

PARADIP PORT TRUST WELCOMES



**ALL REPRESENTATIVES
OF
THE ESTEEMED PORT USERS**

**PARADIP
November 15, 2015**

TRAFFIC (FY 2014-15)

Figures in million tonnes

Commodity	2013-14	2014-15	% Variation w.r.t 13-14
T. Coal	25.03	30.13	20.41
Coking Coal	7.04	7.87	11.84
POL	17.70	17.98	1.55
FRM (Dry)	3.93	4.38	11.34
Iron Ore	5.59	2.18	(-) 61
Fertiliser	0.12	0.05	(-) 58.29
Container (MMT)	0.10	0.07	(-) 32.20
(TEU)	8675	4312	(-) 50.29
Others	8.49	8.35	(-) 1.63
Total	68.00	71.01	4.42

TRAFFIC (Apl.-Nov.)

Figures in million tonnes

Commodity	2014-15 (Apl.-Nov.)	2015-16 (Apl.-Nov.)	% Variation w.r.t 14-15
T. Coal (Coastal)	13.84	14.72	6.35
Coking Coal	5.10	5.78	13.29
FRM (Dry)	2.96	2.92	(-)1.27
Crude	10.47	11.40	8.88
POL	1.17	1.62	38.46
Iron Ore	1.28	0.50	(-) 60.93
Non-Coking Coal	5.79	4.89	(-) 15.54
Others	5.56	7.10	27.00
Total	46.17	48.93	5.97

Vessel Traffic (Apl.-Nov.)



Commodity	2014-15	2015-16	% Variation
Crude	63	58	(-) 7.94
POL Product	96	126	31.25
Thermal Coal	255	266	2.75
All Other Coal	211	241	14.21
FRM (Dry)	58	59	1.72
Other Liquids	61	82	34.43
Containers	11	18	63.64
Other Dry + Break Bulk	177	167	(-) 5.64
Total	932	1017	9.12

PORT PERFORMANCE 2015-16



Particulars	FY 2015-16 (Up to 11 Dec., 2015)	FY 2014-15 (Up to 11 Dec., 2014)	Improvement (%)
Traffic Handled (MMT)	51.01	48.08	(+) 5.87
Avg PBD (Hrs.)	57.53	86.14	33.21
Avg. TRT	4.92	6.58	25.23
OSBD (Tonnes)	19646	17183	14.33
Berth Occupancy (%)	68.21	76.46	10.79

Average Productivity (Apr-Nov)



Commodity	2014-15	2015-16	% Variation
Crude	100828.81	132464.29	31.38
POL product	8878.00	9853.54	10.98
C. Coal	9355.63	10812.30	15.57
Other coal	8688.77	10470.70	20.51
Thermal Coal	31781.36	36446.64	14.68
Lime stone	7826.33	8707.58	11.26
FRM (Dry) – Rock phosphate	12565.03	11101.06	(-) 11.65
Sulphur	10423.60	10239.83	(-) 1.76
Other liquid	8348.02	10240.29	22.67
Total	15688.55	18593.91	18.52

Highest Productivity Achieved per day at PPT



Commodity	Tonnage	Date
Crude	237000	Sept 30, 2014
POL - HSD	29000	March 12, 2013
T. Coal (Mech.)	69300	April 30, 2013
C. Coal	45000	May 2, 2014
N. C. Coal	28700	December 24, 2007
Lime Stone	22000	November 13, 2007
Sulphur	32000	June 22, 2014
R. Phosphate	48000	September 30, 2014

PROJECT UNNATI – UNLOCKING VALUES OF INDIAN PORTS

Summary of initiatives (1/4)

#	Initiative	Metric	FY 15 baseline	Target	Target date	Remark/ Action Taken
1.1	Modification of existing berthing policy and setup of penal berth charges linked to productivity norms Team Leader: Sr. DTM Team members: SE (MCHP), Sr. ATM, Sr. AO	MT / hr	1,370	2,500	30-Nov-15	Berthing policy issued on 13/02/15. Productivity norms for CB1 & 2 and other General Cargo Berths implemented w.e.f. Aug, 2015. Penalty berth charges implemented w.e.f. 01/11/2015
1.2	Generate additional demand for thermal coal Team Leader: TM Team members: CME / SE (MCHP) / DTM	mn MT / month	1.8	3.0	31-Mar-16	After shifting of 3 million tonnes of thermal coal export (Uptopping volume – 6 lakh tonnes, shifting cargo – 2.4 million tonnes) from MCHP to IOHP, the potential coastal thermal coal exporters will be attracted.
2.1	Use IHP for export coal cargo and handle Haldia top-up vessels and smaller players Team Leader: TM Team members: CME / SE (IOHP)	MT / month	0	375,000	31-Oct-15	Issues of CFH Workers to be sorted out

Summary of initiatives (2/4)

#	Initiative	Metric	FY 15 baseline	Target	Target date	Remark/ Action Taken
3.1	Rationalization of existing plots in MCHP and development of additional land (if required) Team Leader: Dy. CHAIRMAN Team members: TM/CME / SE (MCHP)	MTPA / sq.m + Impl. time for new land	172	230	31- Mar-16	Scheme is under draft stage.
3.2	Improve RRS monitoring to improve mntc. and reduce rake TRT • Upgrade coal loading system at MCL Team Leader: CME Team members: SE (MCHP) / SE (H)	Rake TRT	2.25	1.75	31-Jul-16	The issue has been taken up with MCL. A team of Officers will be visiting MCL .
3.3	Development of addn. railway merry go round at MCHP Team Leader: CE Team members: CME / SE (MCHP) / SE (H) / DTM	Implementation timeline			31-Jan-17	Work order for feasibility study was placed with MECON on 23/11/2015. Report submission by 22/03/2016.
3.4	Upgrade Talcher - Paradip railway line (Autosignalling) and add new railway line between Talcher – Paradip. Team Leader: Dy. CHAIRMAN Team members: CME / SE (MCHP) / EE (PRD) / DTM	To be done by Railways				Being Liaised with East Coast Railway

Summary of initiatives (3/4)

#	Initiative	Metric	FY 15 baseline	Target	Target date	Actions taken / Remark
4.1	Operate 8 HMCs across EQ 1-3, CQ1-2 berths to upgrade productivity Team Leader: TM Team members: CME / Sr. DTM/ EE (WORKSHOP)	# of HMCs	4	8	30-Nov-16	1no. of HMC commissioned on 04/09/2015. The vessel carrying additional 2nos. of HMC has reached Paradip and berthed on 02/12/2015.
4.2	Penal charges linked to productivity norms for different cargo for each HMC and each vessel. Team Leader: TM Team members: CME / Sr. AO/ EE (WORKSHOP) / Sr. DTM	MT / day	8,000	14,500	31-Mar-16	Meeting is scheduled to be held on 04/12/2015, 1500 Hrs. to decide penal charges.
5.1	Develop additional storage capacity and full rake sidings for conventional operations Team Leader: CE Team members: TM / SE(H)/ EE (PRD) / Sr. DTM / DTM	Sq. m	0	100,000	31-Oct-16	Location identified (along the BOT railway line of Clean cargo berth)

Summary of initiatives (4/4)

#	Initiative	Metric	FY 15 baseline	Target	Target date	Actions taken / Remark
5.2	Setup norms and penalty structure for managing yard to incentivize better performance and reallocate siding plots to players as per cargo handling volume. Team Leader: Dy. CHAIRMAN Team members: TM /FA & CAO/ Sr. DTM / DTM	Cargo dwell time			31-Mar-16	PPT has a norm of throughput in respect of siding & non-siding plots under plot MGT scheme for FY 2015-16. The same will be revised.
5.3	Add new dumpers to the fleet and reduce shift changeover times for dumper operations Team Leader: TM Team members: Sr. DTM	# of dumpers	370	700	31-Mar-16	Case filed in the CCI. Port has taken up the issue to add new dumpers.
6.1	Mechanization of EQ 1-3 and CQ 1-2 Team Leader: CE Team members: CME / EE (PROJ)	Timeline			2018 - 2019	In RFQ stage

PPT's Action Plan towards Project Unnati



- MCHP Productivity and penalty introduced with effect from 01-11-15. Shipday productivity improved from 42097 MT (during Oct. & Nov) as against 32,880 MT during 2014-15.
- Penal charges linked to productivity norms for different cargo for each HMC and each vessel.
- Existing Dumpers' working time is being monitored.
- Stevedores to increase the number of dumpers engaged each shift / vessel.
- The compulsory use of HMC in the berths will be enforced from 01-04-16.
- HMC maintenance / breakdown to be closely monitored.
-

PPT's Action Plan towards Project Unnati



- Faster evacuation of stockpiled cargo by availability of adequate supply against indents ensured. This has resulted in availability of more free space in the storage area.
- Performance of vessels each day is being monitored daily in the DTR meeting against the productivity target set on the previous day.
- Non-performance is being closely monitored and all concerned are being advised to tighten the loose ends.
- Customers / Service providers operational issues are being timely attended to ensure higher productivity and efficiency in vessel operations.

New Initiatives required to achieve targets



- Service providers need to proactively monitor the pre-commencement delays starting from taking up the first line of the vessel at berth.
- Lab test for liquid cargo quality must be completed within maximum of 3 hours from time of berthing.
- For dry bulk cargo handling, ships' initial survey must be completed within 1 hr. of berthing of the ship so that pre-commencement in totality can be limited to 1.5 hrs. time.

New Initiatives required to achieve targets



- Post completion documents and sailing from berth must be organised within 2 hrs. of cargo work.
- Clearance of dry bulk cargo discharged by MHC / Ship's gear must be planned with adequate dumpers so that within 4 hrs. of completion of a ship the entire cargo can be evacuated prior to commencement of next ship's work.
- Formats designed for dry bulk / break bulk / liquid bulk cargo ship planning to be submitted by the stevedores / service providers / steamer agent to assess before 24 hrs of berthing of the ship.

Penal measures for non-achievement of productivity / timings



- Non-adherence of pre-commencement time will lead to penalty of Rs. 5,000/- per hour .
- In case of POL tankers, any delay beyond the scheduled pre-commencement time, the 1st hr. or part thereof up to 2 hrs. will be charged at the rate of Rs. 5,000/-. Any delay beyond 2 hrs will be charged at the rate of Rs. 10,000/- per hour or part thereof.

Penal measures for non-achievement of productivity / timings



- In case of dry bulk cargo (excluding vessels at MCHP), the vessel's productivity will be pre-fixed depending upon the type of cargo / handling methodology and the scheduled completion time will be informed in the DTR meeting before berthing the ship. Any delay in the above schedule time will be penalised per hour or part thereof beyond the scheduled completion time (excluding the time for natural calamities / strike by Port employees) @ Rs. 5, 000/- per hour.
- The penalty will be charged to importer / exporter / vessel agent / service provider / stevedore as would be decided by the Port Authority.



THANK YOU