, Cochin International Airport became the world's first fully solar powered airport with the inauguration of a dedicated solar plant. For this entrepreneurial vision, the airport won the coveted Champion of the Earth award in 2018, the highest environmental honour instituted by the United Nations.

Location - Cochin International Airport Limited [CIAL], is located between National Highway 544 (NH 544), one of the main highways of South India and the Main Central Road (MC Road), one of the State Highways of Kerala. An expressway is planned from NH 49 to the MC Road to facilitate faster transport. Though the main railway line is only about 500 metres from the airport, the nearest station is Angamaly about 8 km away.

Port Management - Cochin airport is the first in India to be built in a public-private partnership and is owned by a public limited company called Cochin International Airport Limited, [CIAL], floated by the Government of Kerala in 1994. The Government of Kerala holds 33.36% stake, making it the single largest investor in the project. Indian government companies like Air India, BPCL, AAI hold 8.74% stake, while foreign companies like Abu Dhabi based Emke Group, the Oman-based Galfar Group, UAE based Majeed Bukatara Trading holds 5.42% stake. Indian companies hold 8.57% stake, while scheduled commercial banks like Federal Bank, SBT and Canara Bank holds 5.91%. The remaining 38.03% stake is held by more than 10,000 personal investors from 29 countries, mostly non-resident Indians. The company has decided to go for public offering and giving 10 million shares to HUDCO as part of debt settlement, which would lead HUDCO having 3.37% stake in the company and reduction of stake of other holders. The Chief Minister of Kerala is the ex-officio chairman of CIAL

CIAL Solar Power Project - CIAL Solar Power Project is a 15 megawatt (MW) photovoltaic power station built by CIAL. Cochin International Airport became the first fully solar-powered airport in the world with the commissioning of the plant.

The plant comprises 46,150 solar panels laid across 18 ha (45 acres) near the international cargo complex. The plant has been installed by the Germany-based M/s Bosch Ltd. It is capable of generating 50,000 units of electricity daily and is equipped with a supervisory control and data acquisition system (SCADA), through which remote monitoring is carried out.

The plant is coupled with a 1.1 MW solar plant that was commissioned in 2013, the first megawatt scale installation of Solar PV system in the state of Kerala. This plant was installed by Emvee

Photovoltaic Power Pvt. Ltd., consisting of 4,000 monocrystalline modules of 250Wp and 33 string inverters of 30 kW capacity each.

CIAL plans to double the solar production to 28.8 MW of power production within 2 years as part an ambitious plan to expand solar power with 3 major projects which are on construction stages. The first will come up over a 3.4 km-long (2.1 mi) canal near to the airport, the second is through development of India's first solar carport roof utility plan and the third will use ground level panels on open space near the airport.

Airport Details –

Area	1300 Acres Approximately
Aerodrome reference code	4
Aerodrome code letter	E
Aerodrome Ref. Point	Lat. 100 09I 13.8II N
	Long. 760 24I 25.3II E
Distance & Direction From City	28 kms from Cochin
	(Ernakulam Junction Railway Station)
Aerodrome Elevation	30 ft
Aerodrome Reference Temperature	29.60 C

Aircraft Movement –

Year	International Sector	Domestic Sector	Total
2015-16	29861	27901	57762
2016-17	31691	31136	62827
2017-18	32944	36717	69661
2018-19	30840	41031	71871

Passenger Movement –

Year	International Sector	Domestic Sector	Total
2015-16	4641127	3129658	7770785
2016-17	4998284	3942914	8941198
2017-18	5235136	4889839	10124975
2018-19	4932265	5268824	10201089

Infrastructure –

- The total area earmarked for the Cargo village is 50 acres.
- Separate areas are dedicated for the storage and handling of Domestic (in bound, out bound including courier) and international Cargo including the Transshipment cargo
- The entire International air cargo center is designated as a Customs Bonded area.

- *It is equipped with modern automated and computer-controlled cargo terminals.*
- *Accommodates all aircraft loading: both narrow- and wide-body upper deck and narrow-body belly.*
- *One lakh square feet of warehouse and storage facilities, including climate-controlled areas and areas for inspection, assembly, etc.*
- *Separate center for handling the Perishable cargo*
- *More than 100 cargo companies are based here.*
- *The long-haul and short-haul trucking companies use CIAL cargo facilities.*

Cargo Facility – Cochin International Airport is one of the leading International Air Cargo Centre's in Southern part of India. The new Air Cargo Centre at Cochin International Airport commissioned on 01st December 2000. It is the foremost cargo center in India having the single service provider concept. The facility has more than 100,000 sq. ft. of office and warehouse space dedicated for the cargo operations and as capacity continues to expand substantial investments has consolidated and streamlined cargo movement at the airport.

CIAL is the best cargo airport of Kerala, in South India. The regions, one of the biggest and busiest air cargo airports, can easily accommodate long-haul direct and non-stop International / Domestic traffic. Located at Nedumbassery, Cochin (COK), the airport is at about 30 kms from Sea Port, 25 KMs from Cochin Economic Zone and 35 KMs from the Industrial and Commercial capital of Kerala., The Tirupur –Coimbatore cargo hub which is key cargo market for South India is only 225 KMs from this Airport

1. Centre for Dry Cargo (CDC) -

The centre has an area of 50,000 sq. ft, with dedicated space for handling and storage of Import and Export Cargo. It includes:

Export Facilities -

- *Separate warehouse area allocated for storage facilities, inspection areas and two workstations for unitization with four delivery lines.*
- *Strong room facilities for valuable and vulnerable cargo.*
- *Dedicated storage area for the Dangerous Goods.*
- *Hi-tech security system including Explosive Trace Detector (ETD).*
- *CCTV with 24X7 recording facility installed at strategic areas monitored by the security personnel.*

Import Facilities -

- *The separate area allocated for warehouse and storage, inspection and area for de-stuffing, including separate area for transshipment cargo storage.*
- *Dedicated unaccompanied baggage handling and clearance area.*
- *Delivery of urgent and direct delivery cargo on 24X7 basis*

- *Strong room facilities for valuable and vulnerable cargo*
- *Dedicated storage area for the Dangerous Goods*
- *CCTV with recording facility installed at all strategic areas which are 24X7 monitored by the security personnel.*
- *Separate walk in coolers for the import perishable cargo*

2. Centre for Perishable Cargo -

A state of Art Centre for perishable cargo with an area of 22,000 Sq. Ft. for export - import of perishable cargo with all modern facilities in line with international standards. The entire facility is maintained at an ambient temperature of +18c and relative humidity. Cool rooms with three chambers of different temperatures range, each 15MT capacity are provided

- *100 to 00C (1st Chamber)*
- *100 to 00C (2nd Chamber)*
- *00 to (-100C) (3rd Chamber)*

The temperature-controlled area inside the centre is earmarked for storage facilities, inspection areas and area of unitization.

3. Transshipment Cargo Facilities -

A dedicated warehouse is allocated for the transshipment cargo. The Import as well as export cargo from the Customs warehouses in the catchments areas as well as airports like Chennai and Bangalore, Coimbatore etc are handled and stored at this centre for export from CIAL.

The import cargo from various airports like Mumbai, Chennai, Bangalore and other centres are transferred through RFS to transshipment centre and customs cleared at Cochin Airport.

The Customs bonded truck operators are doing the RFS for the various carriers for the to and fro transits of cargo through Cochin Airport

Cargo Services - CIAL, pioneer in the PPP model green field Airport and leading cargo service provider in India is the sole operator of the Cargo Service Centre.

- *Handles Export cargo brought in ready for carriage condition*
- *Physical storage and handling including build-up and break-down of ULDs*
- *Dedicated handling of freighter operations*
- *Special storage handling for precious, hazardous and perishable cargo*
- *Warehouse Management*
- *Custodian under customs act*
- *Access Control*
- *Dedicated business development unit*

Agencies located at the Cargo Centre -

- *Department of Customs Air Cargo Unit*
- *International as well as Domestic Airlines Cargo offices*
- *State Bank of India*
- *Federal Bank Ltd*
- *Plant Quarantine Office*

- *Postal Mail Transit office*
- *IATA/CHA agents in the CIAL Cargo Agents Building*

Infrastructure Expansion Plans -

- *New integrated Import buildings.*
- *Conversion of existing Import section to automated export warehouse*

Charges for Export Shipments –

Terminal, Storage and Processing Charges –

Sr. No.	Type of Cargo	Rate / Kg	Minimum Rate / Consignment
1	<i>General</i>	<i>Rs. 0.95</i>	<i>Rs. 150.00</i>
2	<i>#Special</i>	<i>Rs. 2.00</i>	<i>Rs. 300.00</i>
3	<i>Perishables (without addl. facility)</i>	<i>Rs. 0.70</i>	<i>Rs. 150.00</i>
4	<i>Valuable</i>	<i>Rs.5.00</i>	<i>Rs.1000.00</i>

Demurrage Charges -

Sr. No.	Type of Cargo	Rate / Kg / Day	Minimum Rate / Consignment
1	<i>General/perishable</i>	<i>Rs. 0.95</i>	<i>Rs. 150.00</i>
2	<i>#Special</i>	<i>Rs. 1.90</i>	<i>Rs. 300.00</i>
3	<i>Valuable</i>	<i>Rs. 3.80</i>	<i>Rs.600.00</i>

- *The free period for export cargo shall be 48 hours for examination/processing by the shippers/airlines.*
- *# Special cargo consists of live animals, hazardous goods, Ornamental fish, Chicks etc.*
- *Valuable cargo consists of gold, bullion, currency notes, securities, share coupons, travellers cheques, diamonds (including diamonds for industrial use),diamond jewellery, jewellery and watches made of silver, gold, platinum, computer parts, mobile phones and items valued @ Rs.65,000/Kg and above*
- *Charges will be levied on the “gross weight” or the “chargeable weight “of the consignment, whichever is higher. Wherever the " gross weight " and (or) " volume weight " is wrongly indicated on the Airway Bill and is found more, charges will be levied on the " actual gross weight " or " actual volumetric weight ", whichever is higher.*

Operating Airlines -

Airline	Address	Telephone
Air Arabia	http://www.airarabia.com/	+91-484-2611153(Direct No), 2610115 Extn:2639
Air Asia	http://www.airasia.com/	-6382.527523
Air Asia India	https://www.airasia.com/flights/india	0484 26 11 433/434/444
Air India	http://www.airindia.com/	https://www.malindoair.com/in/
Air India Express	http://www.airindiaexpress.in	+91-484-2610040(Direct No),2610115 Extn:2234/2231
Air Jazeera	https://www.jazeeraairways.com/	07290021295/296
Arkia airline		
Emirates	http://www.emirates.com/	+91-484-2611194/95(Direct No.),2610115 Extn:2281
Etihad	http://www.etihadairways.com	-37178.49296
Fly Dubai	https://www.flydubai.com/en/	0484 2610115-3748
Go Air	http://www.goair.in/	-393.4011395
Gulf Air	http://www.gulfair.com	+91-484-2611346(Direct No),2610115 Extn:2297
Indian Airlines	http://www.airindia.com/	+91-484-2610011(Direct No.),2610115 Extn:2130
Indigo	http://www.goindigo.in	+91-484-2611751(Direct No.), 2610115 Extn:2275
Kuwait Airways	http://www.kuwaitairways.com/	+91-484- 2610251(Direct No.), 2610115 Extn:2276
Malindo Air	https://www.malindoair.com/in/	0484 2611225
Oman Airways	http://www.omanair.aero/wy/	+91-484- 2610169(Direct No),2610115 Extn:2264
Qatar Airways	http://www.qatarairways.com/in/	+91-484-2611305(Direct No.), 2610115 Extn:2283
Saudi Arabian Airlines	http://www.saudiairlines.com/	+91-484-2611287(Direct No.), 2610115 Extn:2289
Silk Air	http://www.silkair.com/mbe/en_UK/	+91-484-2610115 Extn:2299
Singapore Airlines	http://www.singaporeair.com	0484 2610115-2299
Spicejet	http://www.spicejet.com	+91-484-2610115 Extn : 2173
SriLankan Airlines	http://www.srilankan.lk/	-8709.283439
Tiger Airways	http://www.tigerair.com	9567866478
Vistara	https://www.flydubai.com/en/	0484 2610115-2180,2181

Challenges in Export Logistics –

Small CPC facility – Cochin port has a dedicated CPC facility. But it is very small in size, just 22000 Sq. Ft. in comparison with perishable cargo handled by port.

Over Utilization of existing CPC unit – Current facility is just 22,000 Sq. Ft. which is very small and cargo volume is more. So current capacity is over utilized and handling heavy load of perishable cargo volume.

24X7 Cargo clearance facility is not available

No Freighter Services - All the air cargo is transported through the belly space of passenger aircraft. So there is negligible presence of dedicated cargo airlines and almost all airlines carried cargo in aircraft bellies. There are no freighter services in Cochin International airport.

Shortage of direct flight, shortage of cargo space – Freight forwarders, who are executing import and export shipments on behalf of their customers report that they are facing problem of Shortage of direct flight and shortage of cargo space.

Measures to boost Agro Export –

Need to Expand the existing CPC facility – To meet the increasing volume of perishable cargo exports, existing CPC facility need to expand as current facility is over utilized.

24X7 Clearance Facility need to Establish

Need to focus on Freighter Service – Airport authority has to work closely with the trade to understand the requirement of freighter service on specified routs. Accordingly need to work with the airlines to initiate the freighter services.

Contact Directory - Organization related with Supply Chain	
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Department/Office	Export Inspection Council (EIC), Cochin
Name	-

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Delhi Airport

Overview – Indira Gandhi International Airport (IATA: DEL, ICAO: VIDP) is an airport located in the city of Delhi, India that serves as the international aviation hub of the Indian capital of New Delhi as well as the rest of Northern India. The airport, spread over an area of 5,106 acres and is situated in Palam, 15 km south-west of the New Delhi railway station and 16 km from New Delhi city centre. Named after former Prime Minister of India Indira Gandhi, it is the busiest airport in India in terms of passenger traffic since 2009. It is also the busiest airport in the country in terms of cargo traffic, overtaking Mumbai during late 2015. In the calendar year 2018, it was the 12th busiest airport in the world and 6th busiest airport in Asia by passenger traffic handling nearly 70 million passengers. It is the world's busiest airport for Airbus A320 aircraft. The under-construction expansion program will increase the airport's capacity to handle 100 million passengers by 2030.

The airport was operated by the Indian Air Force before its management was transferred to the Airports Authority of India. In May 2006, the management of the airport was passed over to Delhi International Airport Limited (DIAL), a consortium led by the GMR Group. In September 2008, the airport inaugurated a 4,430 m (14,530 ft) runway. With the commencement of operations at Terminal 3 in 2010, it became India's and South Asia's largest aviation hub. The Terminal 3 building has a capacity to handle 34 million passengers annually and was the world's 8th largest passenger terminal upon completion.

In 2010, IGIA was conferred the fourth best airport award in the world in the 15–25 million category, and Best Improved Airport in the Asia-Pacific Region by Airports Council International. The airport was rated as the Best airport in the world in the 25–40 million passengers category in 2015, by Airports Council International. Delhi Airport was awarded The Best Airport in Central Asia and Best Airport Staff in Central Asia at the Skytrax World Airport Awards 2015. IGI also stood first in the new rankings for 2015 Airport Service Quality (ASQ) Awards conducted by Airports Council International.

The other airport serving Delhi NCR is Hindon Airport which is much smaller in size and primarily handles regional flights out of the city under the government's UDAN. Safdarjung Airport is used mainly by VVIP helicopters and small charter helicopters due to its short runway. Jewar Airport is being planned to offset the load of Indira Gandhi International Airport.

Cargo Facilities - The air cargo complex is located at a distance of 1 km from T3. It consists of separate brownfield and greenfield cargo terminals.^[61] The cargo operations at the brownfield terminal are managed by Celebi Delhi Cargo Management India Pvt. Ltd., which is a joint venture between Delhi International Airport Private Ltd (DIAL) and the Turkish company Celebi Ground Handling (CGH). CGH was awarded the contract to develop, modernise, and finance the existing cargo terminal and to operate the terminal for a period of twenty-five years by DIAL in November 2009. In addition to the existing terminal, a new greenfield terminal is being developed in phases by Delhi Cargo Service Centre (DCSC), also a joint venture between DIAL and Cargo Service Center (CSC). The Greenfield cargo terminal project consists of two terminals built over a plot of 48,000 square metres and 28,500 square metres respectively. Phase-1A of the project has been completed and is fully operational. Once the entire project is completed, these two new terminals will have an annual handling capacity of 1.25 million tonnes.

With air connectivity network of more than 144 destinations worldwide, Delhi Airport offers its Cargo customers the convenience of transporting goods to almost any part of the world. Delhi Airport offers the advantage of the most number of direct destinations in the country. With sufficient air freight

capacities, all the airlines including the freighter aircraft operating from Delhi Airport offer an array of freight services to the customers of air cargo supply chain.

Features of Cargo Terminal –

- India's First AEO (Authorized Economic Operator) certified Airport
- Ranks 29th amongst Cargo Airports of the world (2016, ACI Ranking), in terms of volume of cargo
- Largest Cargo Airport of the Country with 1.8 Million Metric Tonnes Annual cargo handling capacity
- 3 Operational Runways and 9 Freighter Parking Bays
- India's 1st Airport with its own Cargo Mobile App
- 17 Freighter Airlines, serving more than 20 destinations
- India's 1st Airport to be IATA e- Freight compliant
- Widest network of over 63 Airlines, connecting over 144 destinations
- Customs available on 24x7 basis
- Presence of Global Freight Forwarders
- First Airport in India to offer dedicated Airside Transshipment Excellence Centre
- 02 Integrated Cargo Terminals with a combined capacity of 1.8 Million Metric Tonnes per annum. Cargo Terminals managed by CDCTMIPL and DCSC
- 165,000 sqm of Cargo Processing Zone
- 1,50,000 Metric Tonnes per annum capacity Cold/ Pharma Zone with temperature range of - 20°C to + 25°C
- GDP Certified Pharma Handling processes
- 30,000 sqm of On-Airport Warehousing Facility (Air Cargo Logistics Centre)

Equipment & Facilities -

- State-of-art equipment, such as In-motion Count, Weight and Volume Analyzer (TLX Machine), E16P and E30 Battery operated Forklifts, R16 High Reach Trucks, L16AP Stackers, Hand Trans Pallets, etc.
- Pallet Container Handling System including Elevated Transfer Vehicles (ETV) with storage for various Built Unit Load Devices (ULD)
- Automated weighing and measuring systems for ULD
- 20 Nos. X-ray Machines for ULD Scanning
- 20 Nos. of Elevated Hydraulic Workstations for loading of Unit Load Devices
- Hand-Held Terminals with Barcode Technology for Real-Time entries of Cargo movements
- Hydraulic Dock Levelers at Truck dock area
- Integrated Cargo Management System for complete cargo tracking duly integrated with other entities like CHA, Customs, Airlines, Bank etc.
- Self-service Kiosk in Public Transaction Lobbies for Customer facilitation
- Multi-level racking system having 2500 Euro pallet positions

On-Airport Warehousing Facilities –

- Spread over 7 Acres of land
- 10,000 sqm Warehouse Space
- Dedicated Truck Docks
- Ample parking and staging area for trucks
- Safe and Secure Environment

- Round the clock operations and services

Exports Cargo Handling Charges -

Description	Rate in INR/Kgs.	Min. Rate in INR
Terminal, Storage and Processing Charges		
General	1.68	168
Perishable	4.34	434
X-ray Charges	1.85	185
Demurrage Charges		
General	2.10	210
Perishable	5.43	543
Palletisation/ Containerisation /Unitisation/ Stuffing		
General	3.38	1605
Perishable	4.02	1605

Operating Airlines –

Passenger Airlines: International Destinations

Aeroflot: Moscow–Sheremetyevo

Air Arabia: Sharjah

Air Astana: Almaty

Air Canada: Toronto–Pearson, Vancouver

Air China: Beijing–Capital

Air France: Paris–Charles de Gaulle

AirIndia: Bahrain, BangkokSuvarnabhumi, Birmingham, ChicagoO'Hare ColomboBandaranaik e, Dammam, Doha, DubaiInternational, Frankfurt, HongKong, Jeddah, Kabul, Kathmandu, Lagos, Leh, London–Heathrow, Melbourne, Muscat, Najaf, Newark, New York–JFK, Paris–Charles deGaulle, Riyadh, Rome–Fiumicino, SanFrancisco, Seoul,

Incheon, ShanghaiPudong, Singapore, Sydney, TelAviv, Tokyo–Narita, Toronto–Pearson, Washington–Dulles Yangon

Air India Express: Abu Dhabi, Dubai–International

Air Mauritius: Mauritius

AirAsia X: Kuala Lumpur–International

Alitalia: Rome–Fiumicino

All Nippon Airways: Tokyo–Haneda

Ariana Afghan Airlines: Herat, Kabul, Kandahar

Avia Traffic Company: Bishkek

Bhutan Airlines: Kathmandu, Paro

Biman Bangladesh: Dhaka

British Airways: London–Heathrow

Cathay Pacific: Hong Kong

China Airlines: Taipei–Taoyuan

China Eastern Airlines: Beijing–Capital, Shanghai–Pudong

China Southern Airlines: Guangzhou, Sanya

Druk Air: Dubai–International, Kathmandu, Paro
Emirates: Dubai–International
Ethiopian Airlines: Addis Ababa
Etihad Airways: Abu Dhabi
Finnair: Helsinki
Flydubai: Dubai–International
Flynas: Riyadh
GoAir: Abu Dhabi, Bangkok–Suvarnabhumi, Colombo–Bandaranaike, Phuket
Gulf Air: Bahrain
IndiGo: Abu Dhabi, Bangkok–Suvarnabhumi, Dammam, Dhaka, Doha, Dubai International, Istanbul, Jeddah, Kathmandu, Kuwait, Phuket, Riyadh, Singapore
Iraqi Airways: Baghdad, Basra
Japan Airlines: Tokyo–Haneda
Jazeera Airways: Kuwait
Kam Air: Kabul, Mazar-i-Sharif
KLM: Amsterdam
Korean Air: Seoul–Incheon
Kuwait Airways: Kuwait
LOT Polish Airlines: Warsaw–Chopin
Lufthansa: Frankfurt, Munich
Mahan Air: Mashhad, Tehran–Imam Khomeini
Malaysia Airlines: Kuala Lumpur–International
Malindo Air: Kuala Lumpur–International
Nepal Airlines: Kathmandu
Oman Air: Muscat
Qatar Airways: Doha
Saudia: Jeddah, Riyadh, Hajj: Medina
Shandong Airlines: Jinan, Kunming, Qingdao
Singapore Airlines: Singapore
Somon Air: Singapore
SpiceJet: Bangkok–Suvarnabhumi, Dhaka, Dubai–International, Hong Kong, Jeddah, Kabul
Sri Lankan Airlines: Colombo–Bandaranaike
Swiss International: Zurich
Thai Airways: Bangkok–Suvarnabhumi
Turkish Airlines: Istanbul
Turkmenistan Airlines: Ashgabat
Ukraine International: Kiev–Boryspil
United Airlines: Chicago–O'Hare (begins 12 December 2020), Newark, San Francisco
Uzbekistan Airways: Tashkent
VietJet Air: Da Nang, Hanoi, Ho Chi Minh City
Virgin Atlantic: London–Heathrow
Vistara: Bangkok–Suvarnabhumi, Colombo–Bandaranaike, Kathmandu, London–Heathrow, Singapore

Cargo Airlines: Destinations

ASL Airlines Belgium: Dubai–International, Liege

Bismillah Airlines: Dhaka

Blue Date Aviation:

Ahmedabad, Aurangabad, Bagdogra, Bangalore, Bhopal, Chennai, Cochin, Coimbatore, Goa, Hyderabad, Indore, Jaipur, Kolkata, Lucknow, Mumbai, Nagpur, Raipur, Ranchi, Patna, Thiruvananthapuram

Cathay Pacific Cargo: Bangalore, HongKong, Hyderabad, Kolkata, London–Heathrow, Manchester, Milan–Malpensa, Paris–Charles de Gaulle

China Airlines Cargo: Luxembourg, Taipei–Taoyuan

DHL Aviation: Hong Kong, Leipzig/Halle

Ethiopian Airlines Cargo: Chongqing, Addis Ababa

FedEx Express: Chengdu, Dubai–International, Guangzhou, Memphis

Kalitta Air: Hong Kong, Leipzig/Halle

Korean Air Cargo: Hanoi, Seoul–Incheon, Vienna

Lufthansa Cargo: Frankfurt, Dhaka, Guangzhou, Krasnoyarsk

MASKargo: Kuala Lumpur–International, Chennai

Qatar Airways Cargo: Doha

Quikjet Airlines: Bangalore, Chennai, Hyderabad, Mumbai

SF Airlines: Shenzhen

SpiceXpress: Bangalore, Hanoi

Thai Cargo: Bangkok–Suvarnabhumi

Turkish Airlines Cargo: Hanoi, Istanbul–Atatürk

UPS Airlines: Bangkok, Cologne, Dubai

Uzbekistan Airways: Navoi

Challenges in Agro Export –

Heavy Cargo Handling Charges – At Delhi airport cargo handling charges are very high as compare to the other international airports. Currently storage charges for perishable cargo is Rs.4.34/- per Kgs. and demurrage charges Rs.5.43/per Kgs. charged by the Cargo terminal authority which is extremely high.

Measures to boost Agro Exports -

Focus to Improve Cargo Handling Efficiency - Terminal authorities need to focus on improve cargo handling efficiency from receipt of cargo at CPC till loading in the aircraft. Specially activities like loading-unloading, storage, movement need to revisit. Green channel entry to be provided. Also, other agencies like Phyto Lab, PQ officers need to available for speedy execution of the export shipment

PQ Officers to be available 24X7 – Phytosanitary lab test certificate is required for perishable cargo exports. Delhi airport serves the exporters of NCR, Haryana, UP. So PQ officers availability need to establish for speedy execution of export shipment.

Reasonable Cargo Handling Charges to be imposed by cargo authorities – High storage charges will impact on the product costing and it will reduce product competitiveness in the international market. To avoid this, cargo terminal charges may be revised for perishable cargo and should be less than Re.1/- per kg.

Future Expansion – Terminals 4, 5 and 6 will be built at a later stage, which will be triggered by growth in traffic. Once completed, all international flights will move to these three new terminals. Terminal 3 will then be solely used for handling domestic air traffic. A new cargo handling building is also planned. According to Delhi International Airport Limited (DIAL), these new terminals will increase the airport's annual passenger volume capacity to 100 million.

Contact Directory - Organization related with Supply Chain	
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Goa Airport

Overview - Dabolim Airport (IATA: GOI, ICAO: VOGO) is the sole international airport in Goa. It is operated by the Airports Authority of India as a civil enclave in an Indian Navy naval airbase named INS Hansa. The airport is located in Dabolim, 4 kms from the nearest city Vasco da Gama, 23 kms from Margao, and about 30 kms from the state capital Panjim.

The airport's integrated terminal was inaugurated in December 2013. In fiscal year 2017–18, the airport handled over 7.6 million passengers. Several European charter airlines fly to Goa seasonally, typically between November and May. Flights from the UK (London Gatwick and Manchester Airport) are operated by TUI Airways. There are also several seasonal charter flights to various Russian cities.

Because of capacity constraints at the terminal and air traffic congestion due to a strong military and naval presence, a second airport at Mopa was proposed. It is under construction with scheduled completion in 2022.

Air Cargo Volume – An estimated 5,000 tonnes (5,500 short tons) of cargo were handled annually as of a few years ago and may have declined since then. Most air cargo is carried in the belly-space of airlines such as Air India rather than in dedicated freighters. As of 2016, all domestic cargo is handled at Dabolim airport. GoAir, Vistara and other airlines use AAI's facilities, including machines, to process cargo during non-peak hours.

Future Plans –

AAI has plans to build and operate a 24x7 cargo terminal at Dabolim in the old international terminal. Once completed, the common user terminal for cargo would be able to cater to both domestic and international cargo flights on a continuous basis.

The upcoming greenfield airport at Goa's Mopa could be used for large cargo traffic.

Infrastructure –

- CPC facility for perishable cargo
- One Cold Storage of around 6 MT capacity
- X-ray Machines
- Un-loading Dock
- Shading Area
- Forklifts for cargo handling
- Plug-in facility

Operating Airlines –

Airlines	Destinations
<i>Air Arabia</i>	<i>Sharjah</i>
<i>AirAsia India</i>	<i>Bangalore, Delhi, Hyderabad, Indore, Mumbai</i>
<i>Air India</i>	<i>Bangalore, Chennai, Delhi, Dubai–International, Kuwait, Mumbai, Surat</i>
<i>Alliance Air</i>	<i>Chennai, Hyderabad, Mysore, Pune</i>
<i>Gulf Air</i>	<i>Bahrain</i>
<i>GoAir</i>	<i>Ahmedabad, Bangalore, Chandigarh, Chennai, Delhi, Hyderabad, Mumbai, Nagpur</i>
<i>IndiGo</i>	<i>Ahmedabad, Amritsar, Bangalore, Chandigarh, Chennai, Coimbatore, Delhi, Doha, Guwahati, Hubli, Hyderabad, Indore, Kannur, Kochi, Kolkata, Lucknow, Mumbai, Nagpur, Pune, Raipur, Srinagar, Surat, Varanasi</i>
<i>LOT Polish Airlines</i>	<i>Seasonal charter: Warsaw–Chopin (resumes 8 November 2020)</i>
<i>Oman Air</i>	<i>Muscat</i>
<i>Qatar Airways</i>	<i>Doha</i>
<i>SpiceJet</i>	<i>Ahmedabad, Bangalore, Chennai, Delhi, Madurai, Mumbai, Nashik, Pune, Surat</i>
<i>TruJet</i>	<i>Hyderabad</i>
<i>Vistara</i>	<i>Delhi, Mumbai</i>
<i>Blue Dart Aviation</i>	<i>Ahmedabad, Delhi, Kolkata, Mumbai, Lucknow</i>
<i>FedEx Express</i>	<i>Dubai–International</i>

Challenges in Agro Export –

Non-availability of Green Channel for Perishable Cargo – Goa airport is one of the major airports having sizeable export cargo volume. But green channel facility for perishable cargo is not available.

Non-availability of Phytosanitary labs – Agro product exports need phytosanitary certificate. But for this test lab is not available in airport premises.

Limited international flights – From Goa airport international flight are very limited. So far only few international flights are available for gulf region.

High Air Freight Cost – Direct flight connections are not available from airport due to which cargo get transhipped and leads to high air freight cost as well as increase in transit time.

RA3 certification - At old Airport (GOA) there is CPC which is not RA3 certified, because of which, export to EU from this airport not possible. Modern CPC is going to be a part of the new airport for Goa at Mopa which is under construction. The new facility required to be RA3 Certified.

Measures to boost Agro Export –

Green Channel for Perishable cargo need to establish – For fast and speedy movement of the perishable cargo green channel entry need to arrange.

Establish Direct Connections with various International destinations – Airport authority and other government authorities need to work together with airlines. Data need to collect from the trade and industry for the Exim trade with various countries. Accordingly, co-ordinate with the liners to establish direct connections for required destinations.

Reduction in Air Freight Cost – With the establishment of new direct connections with various international destinations, air freight cost will come down which will help to boost exports.

Return Charter flights - It is pertinent to mention that, during months of November to April the charter flights regularly arrive at Goa (approx 250-300 charter flights). Cargo service in these charter flights on return can be explored for these charter international flights.

Contact Directory - Organization related with Supply Chain	
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Guwahati Airport

Overview - Lokpriya Gopinath Bordoloi Airport (IATA: GAU, ICAO: VEGT), also known as Guwahati Airport and formerly as 'Borjhar Airport', is the primary airport of the North-Eastern states of India. It is the 8th busiest airport in India. It is located at Borjhar, 26 km from Dispur, the capital city of the state of Assam and 28 km from Guwahati and is named after Late Gopinath Bordoloi, a freedom fighter and the first Chief Minister of Assam after India's independence. The airport is managed by Airports Authority of India and also serves as an Indian Air Force base.

The airport has undergone numerous expansions and renovations since its establishment in 1958. The LGBI Airport has witnessed annual traffic of over 23% in 2018–19 with a total footfall of 5.7 million passengers and 55,066 aircraft movements in the same period. The existing terminal building at the airport has a maximum handling capacity of 850 arrival/departure passengers an hour.

In January 2019, Guwahati won bids for two international destinations under the UDAN scheme, destinations being most anticipated Dhaka and Bangkok-Don Mueang.

In February 2019, the Airport has been privatized and given on lease for 50 years to Adani Group at highest bid of Rs. 160 per passenger.

Connectivity - The Lokapriya Gopinath Bordoloi International Airport at Guwahati is 18 km from the city centre and is well connected to New Delhi, Kolkata, Mumbai and Chennai. Indian Airlines, Air Sahara, Jet Airways, Air Deccan, Kingfisher Airlines, SpiceJet and Indigo fly operate regular flights to and from Guwahati. Druk Air also operates an international weekly flight between Bangkok and Guwahati. There are also regular intra-state air services connecting the six civil airports (Guwahati, Tezpur, Jorhat, Dibrugarh, Silchar & North Lakhimpur) of the state.

Perishable Cargo – From the Guwahati region fresh fruits and vegetables are exported which includes Flat Beans, Cow Peas, Brinjal, Pumpkin, Gourds, Betel Nuts, Orange, Pineapple, Papaya etc.

Infrastructure –

- One Cold Storage of 25 MT capacity
- CPC facility for perishable cargo is under construction
- X-ray Machines
- Un-loading Dock
- Shading Area
- Forklifts for cargo handling
- Plug-in facility

Operating Airlines –

Airlines	Destinations
AirAsia India	Agartala, Bangalore, Delhi, Imphal, Kolkata, Lilabari
Air India	Bangalore, Delhi, Hyderabad, Imphal, Kolkata, Lilabari
Alliance Air	Dimapur, Imphal, Kolkata, Lilabari, Pasighat, Tezpur
Druk Air	Bangkok–Suvarnabhumi, Paro, Singapore Charter: Ho Chi Minh City
GoAir	Aizawl, Bagdogra, Delhi, Kolkata
IndiGo	Agartala, Ahemdabad, Aizawl, Bagdogra, Bangalore, Chandigarh, Chennai, Delhi, Dibrugarh, Hyderabad, Imphal, Jaipur, Jorhat, Kolkata, Lucknow, Mumbai, Patna, Silchar, Varanasi
SpiceJet	Bagdogra, Bangalore, Chennai, Delhi, Hyderabad, Jaipur, Kolkata, Mumbai, Patna, Silchar
Vistara	Delhi
SpiceXpress	Hong Kong

Challenges in Agro Export –

CPC facility is not available – So far CPC facility for perishable cargo is not available. It is a major challenge at Guwahati airport for exports of perishable cargo.

Non-availability of Green Channel for Perishable Cargo – Guwahati airport is one of the major airport of north eastern region having sizable export cargo volume. But still green channel facility for perishable cargo is not available.

Non-availability of Phytosanitary labs and PQ officers at airport

No direct international flights – From Guwahati airport, only one international flight is available i.e. Druk airlines flight to Singapore.

High Air Freight Cost**Measures to boost Agro Export –**

Infrastructure need to be developed for Perishable Cargo handling – To boost the exports from the airport, existing infrastructure needs to be improved.

Green Channel for Perishable cargo needs to establish**Establish Direct Connections with various International destinations**

Reduction in Air Freight Cost – With the establishment of new direct connections with various international destinations, air freight cost will come down which will help to boost exports.

Contact Directory - Organization related with Supply Chain	
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Hyderabad Airport

Overview – Rajiv Gandhi International Airport (IATA: HYD, ICAO: VOHS) is an international airport that serves Hyderabad, the capital of the Indian state of Telangana. It is located in Shamshabad, about 24 kilometres South of Hyderabad. It was opened on 23 March 2008 to replace Begumpet Airport. It is named after Rajiv Gandhi, former Prime Minister of India. It has also ranked in AirHelp's list of top 10 airports in the world.

The airport has one passenger terminal, a cargo terminal and two runways. There are also aviation training facilities, a fuel farm, a solar power plant and two MRO facilities. As of 2019 March, RGIA is the sixth busiest airport by passenger traffic in India. The airport served about 21.4 million passengers in fiscal year 2018–19. The airport serves as a hub for Alliance Air (India), Blue Dart Aviation, SpiceJet, Lufthansa Cargo, Quikjet Cargo, TruJet and IndiGo. It is a focus city for Air India.

GMR Hyderabad International Airport Limited (GHIAL) was mandated to design, finance, build and operate Rajiv Gandhi International Airport (RGIA), Hyderabad as a world class Greenfield airport on the Public Private Partnership (PPP) model.

GMR Hyderabad International Airport Limited (GHIAL), a joint venture company promoted by the GMR Group (63%) in partnership with Airports Authority of India (13%), Government of Telangana (13%) and Malaysia Airports Holdings Berhad (MAHB) (11%).

With a vision to become the engine of economic growth for the State of Telangana, GHIAL is currently developing Hyderabad Airport City, an integrated ecosystem with 'Theme/Port' based development zones covering Commercial Office space, Retail, Leisure & Entertainment, Hospitality, Education, Healthcare, Aerospace and Logistics. Supported by state-of-the-art infrastructure and global connectivity offered by Hyderabad Airport, Hyderabad Airport City has emerged as a preferred choice for global investors and tenants.

The GMR Aerospace Park – It contains several facilities primarily related to the aviation sector. It has a 100-hectare (250-acre) special economic zone, which includes a 8.1-hectare (20-acre) Free Trade and Warehousing Zone, as well as a domestic tariff area.

Cargo Terminal – The cargo terminal is located west of the passenger terminal. It covers 14,330 square metres (154,200 sq ft) and can handle 150,000 tonnes of cargo annually. The terminal is operated by Hyderabad Menzies Air Cargo Pvt Ltd, a joint venture between GHIAL (51%) and Menzies Aviation (49%). Within the terminal is the Pharma Zone, a temperature-controlled facility designed for storing pharmaceuticals. The first such facility to be opened at an Indian airport, it is important to RGIA as pharmaceuticals account for 70% of exports from the airport. In May 2011, Lufthansa Cargo launched its first pharma hub at the airport.

GMR Hyderabad Air Cargo (GACAEL) is 100% subsidiary of GMR Hyderabad International Airport Limited (GHIAL). GACAEL provides a full scope of cargo handling services encompassing both physical handling as well as documentation services. Other services include warehouse handling including build-up and breakdown of ULDs, general supervision, tracing and irregularity management, customs interface, etc

Port Statistics -

Statistics (April 2019 – March 2020)	
Passengers	21,651,878 (▲1.2%)
Aircraft movements	183,450 (▲2.1%)
Cargo tonnage	1,43,884 (▼0.2%)

Infrastructure for Cargo Handling –**Terminal –**

- Terminal administration building is spread over an area of 3374 Sq. Mts. and provides office space for Airlines, Customs, Bank and DACAAI (Domestic Air Cargo Agents Association of India) operations staff
- Terminal Warehouse covers an area of 11,000 Sq. Mts. with annual handling capacity of over 1, 50,000 MT
- Dedicated Warehouse for Exports, Imports, Domestic Outbound & Domestic Inbound
- Dedicated Temperature Controlled Warehouse for storage and handling of Export Pharmaceuticals
- Dedicated Bank Facility
- Public & Staff canteen facility
- Cargo Satellite Building adjacent to the terminal building provides office space for regulatory authorities (Animal Quarantine, Plant Quarantine & Drug Control Authorities) and office/warehouse space for Freight Forwarders.
- 3 dedicated aircraft parking bays for Freighter Operations
- Vehicle parking facility with separate parking lots for cargo trucks and public vehicles
- Plug in facility for Reefer Trucks in the parking area
- 24/7 surveillance throughout the terminal with 75 CCTV Cameras
- Separate area earmarked for storage of airline ULD's

Terminal Capacity Details:

Cargo Terminal - Annual Throughput Capacity		
Category	Area (Sq Mt)	Capacity(in tons)
Export Warehouse	3000	38000
Import Warehouse	3600	45000
Export Pharma Zone	1400	30000
Domestic Warehouse	3000	37000
Total	11000	150000

Capacity Details – Key Facilities

Facility	Dangerous Goods			Cold Storage				Transshipment
	Export	Import	Domestic	Export – Pharma Zone	Export – Other Perishables	Import	Domestic	International
Volume (Cu. Mts.)	55	45	25	-	300	220	38	235
Capacity (Tons)	6	5	2.5	200	30	25	5	26

Exports temperature-controlled facility for Perishable cargo other than Pharma products			
Category	Volume (Cu Mt)	Capacity	Temperature range
		(in tons)	(degrees Celsius)
Chamber 1	136	14	+15 to +25/+2 to +8
Chamber 2	100	10	+15 to +25/+2 to +8
Chamber 3	60	6	+15 to +25/+2 to +8

Export Warehouse –

Non-Bonded Area-

- Cargo Acceptance truck docks – 12
- Dock Levellers – 01
- Office space for Customs Officials
- Customs Examination area
- Office space for GHACLPL operations team
- Floor level Calibrated Weighment Scales
- Area earmarked for storage of dangerous goods
- X-Ray machines
- CCTV Surveillance

Bonded Area-

- Strong Room & Vulnerable cargo storage area with Biometric Access
- Dangerous Goods Storage Room
- Separate enclosure for storage of airline material
- Cold Rooms: +15 to +25 & +2 to +8 degrees for Cargo other than Pharma products
- Automated Lift & Run system
- 02 Workstations – For ULD build up & Weighment
- Storage Locations for Build up ULD's
- 12 dedicated Plug in points for Cool Containers
- Work space for GHACLPL operations team
- CCTV Surveillance

Import Warehouse –

Bonded Area -

- *Storage Locations for ULD's subjected for breakdown Lift & Run work stations for break down of ULD's*
- *Floor level Calibrated Weighment scale Transshipment cargo storage area*
- *Strong Room & Vulnerable cargo storage area with Biometric Access*
- *Dangerous goods storage room*
- *Separate enclosure for storage of un-accompanied baggage(UB)*
- *Cold Rooms: + 15 to + 25 degrees Celsius, +2 to +8 degrees Celsius and 0 to -20 degrees Celsius*
- *Live animal storage room*
- *Multi Level Racking system*
- *Plug in facility for cool containers*
- *CCTV Surveillance*

Non-Bonded Area-

- *Office area for Customs Officials*
- *Exclusive office area for Customs Authorities for Unaccompanied Baggage processing*
- *Area for customs examination*
- *Waiting room for Unaccompanied Baggage passengers*
- *Dedicated counters for issuing of examination tickets and release of cargo*
- *CCTV Surveillance*
- *Delivery truck docks - 05*

Domestic Warehouse -

- *07 truck docs for acceptance and delivery*
- *Dedicated counter to deal with PDA transactions and issue of Vehicle control tickets for inbound consignments*
- *Separate counters for Release of cargo*
- *Office space for GHACLPL Operations team*
- *Separate enclosure for storage of Dangerous goods*
- *Strong room & Storage area for Vulnerable cargo with Biometric Access*
- *Dedicated weighing scales for Domestic Outbound area*
- *Dedicated X-Ray machines for Domestic Cargo.*
- *Cold Room: +2 to +8 degrees Celsius*

Handling Equipment –

- *Automated Lift & Run system for ULD storage*
- *04 work stations for ULD Build up and Break down ULD storage positions – 11 ten foot pallet positions & 11 twenty foot pallet positions in exports/imports and 24 ten foot pallet positions in Pharma Zone*
- *29 Truck Docks*
- *03 dock levellers of which 02 are dedicated for Export Pharma Zone*
- *Hermes software – State of art Cargo & Warehouse management system 2.5 ton capacity hand pallet trucks – 35 (10 units dedicated for Pharma zone) 03 ton capacity battery operated forklifts – 7*
- *03 ton capacity articulated high reach trucks*

- 06 ton capacity diesel operated forklift – 1
- Diesel operated heavy duty tractors – 2 Electric Stacker – 01
- Racking systems in Imports & Pharma Zone
- Ball matting system in Pharma Zone

X-Ray Machines –

Details of X-Ray Machines			
Warehouse	No. of X-Ray machines	Dimensions (Cms)	Capacity (Kgs)
International			
Exports - General cargo	4	145x180	1200
	1	60x42	160
Exports - Pharma Zone	1	180x180	5000
	1	145x180	1200
Domestic			
Outbound	4	100x100	200
Explosive Vapour Detector			

Electronic weighing scales in Domestic, Exports, Imports & Pharma Zone –

Details of Weighing scales			
Warehouse	No. of Units	Dimensions (LXW) (Mts)	Capacity (tons)
International			
Export	2	2x1.5	3
		3X2.5	3
Pharma Zone	2	2X1.5	2
		3X2.5	3
Import	1	2X1.5	3
Domestic			
Outbound	2	2X1.5	3
Inbound	1	1.5X1.5	2
Mobile Weighing Scale			
Domestic	2	2X1.5	3

Operating Airlines – Currently Hyderabad Airport handles over 21 million passengers and around 148,000 tons of cargo annually and serves 17 International destinations through 21 International and 3 Indian passenger carriers and has 8 domestic carriers operating to around 53 domestic destinations. In addition to the above, 5 cargo airlines operate dedicated freighter services from Hyderabad Airport.

Operating Airlines for International Destinations -

Airlines	Destinations
<i>Air Arabia</i>	<i>Sharjah</i>
<i>AirAsia</i>	<i>Kuala Lumpur–International</i>
<i>Air India</i>	<i>Dubai–International, Jeddah, Kuwait, Muscat</i>
<i>British Airways</i>	<i>London–Heathrow</i>
<i>Cathay Pacific</i>	<i>Hong Kong</i>
<i>Emirates</i>	<i>Dubai–International</i>
<i>Etihad Airways</i>	<i>Abu Dhabi</i>
<i>Flydubai</i>	<i>Dubai–International</i>
<i>Flynas</i>	<i>Riyadh</i>
<i>Gulf Air</i>	<i>Bahrain</i>
<i>IndiGo</i>	<i>Dammam, Doha, Dubai–International, Sharjah, Singapore</i>
<i>Jazeera Airways</i>	<i>Kuwait</i>
<i>Malaysia Airlines</i>	<i>Kuala Lumpur–International</i>
<i>Oman Air</i>	<i>Muscat</i>
<i>Qatar Airways</i>	<i>Doha</i>
<i>Saudia</i>	<i>Jeddah, Riyadh</i>
<i>Scoot</i>	<i>Singapore</i>
<i>SilkAir</i>	<i>Singapore</i>
<i>SriLankan Airlines</i>	<i>Colombo–Bandaranaike</i>
<i>Thai Airways</i>	<i>Bangkok–Suvarnabhumi</i>
<i>Cathay Pacific Cargo</i>	<i>Hong Kong</i>
<i>Ethiopian Airlines Cargo</i>	<i>Addis Ababa</i>
<i>Lufthansa Cargo</i>	<i>Frankfurt, Sharjah</i>
<i>Qatar Airways Cargo</i>	<i>Doha</i>
<i>SpiceXpress</i>	<i>Yangon</i>
<i>Turkish Airlines Cargo</i>	<i>Istanbul–Atatürk, Phnom Penh, Singapore</i>

Challenges in Agro Exports –

Private Cold Storage with high cost – A private storage facility is available with limited storage capacity and that too on very higher charges for perishable.

Integrated Common Pack House Facility not available – Hyderabad airport is one of the high-tech airport in India, where facility for pharma products provided. But perishable cargo is not considered properly. So far integrated pack house facility is not available at the airport.

Plant Protection Quarantine & Storage at airport required

Measures to boost Agro Exports –

Integrated Pack House to be establish at airport – Integrated pack house need to be established at Hyderabad airport which will provide pre-export facilities which includes VHT, Hot Water Treatment, Irradiation etc.

Dedicated Perishable Cargo handling channels to be provided - As like pharma products, perishable cargo need to be taken care at Hyderabad airport. Dedicated perishable cargo handling channels need to provide. It will help to reduce the turnaround time of perishable cargo exports.

Contact Directory - Organization related with Supply Chain	
Department/Office	Rajiv Gandhi International Airport (HYD)
Name	-
Designation	-
Address	Shamshabad, Hyderabad, Telangana 500409, INDIA
Phone	040 6654 6370
Department/Office	GMR Hyderabad Air Cargo
Name	Mr. Saurabh Kumar
Designation	CEO
Address	-
Phone	40 66977036
Mobile	-
Email	hyd.dutymanager@gmrgroup.in
Website	https://gmrhydcargo.in/index.php
Department/Office	Hyderabad Customs
Name	J.S.CHANDRASHEKAR
Designation	Principal Commissioner
Address	
Phone	23220720
Mobile	-
Email	commr-cushyd@nic.in
Website	http://hyderabadcustoms.gov.in
Department/Office	Export Inspection Council (EIC), Hyderabad
Name	-
Designation	-
Address	B-50, TSIIICL, Lakshmi Icon, 4th Floor, Sanath Nagar, Hyderabad Telangana Pin: 500018
Phone	040-23712224
Mobile	-
Email	eia-hyderabad@eicindia.gov.in
Website	www.eicindia.gov.in

Jaipur Airport

Overview – Jaipur International Airport (IATA: JAI, ICAO: VIJP) is the primary airport serving Jaipur, the capital of the Indian state of Rajasthan. Jaipur Airport is the 11th busiest airport in India in daily scheduled flight operations.

It is located in the southern suburb of Sanganer, 13 km from Jaipur. The airport was granted the status of international airport on 29 December 2005. The civil apron can accommodate 14 aircraft and the new terminal building can handle up to 1,000 passengers at a time.

Cargo Terminal - Beginning from July 16, 2012, Terminal 1 was closed to passenger traffic and was remodelled to handle solely cargo operations. The cargo terminal is adjacent to the old passenger terminal building and has an area of approximately 700 square metres (7,500 sq ft). The cargo facility is being provided by Rajasthan Small Scale Industries, a public sector undertaking of Government of Rajasthan. To shift the flights to Terminal 1, a part of the cargo operations will have to be shifted from here.

Facilities at Air Cargo Complex –

Common User Domestic Cargo Terminal is being managed by Airports Authority of India. Efforts are being made to provide international cargo services by AAICLAS, after getting custodianship from the customs authorities.

Intl. Cargo facility is being provided by Rajasthan Small Scale Industries Co. Ltd., a public sector undertaking of Govt. of Rajasthan.

Intl. Cargo facility is being provided by M/s Jaipur Gems Stone Exchange (for valuable cargo only) a private company.

Operating Airlines –

Airlines	Destinations
Air Arabia	Sharjah
Air India Express	Dubai–International
AirAsia X	Kuala Lumpur–International(suspended)
Oman Air	Muscat
SpiceJet	Dubai–International
Thai AirAsia	Bangkok–Don Mueang
Thai Smile	Bangkok–Suvarnabhumi

Challenges in Agro Exports –

High Turnaround Time for Export Shipment

Green Channel for Perishable Cargo is not available

Non-availability of Phytosanitary Lab & PQ officers

Measures to boost Export Logistics –

Focus to set up adequate storage space and improve Cargo Handling Efficiency

Establish Green Channel for Perishable Cargo

Contact Directory - Organization related with Supply Chain	
<i>Department/Office</i>	<i>Jaipur Airport</i>
<i>Address</i>	<i>Airport Road, Sanganer, Jaipur, Rajasthan 302011</i>
	-
<i>Department/Office</i>	<i>Airports Authority of India,</i>
<i>Name</i>	<i>Sh. J.S. Balhara</i>
<i>Designation</i>	<i>Airport Director</i>
<i>Address</i>	<i>Sanganer, Jaipur, Rajasthan-302029</i>
<i>Phone</i>	<i>0141-2725516</i>
<i>Mobile</i>	-
<i>Email</i>	apdjpr@aai.aero
<i>Website</i>	-

Kolkata Airport

Overview - Netaji Subhas Chandra Bose International Airport (IATA: CCU, ICAO: VECC) is an international airport located in Dum Dum, West Bengal, India, serving the Kolkata metropolitan area. It is located approximately 15 kms from the city centre. The airport is locally known as Kolkata Airport and also was earlier known as Dum Dum Airport before being renamed in 1995 after Netaji Subhas Chandra Bose, a prominent leader of the Indian independence movement. Kolkata Airport is one of the oldest airports in India; it was opened in 1924.

Spread over an area of 1,641 acres (664 ha), Kolkata Airport is the largest hub for air traffic in the eastern part of the country. The airport is a major centre for flights to Northeast India, Bangladesh, Bhutan, China, Southeast Asia and the Middle Eastern cities of Dubai, Abu Dhabi and Doha. In 2014 and 2015, Kolkata Airport won the title of Best Improved Airport in the Asia-Pacific region awarded by the Airport Council International.

Infrastructure –

- The International air cargo terminal at Kolkata Airport was the first air cargo terminal in the country, which was commissioned on 5th October, 1975.
- The international air cargo complex is located 1/2 km north of international terminal building with well-connected road infrastructure for smooth functioning of air cargo services.
- The total covered area of air cargo terminal is 21,906 square meter and its annual holding capacity including transshipment is 120000 MT.
- There are four parking bays exclusively for freighter fleet, which can accommodate up to B-747 type of aircraft.
- AAI has created this air cargo terminal with various facilities for processing air cargo in the terminal building at par with any international airport.
- All operating airlines and other agencies, which are connected with the clearance and pre-shipment formalities, have been accommodated under one roof at air cargo complex.
- AAI was appointed as a Custodian of Import and Export cargo
- Most of the regulatory and facilitation were established under one roof.
- The cargo terminal has three wings for processing of Export, Import cargo and Unaccompanied Baggage (Import) besides Disposal Unit for disposal of unclaimed / uncleared cargo.
- Kolkata International Air Cargo Terminal provides air cargo services to entire Eastern and Northern-Eastern region for transshipment cargo.
- In international freight transactions it connects six regions in the world, which are enriched in global market - South-Asian, South-East Asian Countries, Western Countries, Middle-East Countries, Central Asia.

Cargo Storage –**Export Wing -**

1	Covered Area	8,516 Sq. m
2	E.T.V. area	1,333 sqm
3	One time holding capacity	258 M.T.
4	Annual holding capacity	47,089 M.T.
5	Cargo Apron Capacity	2B-737 type & 2B-747 type

Import Wing -

1	Import	13,390 Sq.m
2	Automated & Retrieval System (AS/RS)	1930 Sqm
3	One time holding capacity	513 M.T
4	Annual holding capacity	86748 M.T.
5	Transshipment Area	80 Sq.m
6	7 Hazardous cargo shed	82 Sq.m

Perishable Cargo (CPC) -

Cold Storage	Total area with 3 chambers	43.80 Sq.m
Description	Temperature	Door Size
Chamber - A (Drug) +2° C to 4° C	2 x 1.15 Mts.	
Chamber - B +2° C to 5° C (Veg. & Fruits)	2 x 1.15 Mts.	
Chamber - C (Meat) -22° C	2 x 1.15 Mts.	

Facilities -**Public Facilities:**

1. Banks - State Bank of India
2. Canteen
3. Cold Drinks/Tea/Coffee Kiosks
4. Packer Services
5. Business centre (Xerox, Fax, Telephone, stationary etc.)
6. Air Conditioned Public Waiting Lounge

General Facilities:

1. On-line Integrated Cargo Management System (ICMS) for data processing
2. Forklifts
3. High Reach takers
4. Electronic/Mechanical weighing machines
5. Cargo trolleys
6. Power pallet trucks
7. Idle ULD Parking area

8. Truck-dock - 16 Nos.
9. Auction hall for disposal of unclaimed cargo

Facilities for Special Cargo:

1. Automated Storage & Retrieval System in Import
2. Elevated Transfer Vehicle in Export
3. Strong room for valuable cargo
4. Cold Storage Facilities
5. Hazardous Cargo Shed
6. Transshipment shed

Cargo Handling - In September 2012, the Airports Authority of India upgraded the airport's cargo-handling capacity, enabling it to cater the future demand. There has been a 25 per cent growth in international cargo movement to and from Kolkata Airport. Automobile parts accounted for the bulk of the growth in the movement of cargo from the city to other countries.

In November 2008, the first Centre for Perishable Cargo (CPC) in West Bengal was opened at the airport. The CPC has an area of 742.5 m² (7,992 sq ft) and an annual storage capacity of 12,000 million tonnes. The CPC is built with a ₹6.75 crore (US\$950,000) grant-in-aid from the Agricultural and Processed Food Products Export Development Authority (APEDA) part of the Commerce Ministry.

The volume of export was 21,683 tonnes in 2008–09, during the current fiscal more than 23,042 tonnes of cargo were handled by the airport. Similarly, the volume of import cargo increased from 16,863 tonnes to 18,733 tonnes, increasing over ten per cent during the same period.

Perishable Cargo – CPC facility is available at the airport. Near about 50 MT cargo exported per week which includes mainly fruits and vegetables. Many exporters are using this CPC facility.

Operating Airlines -

Airlines	Destinations
AirAsia	Kuala Lumpur–International
Air India	Bangkok–Suvarnabhumi, Dhaka, Dubai-International, Kathmandu, Yangon
Bhutan Airlines	Bangkok–Suvarnabhumi, Paro
Biman Bangladesh Airlines	Chittagong, Dhaka
Cathay Dragon	Hong Kong
China Eastern Airlines	Kunming
Druk Air	Paro
Emirates	Dubai–International
Etihad Airways	Abu Dhabi
GoAir	Singapore

IndiGo	Bangkok–Suvarnabhumi, Dhaka, Dubai–International, Guangzhou, Hanoi, Ho Chi Minh City, Singapore, Yangon
Malindo Air	Kuala Lumpur–International
Myanmar Airways International	Yangon
Novoair	Dhaka
Qatar Airways	Doha
Regent Airways	Chittagong, Dhaka
Singapore Airlines	Singapore
SpiceJet	Bangkok–Suvarnabhumi, Dhaka, Dubai-International,
SriLankan Airlines	Colombo–Bandaranaike
Thai AirAsia	Bangkok–Don Mueang
Thai Airways	Bangkok–Suvarnabhumi
Thai Smile	Bangkok–Suvarnabhumi
US-Bangla Airlines	Dhaka
Blue Dart Aviation	Ahmedabad, Chennai, Bangalore, Delhi, Hyderabad, Mumbai
Cathay Pacific Cargo	Delhi, Hong Kong
Qatar Airways Cargo	Doha
SpiceXpress	Bangalore, Chennai, Visakhapatnam, Hyderabad, Surat

Challenges for Agro Export –

Inadequate infrastructure facility – Airport seems to be developed primarily from passenger standpoint of view, and thus requirement of cargo facility development was not taken seriously. Cargo is generally the last part to be thought of. This leaves the entire logistics of cargo infrastructure and facility in woefully inadequate and poorly managed area of the airport. Following critical issues highlighted from equipment/infrastructure point of view –

- Lack of easy movement of cargo due to inadequate number of bulk containers, trolleys which leads to poor cargo handling and increases the chances of damages
- Shortages of X-ray machines, therefore cargo get piled up for screening and dwell time increases
- Shortages of forklifts, which creates speedy cargo movement issues frequently
- Plug in facility has been removed by the Authority
- Currently, there are only two unloading docks which restrict the smooth flow of perishable cargo and therefore, necessitate setting up of at least one more unloading dock.
- Additional shaded area to get protection from sun and rain is required. This may need additional civil work. Such additional civil work may not be difficult on this building as it is located in the last corner of the Air Cargo Complex.
- The roller conveyers at the CPC often do not function properly and give trouble while handling consignments.

- *Non availability of drinking water and washrooms has been reported by the exporters and staff.*

Bottlenecks in truck docking - *The floor area at the truck dock is the first entry point for offloading the cargo before shifting for clearance. Unloading docs for export cargo are inadequate due to which dwell time for trucks waiting outside the Air Cargo Complex ranges from 8 to 12 hours. In today's competitive environment it is ironic that export cargo vehicles are not off loaded due to lack of adequate space availability.*

Non-availability of Green Channel for Perishable Cargo – *Kolkata airport is one of the major airport of Eastern region having sizeable export cargo volume. But green channel facility for perishable cargo is not available. A Slip route directly to the Perishable centre is required to avoid high traffic near the Cargo Complex. Due to high security area, most of the day time, there is “No Entry” for the commercial cargo trucks which leads to delay in the entire process and sometimes, exporters have missed their flights.*

Inadequate X-ray screening facilities - *The lack of adequate screening machines, coupled with the fact that there is a lack of machines that can screen built-up pallets (BUPs) creates accumulation of cargo at the land side, particularly more so when a large part of the cargo is tendered at the same time. There is an absence of ULD screening facilities for heavy and palletized cargo. Machines frequently break down, and there are no on-site engineers who can trouble-shoot and provide the solutions immediately. This stalls the clearance process and leads to a pile up.*

Freighter Parking limitation – *So far only 3 parking bays are available for Freighter Aircraft. As compare to other international airports in Asian countries like Singapore (45) and Hong Kong (34), the number of dedicated freighter bays are limited*

Non-availability of Phytosanitary labs and PQ officers

Loss of cargo due to theft/pilferage – *one of the major issues is loss of cargo due to theft or pilferage from the packaged boxes on regular basis causing short supply issues raised by the customers.*

No direct flights to EU

Measures to boost Agro Export –

Infrastructures need to be developed for Cargo handling

Increase the unloading dock – *Unloading docks for the export cargo need to arrange. With this, trucks can enter the cargo terminal for fast and speedy unloading of the cargo and dwell time of trucks will reduce drastically. This will also improve export cargo turnaround time.*

Additional X-ray machines need to deploy – Existing x-ray screening facility is not enough to meet the increasing volume of export cargo. Therefore, addition x-ray screening equipment need to be deployed at cargo terminal.

Green Channel for Perishable cargo needs to establish

Freighter Parking to be arranged – Parking issue of freighter aircrafts need to be resolved on top priority. Additional parking to be provided for freighters. With availability for enough freighters, export cargo will be shipped in timely manner to various international destinations.

Establish Direct Connections to Europe

Cargo Safety to be ensured by terminal authority – For export cargo safety is very important. To avoid theft or pilferage of export cargo from the packed boxes, terminal authority has to take additional safety measures. Export cargo to be kept in covered area. Entire premises to be cover with CCTV cameras, 24 Hours security need to deploy, ID cards to be provided for direct and indirect staff members, gate pass facility to be arranged for outsiders, all entry & exit points to be covered with security etc.

Contact Directory - Organization related with Supply Chain	
Department/Office	Airport Management
Name	-
Designation	Airport Director
Address	NSCBI Airport, Kolkata-700 052
Phone	033-25119977
Mobile	-
Email	apdkolkata@aai.aero
Website	https://www.aai.aero/
Department/Office	Kolkata Customs Dept.
Name	Sailaja Ray Baruah
Designation	Chief Commissioner
Address	Custom House, 15/1, Strand Road, Kolkata
Phone	033-2243 7665
Mobile	-
Email	-
Website	http://www.kolkatacustoms.gov.in/
Department/Office	Export Inspection Council (EIC), Kolkata
Name	-
Designation	-
Address	World Trade Centre, 14 /1B Ezra Street, KOLKATA, West Bengal Pin: 700001
Phone	033 - 22355018 / 22355051 / 22355057

<i>Mobile</i>	-
<i>Email</i>	eia-kolkata@eicindia.gov.in
<i>Website</i>	www.eicindia.gov.in
<i>Department/Office</i>	<i>Calcutta Customs House Agent's Association</i>
<i>Name</i>	<i>Subhas Ch. Ghosh</i>
<i>Designation</i>	<i>President</i>
<i>Address</i>	<i>23, Shri R.N.Mukherjee Road, Kolkata – 700 001</i>
<i>Phone</i>	<i>033 46038596</i>
<i>Mobile</i>	-
<i>Email</i>	cchaakolkata@gmail.com
<i>Website</i>	http://www.cchaakolkata.org

Lucknow Airport

Overview – Chaudhary Charan Singh Airport (IATA: LKO, ICAO: VILK) is an international airport serving Lucknow, the capital of the Indian state of Uttar Pradesh. It is situated in the Amausi area of the city, and was earlier known as Amausi Airport before being renamed after Chaudhary Charan Singh, the fifth prime minister of India. It was granted international status in May 2012. In February 2019, the airport was privatised and given on lease for 50 years to Adani Group.

Cargo Volume Handled –

Financial Year	Export (kg)	Import (Kg)	Total Cargo (Kg)
2016-17	2838.00 MT	357.00 MT	3195.00 MT
2017-18	3596.00 MT	402.0 MT	3998.00 MT
2018-19	3341.00 MT	307.00 MT	3648.00 MT

Cargo Terminal Facilities –

- International Air Cargo Terminal for Export & Import
- Dedicated Customs setup for Export cargo, Import cargo clearance
- Cold Storage facility (3 ton) Available for perishable Cargo
- Cargo X-ray screening machine is available
- Two New Sheds - 33 & 35 Sq. Mts.
- Round the clock acceptance for export of perishables.
- Extended Exam Area -16 Sq. Mts.
- Export W/H - 47 Sq Mtrs
- Import W/H - 47 Sq Mtrs
- Exam Area - 35 Sq Mtrs
- X-BIS Room - 41.72 Sq Mtrs
- Cold Storage Room - 20 Sq Mtrs
- Huge Parking Area for Cargo Vehicles

Air Cargo Terminal Working Hours –

- Import 1000-1600 Hrs Daily except all Sundays. Second Saturday and Government Holidays.
- Export 1000-1600 Hrs Daily except all Sundays. Second Saturday and Government Holidays.
- For Export of perishable goods on holidays, exporters/CHAs are required to intimate on previous day and such consignments will be accepted on payment of prescribed MOT charges.

Cargo Handling Charges –

PARTICULARS	PER KG	MIN
1. Terminal, Storage & Processing Charges	IN INR	IN INR
(A) General Cargo	0.74	125
(B) Special Cargo	1.47	245
(C) Perishable	0.74	125
2. Demurrage Charges		
(A) General Cargo	0.76	125
(B) Special Cargo	1.5	245
(C) Perishable	0.76	125

Operating Airlines to International Destinations –

Airlines	Destinations
Air India Express	Dubai–International
Flydubai	Dubai–International
Flynas	Dammam, Riyadh
Oman Air	Muscat
Saudia	Jeddah, Riyadh
Thai Smile	Bangkok–Suvarnabhumi

Challenges for Agro Exports –**High Turnaround Time for Export Shipment**

Non-availability of Phytosanitary Lab & PQ officers – At Lucknow airport Phytosanitary lab and PQ officers are not available which may delay the execution of export shipment.

Measures to boost Agro Export –**Focus to Improve Cargo Handling Efficiency****Connectivity of flights to major destinations is required**

Working Hours need to extend for Export Shipments – Currently working hours at terminal to handle the export shipments are from 10.00 to 16.00 Hours which may be extended further.

Contact Directory - Organization related with Supply Chain

Department/Office	Airports Authority of India,
Name	-
Designation	Airport Director
Address	Airports Authority of India Chaudhary Charan Singh International Airport Amausi, Lucknow-226009
Phone	0522-2434914
Mobile	-
Email	apdlko@aai.aero
Website	-
Department/Office	Customs Dept.
Name	SHRI. VED PRAKASH SHUKLA
Designation	COMMISSIONER
Address	OFFICE OF THE COMMISSIONER OF CUSTOMS, LUCKNOW HALL NO. 3, 5TH & 11TH FLOOR, KENDRIYA BHAWAN, SECTOR – H, ALIGANJ, LUCKNOW – 226 024
Phone	0522-2329625/2329372
Email	ccplucknow@gmail.com
Website	https://www.commissionercustomslucknow.gov.in

Mumbai Airport

Overview - The modernization and redevelopment of Mumbai Airport is a reflection of India's rapid growth. Being in the financial capital and a key gateway of the country, the redevelopment of Mumbai Airport holds great significance in aiding the city to retain its fast-paced growth. Air Cargo Complex, Mumbai is the largest Air Cargo Complex in India in terms of volume of cargo handled, value of cargo, documents filed, and revenue collected. GVK - MIAL is one of the custodians of the Air Cargo Terminal. Since 2006, as part of modernization of the Air Cargo Terminal, MIAL has brought significant developments in infrastructure, improvements in process and efficiency. Mumbai's air cargo terminal holds the market leading position in Indian airports with the highest air cargo handled throughout to the tune of over 0.9 million metric tons per annum.

Advantages –

- **Cargo Management System:** Mumbai International Airport Private Limited (MIAL) is the first airport in India to introduce "Air Cargo Community Platform". The new web-based platform launched in the year 2013 is named as "GVK MIAL AIR EXCHANGE (GMAX)". GMAX is a unified electronic platform that connects Cargo Terminal Operator with all the air cargo stakeholders
- **E-Freight Initiatives:** MIAL leads the air cargo e-freight initiatives in India and is accredited by IATA as "e-freight" compliant air cargo station.
- **Cargo Mobile Application:** MIAL is the first airport in India to introduce "Cargo Mobile App" which offers the air cargo stakeholders a complete visibility of the air cargo status at Mumbai Air Cargo Terminal.
- MIAL Cargo Terminal is equipped with all modern Material Handling Equipment's
- 30 Ton Capacity Weighbridge in exports is also capable of generating IATA standard airline ULD tags
- MIAL has Export Cold Storage with one-time cargo holding capacity 100 MT as well as Annual holding capacity 25000 MT
- Cold Storage has Temperature Range +15 to +25 °C and +2 to +8 °C
- **Export Unitization Zone** - The Export Unitization Zone is designed to offer one-stop solution to the airline customers covering services like Unitization, ULD Weighment, generation of IATA standard airline ULD tags and comprehensive documentation.
- **Santacruz Air Cargo Terminal (SACT):** Santacruz Air Cargo Terminal is India's largest state-of-the-art common user facility for domestic cargo handling.
- **Export Heavy and Bonded Cargo Terminal:** Export Heavy and Bonded Cargo Terminal is a state-of-the-art facility offering exclusive handling for odd dimension cargo, heavy shipments and bonded cargo received from hinterland.
- **Export Pharma Terminal facility** is a state-of-the-art temperature-controlled facility dedicated for export pharmaceuticals and perishable products.
- **Export AGRO Terminal:** Export AGRO Terminal offers exclusive handling for AGRO products like fruits and vegetables and marine products

- *All major international & domestic airlines are connected*
- *Export Operations and Cargo acceptance 24X7*
- *Free Period for Export: 12 Hours from the time of physical acceptance of cargo*
- *Dedicated Cargo Management System*
- *04 lane access for cargo vehicles to cargo terminal*
- *5 dedicated freighter aircraft parking bays*
- *46 plug points for active refrigerated ULD's*
- *Trans-shipment cargo storage facility*
- *Round-the-clock operations*
- *Regulators: Indian Customs, Animal Quarantine, Plant Quarantine, Drug Control, Airport Health Officer, Food Safety & Standards Authority of India, Wildlife Protection Authority and Bureau of Civil Aviation Security*
- *Vehicle parking area (both cargo and passenger vehicles)*
- *Separate holding lanes for export & import cargo vehicles*

Since, 2015 Air India Air Transport Services Ltd (AIATSL) wholly owned Subsidiary Company of Air India Ltd has been appointed as Custodian. As a Custodian, AIATSL looks after total cargo activities. All the infrastructure and facilities for export and imports will be handled by AIATSL. APEDA and AIATSL both jointly handles perishable cargo warehouse which has following facilities –

- ✓ *A state of art facility is available for perishable cargo, such as, vegetables, fruits, meat, seafood and vaccines, newspapers, livestock etc.*
- ✓ *Total Area: 2800 Sq. Meters approx.*
- ✓ *Temp 18 Degrees C*
- ✓ *It has nine separate chambers where temperature can be computer controlled to minus degree Celsius, as per requirement.*
- ✓ *AIATSL handles Perishable Cargo for its 15 Customer Airlines and 11 Non-Customer Airlines.*
- ✓ *One Time Holding Capacity (MT): 267 MT*
- ✓ *Temperature Range: +18 to -20*
- ✓ *Activities: Admittance, Weighment, Quarantine Clearance, Customs Clearance, Screening and Certification and ULD Buildup*
- ✓ *Truck Docks, Dock Levellers, X-Ray machines, Forklifts, Automated doors, Hydraulic Pallet Trucks, Weighing scales, Ball matt system & Loading bays*
- ✓ *Customs Office, Documentation Cell, Agents working area & Quarantine office*
- ✓ *Data Loggers, Alarm System, backup for power & cooling systems*
- ✓ *One time holding of 40 ULD's*

Challenges for Agro Export –

Heavy Charges of Export AGRO Terminal – Air Cargo Complex, Mumbai is the largest Air Cargo Complex in India in terms of volume of cargo handled, value of cargo, documents filed etc. AIATSL and APEDA jointly handles the activities of AGRO products like fruits and vegetables and marine products. They provide various services under one roof. But for all these services charges are very high.

Terminal charges for perishable cargo for Fruits, Vegetables, Fish etc. are Rs.0.65/- per Kgs. and warehousing charges Rs.2/- per Kgs. borne by the exporters.

Free Period for Export - The free period for export of cargo is only 12 Hours for examination/processing/clearance. After the free period, late clearance charges are levied. Sometimes cargo arrives from long distance of more than 500 Kms and there is delay in gate in of cargo. Also, airport is in the heart of the city, causing delay in meeting the flight deadlines.

No Dedicated Entry Points for Reefer Vehicles – Reefer vehicles are frequently stuck in Mumbai city traffic and most of the time near cargo complex gate due to heavy congestion. Due to delay in traffic many times cargo cannot reach on time to catch the flight

Regular & Heavy Congestion at Cargo Complex gate

Labour issues at airport

Lengthy Customs Clearance process

Volatile Air Freight Cost

Shortage of Customs Officials at Export shed – It is observed that frequently there has been acute shortage of the Customs officials in export shed, thus clearance process gets delayed

General Slowness in the EDI System – Frequently it is observed that EDI system is generally slow. In view of the slow and erratic working of EDI system, registration of import & export documents gets adversely affected, thus leading to backlog and delay in clearance.

Need to upgrade the existing CPC facility – CPC has become old and the cold storage not been properly utilized. At present CPC is having the low capacity for limitation of space for segregation of EU and Non-EU Cargo.

Measures to boost Agro Export –

Even though there are challenges for AGRO export, still ACC, Mumbai, AIATSL are putting their efforts to boost exports. For smooth flow of export shipments, collaborative efforts are required from the



authorities/agencies/trade. To boost AGRO exports via Mumbai airport few measures are outlined below –

Export Facilitation Centre at Mumbai Airport –

- ✓ Export Facilitation Centre to be available at Perishable Cargo warehouse with necessary government/non-government authorities to facilitate the exports through single window, which includes Testing Laboratories, National Plant Protection Organization, Export Inspection Agencies, Chamber of Commerce, SGS/Bureau of Veritas representative, insurance agencies, Customs officials etc.
- ✓ Develop inhouse and on-line facility all kind of certifications for exports

Advanced EDI system –

Current EDI system may be upgraded with the changing needs and increased volume of Exports to avoid unwanted delays on account of slowness of system.

Necessary Training of Labour at Airport

Control/rationalization of Air Freight Cost

Provision of Adequate Customs Staff to handle the Exports of perishables

Contact Directory - Organization related with Supply Chain	
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Name	Shri S. ANANTHA KRISHNAN
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Phone	022 268226612
Mobile	-
Email	commr-cus4mum3@nic.in
Website	https://www.cbic.gov.in/
Department/Office	Customs
Name	Shri Prabhakar Kumar
Designation	Joint Commissioner of Custom
Address	Air Cargo Complex Sahar Andheri(E), Mumbai - 99.
Phone	022 26828856
Mobile	-
Email	-
Website	https://www.cbic.gov.in/
Department/Office	Export Inspection Council (EIC), Mumbai
Name	Shri. C.B. Kotak

Designation	Deputy Director
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Website	https://www.eicindia.gov.in
Department/Office	Maharashtra State Agricultural Marketing Board (MSAMB), Pune
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Phone	020 24528100, 24528200
Mobile	-
Email	admin@msamb.com
Website	https://www.msamb.com
Department/Office	Brihanmumbai Custom Brokers Association
Name	Mr. KARUNAKAR SHETTY
Designation	PRESIDENT—DIRECTOR
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Phone	22 43119100 /43119101
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Email	info@bcbaind.com / ksshetty@shipair.in
Website	www.bcbaind.com
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Website	https://www.csmia.aero/cargo/about-mial-cargo.aspx
Name	Mr. Nandan Kanchan
Designation	Senior Manager- Export Operations
Phone	022-66851382
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Website	https://www.csmia.aero/cargo/about-mial-cargo.aspx
Department/Office	The International Air Transport Association (IATA)
Name	-

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<i>Mobile</i>	-
<i>Email</i>	-
<i>Website</i>	https://www.iata.org/en
<i>Department/Office</i>	<i>AI AIRPORT SERVICES LIMITED</i>
<i>Name</i>	<i>Capt. Ashvini Kumar Sharma</i>
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<i>Phone</i>	<i>022 2831 8392</i>
<i>Mobile</i>	-
<i>Email</i>	<i>ashvini.sharma@airindia.in</i>
<i>Website</i>	http://www.aiatsl.com
<i>Department/Office</i>	<i>Air India Ltd.</i>
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<i>Address</i>	<i>1st Floor, Triangular Plot, Opp. Sahar Police Station, Sahar, Andheri (E), Mumbai-400 099</i>
<i>Phone</i>	<i>022-28318223</i>
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<i>Website</i>	http://www.airindia.in/

Trivandrum Airport

Overview - Trivandrum International Airport (IATA: TRV, ICAO: VOTV) is an international airport which primarily serves the city of Thiruvananthapuram in Kerala, India. Established in 1932, it is the first airport in the State of Kerala. It is the fifth international airport of India officially declared by then Prime Minister of India, V. P. Singh in 1991.

It is the second busiest airport in Kerala after Kochi and the fourteenth busiest in India. In fiscal year 2018-19, the airport handled more than 4.4 million passengers with a total of 33,093 aircraft movements. Spread over an area of 700 acres (280 ha), the airport is approximately 3.7 km (2.3 mi) due west from the city centre and 21 km from the under construction Vizhinjam International Seaport.

Trivandrum International Airport operates two terminals. Terminal 1 handles domestic flight operations (except Air India) and Terminal 2 handles all international flight operations as well as all domestic flights by Air India.

Connectivity-

Road -Trivandrum International Airport is connected to National Highway 66 (NH 66) which connects the airport to the city and other parts. The National Highway 66 links the airport with the upcoming Vizhinjam International Seaport.

Rail -The nearest railway station is Kochuveli railway station which is about 5 km away and Thiruvananthapuram Central railway station is about 5.5 km. These railway stations are well connected with different regions of the country

Trivandrum Air Cargo Terminal - During the period 1978-79, Government of India took a policy decision that Air Cargo Complexes should be set up at suitable locations in the country, other than metro airports, by the concerned State Governments. These complexes were intended to bring all Export/Import activities under one roof. In Kerala, Thiruvananthapuram was identified as a suitable location and the Government of Kerala nominated Kerala State Industrial Enterprises Ltd. as the Operating Agency for setting up Air Cargo Complex attached with Trivandrum Airport.

Export operations from Trivandrum commenced in 1979. A full fledged Air Cargo terminal was established by KSIE at Shanghumugham from where full fledged Import/Export activities commenced from July 1984 onwards.

KSIE had carried out two major expansion projects at TACT. It has also obtained quality certification from the Bureau of Indian Standards as per IS:ISO 9001-2000 standards, as early in the year 2003. TACT is the major center for export of perishables from South India. Nearly 75 MT per day of vegetables, fruits and other perishables like meat, fish, flowers etc. are exported from TACT. Spices, handicrafts, textiles etc. are also uplifted. As regards Import, TACT has now capacity to handle upto 75MT of Import cargo per day on an average.

International flights from Trivandrum Airport stands shifted to new Airport Terminal commissioned by the AAI with effect from 01.03.2011. Along with this, KSIE has created necessary infrastructural facilities near the new Airport terminal at Chackai to carry out export operations smoothly. AAI had

leased out around 4000 sqm. land to KSIE for this purpose. This arrangement will continue for the time being until the dream project of KSIE to construct a new cargo terminal of international standard in 10 to 15 acres of land to be allotted to KSIE by the Government of Kerala.

Facilities of Trivandrum Air Cargo Terminal (TACT) –

1. Export/Import
2. Cargo booking
3. Warehousing
4. Customs inspecting
5. Security airworthiness inspection
6. Plant quarantine
7. Inspection import
8. Cargo warehousing
9. Customs inspection general
10. Cargo handling
11. X-ray
12. Banking
13. STD/ISD
14. Cold storage

Major Commodities Handled – Banana, Banana Leaf, Bean, Bitter Gourd, Snake Gourd, Ash Guard, Bottle Gourd, Cabbage, Chilly, Chinese Potato, Cluster Bean, Cucumber, Curry leaf, Coconut, Drumstick, Amla, Jack Fruit, Ladies Finger, Potato, Pumpkin, Cauliflower, Brinjal, Pineapple, Sweet Potato, Musk Melon, Lemon, Tomato. In 2019-20 around 23079 MT cargo handled by the airport.

Charges for Export Shipments –

Terminal, Storage and Processing Charges –

SL. NO.	TYPE OF CARGO	RATE PER KG	MINIMUM RATE / CONSIGNMENT
1	General	Rs. 0.95	Rs. 150.00
2	News Paper & TV reel	Rs. 0.70	Rs. 125.00
3	Perishables	Rs. 0.80	Rs. 150.00
4	Valuable	Rs.6.00	Rs.1000.00

Demurrage Charges -

SL. NO.	TYPE OF CARGO	RATE / KG / DAY	MINIMUM RATE / CONSIGNMENT
1	General	Rs. 0.95	Rs. 150.00

2	News Paper & TV reel	Rs. 0.70	Rs. 125.00
3	Perishables	Rs. 0.80	Rs. 150.00
4	Valuable	Rs.10.00	Rs.1500.00

X-ray Screening Charges – Rs.1.50 per Kg. for Perishable and General cargo

The free period for export cargo shall be 36 hours for examination/processing by the shippers/airlines.

Operating Airlines –

Airlines	Destinations
Air Arabia	Sharjah
Air India	Bangalore, Chennai, Delhi, Kochi, Malé, Mumbai, Riyadh, Sharjah
Air India Express	Abu Dhabi, Chennai, Coimbatore, Doha, Dubai–International, Kochi, Kozhikode, Muscat, Sharjah
Emirates	Dubai–International
Etihad	Abu Dhabi
Gulf Air	Bahrain
IndiGo	Bangalore, Chandigarh, Chennai, Dammam, Delhi, Dubai–International, Hyderabad, Kannur, Kochi, Kolkata, Mumbai
Kuwait Airways	Kuwait
Maldivian	Hanimaadhoo, Malé
Malindo Air	Kuala Lumpur–International
Oman Air	Muscat
Qatar Airways	Doha
Scoot	Singapore
SpiceJet	Bangalore, Chennai, Delhi, Mumbai
SriLankan Airlines	Colombo–Bandaranaike
Vistara	Delhi
Blue Dart Aviation	Ahmedabad, Bangalore, Chennai, Coimbatore, Delhi, Hyderabad, Mumbai
Emirates SkyCargo	Dubai–Al Maktoum, Hong Kong
FitsAir	Colombo–Bandaranaike
Qatar Airways Cargo	Colombo–Bandaranaike, Doha
SriLankan Cargo	Colombo–Bandaranaike
Saudia Cargo	Dammam, Hong Kong, Riyadh

Expansion - Further expansion of the airport has been planned with the AAI demanding 82 acres for the demolition of the existing domestic terminal and the construction of a newer one and other

related facilities for Trivandrum airport. The state government has agreed to acquire 18 acres for the construction of the domestic terminal. The AAI is planning to construct a new terminal of around 40,000 square metres, which would spruce up the city airport's total terminal area to 75,000-square-metres. Paper works, including drawing of plans, for the new terminal building have already begun at the AAI headquarters. The plan is to complete the construction of the new terminal within 18 to 24 months after the state government hands over the land to the Airport Authority of India Connectivity.

Challenges for Agro Export –

Airport Approach Road in Narrow – Airport approach road is very narrow, due to which cargo vehicles are facing the problem of traffic jams frequently. Therefore dwell time of trucks increased including cost.

Limited Cold Storage facility – Existing cold storage facility is limited which is over utilized. Existing facility cannot meet the increasing demand from various types of cargo such as perishable, pharma. Food, plants etc

X-ray Screening – Cargo screening facility is also limited. Existing facility cannot meet the increasing demand from various types of cargo.

24X7 Cargo clearance facility is not available – For perishable cargo, speedy clearances from all the relevant authorities is required which includes Customs, Directorate of Plant Protection Quarantine & Storage, Testing Labs etc.

Shortage of direct flight – Various international destinations are not connected with the direct flight from Trivandrum e.g. UK, France which leads to increase in transit time and cost as cargo will be transhipped.

Measures to boost Agro Export –

Need to Expand the existing CPC facility – To meet the increasing volume of perishable cargo exports, existing CPC facility need to expand as current facility is over utilized. It will help to handle perishable cargo properly without damaging the quality and shelf life of the product.

24X7 Clearance Facility need to Establish - Speedy clearance of perishable cargo is highly preferable for which relevant authority's availability need to establish for 24X7. Working hours of Customs and other relevant authorities to be increased and staff need to be available in different shifts.

Need to increase direct connections – Airport authority must work closely with the trade to understand the requirement of direct flight connections on specified routes. Accordingly need to work with the airlines to initiate the direct connections.

Export Packaging – Export packaging and palletising facility need to be available at airport cargo terminal. It will help to properly palletize the cargo for ease of handling at terminal as well as inside the aircraft.

Additional X-ray machines need to deploy – To speed up the export clearance, additional x-ray screening facility need to deploy at the cargo terminal.

Arrangement of approved test labs

Contact Directory - Organization related with Supply Chain	
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Designation	Airport Director
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Website	https://www.ksie.net
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Phone	0471 2501016, 0471 2501031
Mobile	-
Email	tact.ksie@gmail.com
Website	https://www.ksie.net
Department/Office	Export Inspection Council (EIC), Cochin
Name	-
Designation	-
Address	27/1767 A, Shipyard Quarters Road, Panampilly Nagar (South), KOCHI – 682036
Phone	0484 - 2314645 / 2316946 / 2316949
Mobile	-
Email	eia-kochi@eicindia.gov.in
Website	www.eicindia.gov.in
Department/Office	Cochin Customs Broker Association
Name	Mr.Alan Jose
Designation	President
Address	-
Phone	2666687, 2668936
Mobile	9447121131
Email	alan@globalexpress.net.in
Website	http://www.ccha.org/

Calicut Airport

Cargo Terminal Facilities at CPC–

Name of the airport	What is the volume of Export cargo handled (MT)	No. of exporters using the CPC presently	Major agri export products handled
Calicut	24552 MT (2019-2020)	36	Ash Gourd, Banana, Bitter Gourd, Bottle Gourd, Beans, Brinjal, Cabbage, Cauliflower, Cassava, Chilly, Chinese Potato, Chow Chow, Cluster Bean, Cucumber, Curry Leaf, Coccinia, Coconut, Colocasia, Corm, Drumstick, Amla, Jack Fruit, Ladies Finger, Lemon, Mango, Potato, Pineapple, Pumpkin, Snake Gourd, Muskmelon, Shallot, Sweet Potato, Tomato, Yam

CPC – CALICUT AIRPORT

- ❑ **No. of Cold rooms available, and capacity; whether fully unutilized : 2 Cold rooms are partially used.**
- ❑ **No. of Pre-cooling rooms available, and capacity; whether fully unutilized : 1 Pre-cooling Partially Utilized.**
- ❑ **Any requirement of Cold room/Pre-cooling (capacity to be mentioned) : None as yet**
- ❑ **Average Turnaround time for cargo (since arrival at CPC to loading in aircraft) : About 3 hours.**
- ❑ **Lack of easy movement of cargo : no issues with Easy Movement of Cargo**
- ❑ **Shortage of X-Ray machine : Yes**
- ❑ **Shortage of unloading dock : No**
- ❑ **Shortage of shading area at airport : No**
- ❑ **Shortage of Bulk containers, container dollies & lazy rollers, trolley : No**
- ❑ **Cold rooms are not operating well in CPC : Its operating well.**
- ❑ **Availability of Green channel for direct entry of perishable cargo. : No**
- ❑ **Availability of skilled manpower/labour in all shifts. : Yes**
- ❑ **Requirement of accredited Phytosanitary labs and availability of PQ officers : P Q Office available**
- ❑ **Delay due to Customs clearance : No**

☐ ***Incidents of loss of cargo due to theft/pilferage from packed boxes of export cargo : No***

☐ ***Exports have been decreased due to cancellations of wide body aircrafts : Yes***

☐ ***Any other specific constraints : Nil***

Conclusion

The two vital components of logistics ie. maritime and aviation, are critically dependent on the national port system to ensure sustainable economic growth through expanding exports and availability of essential infrastructure. Hence, port infrastructure reforms need to be coherent and carry with it a sense of urgency. If this happens, India's trade would cope with increasing competition in international markets leading to incremental rise in exports. Private sector participation is highly essential to supplement the efforts of the public sector to augment the capacity expansion and sustainable economic growth.



Therefore, serious attention is required to focus on the challenges/bottlenecks of Indian ports, so that full capacity and hidden potential of the ports can be utilized to boost the Agri product exports enabling overall economic growth of the nation.

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Ministry of Food Processing Industry

World Shipping Council

Indian Ports Association

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Feedback & Opinions of Exporters

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Jawaharlal Nehru Port Trust

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Logistics Databank Analytics Report- Jan 2020

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<https://vizaqport.com/>

<https://www.civilaviation.gov.in/sites/default/files/moca>