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A Study Of Transportation And Distribution On VOC Port Thoothukudi

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ABSTRACT:

V.O. Chidambaranar Port (VOC Port) in Thoothukudi plays a crucial role in transportation and distribution, handling significant cargo volumes, including containers and coastal traffic, and has seen record performances in recent years. VOC Port has handled impressive volumes of cargo, with a significant increase in container traffic and coastal traffic. The port has set records for single-day cargo handling, container handling, and coastal traffic. In FY 2022-23, the port handled 12.57 MMT of coastal traffic, the highest ever. VOC Port handled 7,39,246 TEUs of containers during the financial year 2018, surpassing the previous record of 6,97,631 TEUs in 2017-18. VOC Port has been declared a hub for green hydrogen and ammonia under the National Green Hydrogen Mission. The port has implemented an RFID-based port entry system for cargo trucks, container trucks, vehicle equipment, and personnel. The DPE facility, operated by CWC, is seeing good traffic. The port has multiple berths, including general cargo berths, container terminals, coal jetties, and oil jetties. The port has several developmental projects underway, including the construction of North Cargo Berths and ERP implementation. The port recorded the highest ever Operating Income and total Income in FY2022-23. VOC Port aims to become a preferred Indian Port and an enabler of economic activity in the port ecosystem.

I. INTRODUCTION

Infrastructure plays a very important role in the economic progress of the nation. No country can think of economic progress and without the development of efficient infrastructure. Especially in age of globalization where international goods and commodities are to be transported from one country to the other, efficient infrastructure is the key to the success. Taking into consideration the flow of international goods, international cargo traffic is mainly carried through two modes of transport, by air and sea. 90% of the international cargo is transported through ships.

Ports play a pivotal role in stimulating economic activity in their surroundings and hinterland through the promotion of seaborne trade. In India, they handle 95% of the country's international trade cargo by volume and 70% by value. The sector is broadly categorized into major and non-major ports. There are 12 major ports, out of which 11 function as autonomous bodies under the Ministry of Shipping (Ministry), Government of India and are governed by the Major Port Trusts (MPT) Act, 1963. The twelfth major port, located at Ennore, is a corporatized one under the same Ministry. Apart from these, there are 187 notified non-major ports across 13 Maritime States. The 12 major ports handle about three- fourths of the cargo traffic of the country. These ports handled 383.75 million tons (MT) of cargo in 2004-05. Anticipating a rapid rise in traffic along with robust growth of the economy, the Ministry drew up (2005-06) the National Maritime Development Programme (NMDP). The objective of NMDP was to increase the capacity of major ports to 650.90 MT by March 2009. During 2008-09, the actual handling by the ports rose to 530.37 MT against a reported capacity of 576.09 MT of cargo, registering a 38% rise in volume in five years.

V.O.C PORT (THOOTHUKUDI)

V.O.Chidambaranar Port, formerly Tuticorin Port, 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.C Port will be India's premier port and one of the major ports of Asia equal to Port of Singapore. V.O.Chidambaram Port is an artificial port. This is the third international port in Tamil Nadu and its second all-weather port. All V.O.Chidambaram Port's traffic handling has crossed 10 million tons from 1 April to 13 September 2008, registering a growth rate of 12.08 per cent, surpassing the corresponding previous year handling of 8.96 million tons. It has services to USA, China, Europe, Sri Lanka and Mediterranean countries. The Station Commander, Coast Guard Station Tuticorin is located at Tuticorin Port, Tamil Nadu under the operational and administrative control of the Commander, Coast Guard Region (East), Chennai. The Coast Guard Station Tuticorin Port was commissioned on 25 Apr 1991 by Vice Admiral SW Lakhar, NM, VSM the then Director General Coast Guard. The Station Commander is responsible for Coast Guard operations in this area of jurisdiction in Gulf of Mannar. VOC Port Tuticorin is an ISO 9001:2008, ISO 14001:2004 and ISPS compliant Port.

V.O.C Port Tuticorin is located strategically close to the East-West International sea route on South-Eastern coast of India. Located in Gulf of Mannar, with Sri Lanka on South East and large Indian Landmass on the

West, the Port is well sheltered from storms and cyclone winds. The port is operational round the clock a V.O.C Port is an artificial deep sea harbour formed with rubble mound type parallel breakwaters projecting into sea upto 4 Kms. The Length of North Breakwater is 4098.66m, length of South Breakwater is 3873.37 m and the distance between breakwaters is 1275 m. The port was designed and executed entirely through indigenous efforts. The harbour basin extends to about 400 hectares of protected water area and is served by an approach channel of 2400 meters length and 183 meters width..

REVIEW OF LITERATURE

Pandian-2016

Tuticorin port has a long history with so many landmark events. Sadly this port at the southern end of India has been neglected for want of political maneuvers and perhaps tactics. only after liberization of the economy in 1991,international attention is drawn to tuticorin.

Machendranathan-2015

Suggests that he port of tuticorin should follow a policy of developing its facilities soa s to meet the demands of the industrial units coming up in the region and to cash in on its advantages with reference to container handling .the guidelines of the government of india regarding privatization of infrasacture has come in quite handy for its development and to overcome major constraints.

The efficiency of the port and the involvement of the trade in its operations are added advantages .

Brown and Dove -2015

State that the design and layout of ports, cargo handling methods and control, safety measure, passenger traffic working are some of the important aspects in connection with port operation and administration

Ancor Surez-Alemn , Javier Morales Sarriera , Toms Serebrisky , Lourdes Trujillo – 2014

Container traffic in developing regions experienced annual growth rates close to 12 percent, on average. As the main gate- ways for international trade, ports are directly associated with competitiveness, integration, and logistics costs. The literature has demonstrated how improving port productivity has a direct impact on reducing port-related logistics costs, and therefore on trade and global competitiveness.

Ports are no longer individual parts of the transport system. Ports are nodes in logistic chains, thus links to transport net- work are essential not only for the efficiency of the port but also for competitiveness of the logistic chain. The positive effect of rail links on the efficiency estimations proves that ports necessarily have to be properly linked to the network, and thus port accessibility to the hinterland is key for port competitiveness. The existence of good road access, different rail links to terminals or the role of dry ports in the hinterland, together with their impacts on port performance in the developing world, represent a natural future research line.

There are different aspects that may be considered in future extensions of the current analysis. First, we have used country-level variables as proxies for corruption and economic development; however, these variables might not be directly applicable at the port level, since ports are often part of international supply chains that are independent of the domestic economy and national institutions, especially transshipment ports. Variables directly related to the management and operations of each port may be tested as further determinants of efficiency. In particular, two different drivers of port performance would improve the model and results: (1) port competition and (2) terminal operators. Both aspects are crucial for performance. The development of port competition measures such as geographical or hinterland competition and its link to port performance is not a deeply explored field of research. Moreover, high concentration in the sector of container terminal operations is an indication of its importance for future research. One may expect to find patterns in performance depending on the characteristics of specific terminal operators. Nevertheless, both variables would require a large data collection effort.

ASSOCHAM (2010)

30 new ports may come up along Gujarat Coast: Explained about scope for development of about 30 new ports along the 1600 Km Gujarat Coast. Therefore, Gujarat would be see an investment of nearly Rs. 90000 crore in the coming five years. The study also pointed out increase in employment opportunities.

ABD Report (2008)

Provide services which are efficient and cost effective from the port user's perspective. Respond to changes in Cargo Handling Technologies. Respond to the change requirements of the port users. Provide choice of services and faster competition. Make timely capital investment to improve efficiency and expand capacity. Generate funds needed to finance investments. Enforce labour discipline in the face of strong trade unions.

Michele Acciaro (2003-04)

At Erasmus University, Rotterdam on private sector financing of container terminal infrastructure: proposes and evaluates some obstacles in this and explains why they prevent private financing of container terminal infrastructure. It also possible solutions to overcome these obstacles finally it assess the level of private financing of container terminals achievable in Europe.

World Bank (2001) private sectors involvement in the port should not be an end itself, but only a mean to achieve specific and well-defined public interest objectives

These objectives obviously vary from port to port and from context to context, but in general larger private involvement in the Port Sector is motivated by:

- || The need to increase competitiveness in the port.
 - || The desire to stimulate the port based regional economy. The need to reduce public budget expenditure
- To focus on the integrated development of the sector for its sustained growth, Gujarat Maritime Board, along with confederation of Indian Industries has organized a conference on Port led development in Gujarat on 29th June 2010. The theme was in tune with the current scenario focusing on the holistic and inclusive development near ports and along the coast, to sustain long term development of ports and port led activities.

Further in the creation and sustenance of these support activities, these centers have to be socially liveable and acceptable for the overall social-economic

COMMERCIAL ADVANTAGE

- V.O.C Port is working round-the-clock, 7 days a week, to facilitate more export and import through Thoothukudi.
- The Port also conducts PORT USERS MEETING periodically to ensure customer satisfaction by maintaining effective service quality to augment exports.
- Private equipments are allowed in certain Operational areas to augment rate of loading/discharging of dry bulk cargoes.
- 50% F.C. VAIGAI Heavy Lifting Carnage Charges need not be paid upto 15 tons weight, if shipped by the vessels own cranes.
- A rebate of 10% in wharfage on the quantity handled in excess of 10% over and above the previous year throughout by an individual importer/exporter subjected to a minimum handling of 50,000 MT per annum in the previous year.
- Comprehensive stevedoring levy of 192% of actual wages for all types of cargoes.
- C & F Levy for bulk cargoes, ore & timber logs reduced to 3.75/MT.
- C & F Levy will be collected through Import Application when actual deployment of labour for C & F operations is there.
- The TERMINAL HANDLING CHARGES at VOC Port's Container Terminal are quite competitive even when compared to the Terminal Handling Charges collected at the Regional Ports viz. COLOMBO and SINGAPORE.
- For container consigned to and from INLAND CONTAINER DEPOTS, the Port allows 30 free days including SUNDAYS and Port's HOLIDAYS and for ICD, NEW DELHI it is free upto the date of loading on flats.
- TRANSHIPMENT CONTAINERS are allowed 30 free days
- VOC Port ensures quick turn round of vessels by providing facilities for efficient handling of cargo throughout the year
- First of its kind in Indian Ports, VOC Port has established the Marine Pollution Management to ensure Protection for Marine life.
- Happy labour – management relations and economical handling of heterogeneous cargo is considered the key element to the success of the Port.
- VOC Port is up to date with the latest technological innovation.

A. Statement of Problem

Infrastructure plays a major role in the development of the Port. This area needs to be analyzed and the details should be collected properly. For this purpose, the topic “A study of Transportation and Distribution on VOC Port Thoothukudi” helps to determine the scope for the ports development and its benefit to the economy .

B. Need for the Study

The study helps to identify the potential of V.O.C port and the opportunities provides by the port for facilitating foreign trade. A detailed comparative study is required for analyzing the pros and cons in each region. Additional services that the port provided can be analyzed. Development can be made by comparing the services provided by other ports. The study done on the above topic will give an idea of how the ports are developed. The project will be helpful in finding out what strategies to make in order to fulfill the needs of the port environment and requirements have been analyzed

C. Research Methodology

The process by which study is carried out and the description of the work flow and phenomena are collectively called as methodology. The present research is an analytical study of Development of VOC Port Thoothukudi. The various aspects of performance of various ports are analyzed with the help of the information contained in the research papers, reports, journals, websites, reference books, newspapers and magazines. Secondary data are used in this Study. Data provided in the internet have also been used.

ANALYSIS AND INTERPRETATION

Analysis of data is done by studying the tabulated material in order to determine inherent facts of meaning. It involves breaking down existing complex factor into simple parts and putting the part together in new management for the purpose of interpretation. A plan of analysis can and should be prepared in advance before the actual collection of material

Cargo Traffic at Voc Port			('000 Tonnes)	
PORT		APRIL – MARCH		% Variation against previous year traffic
		TRAFFIC		
		2015-2016	2016-2017	
VOC PORT		55707	61460	-9.36

Table No. 4.21

Vessel Traffic Category Wise (Dry Bulk)

DRY BULK		
PORT	YEAR	
	2015-2016	2016-2017
VOC PORT	441	446

Interpretation

The above table reveals that with comparison with two financial years the larger number of dry bulk traffic is in the year 2016-2017.

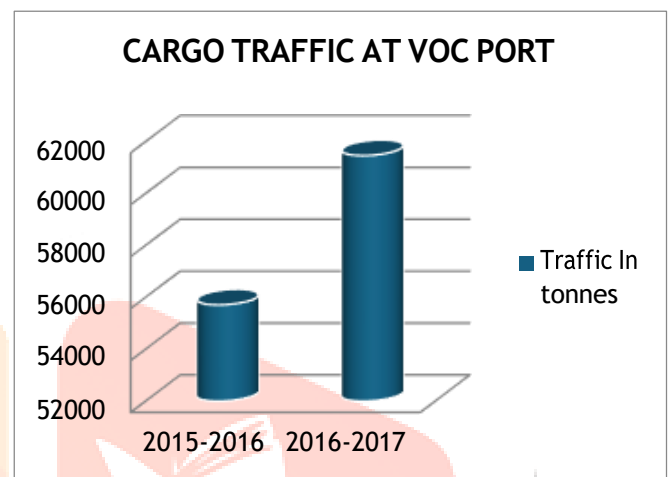
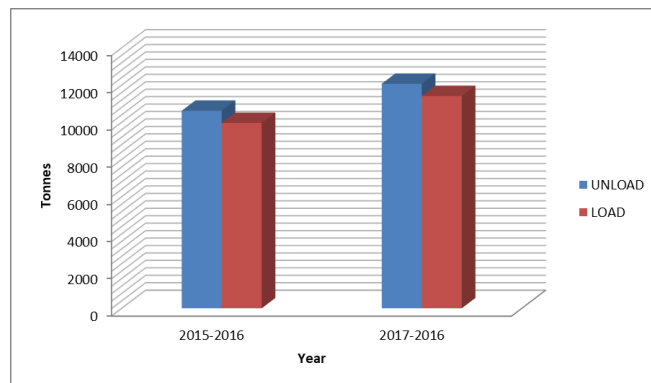


CHART NO. 4.2

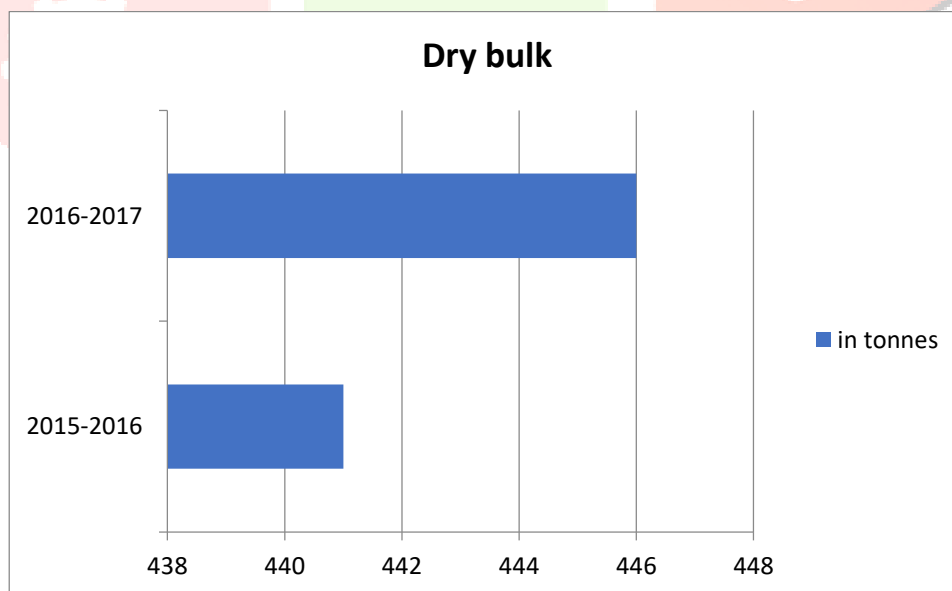


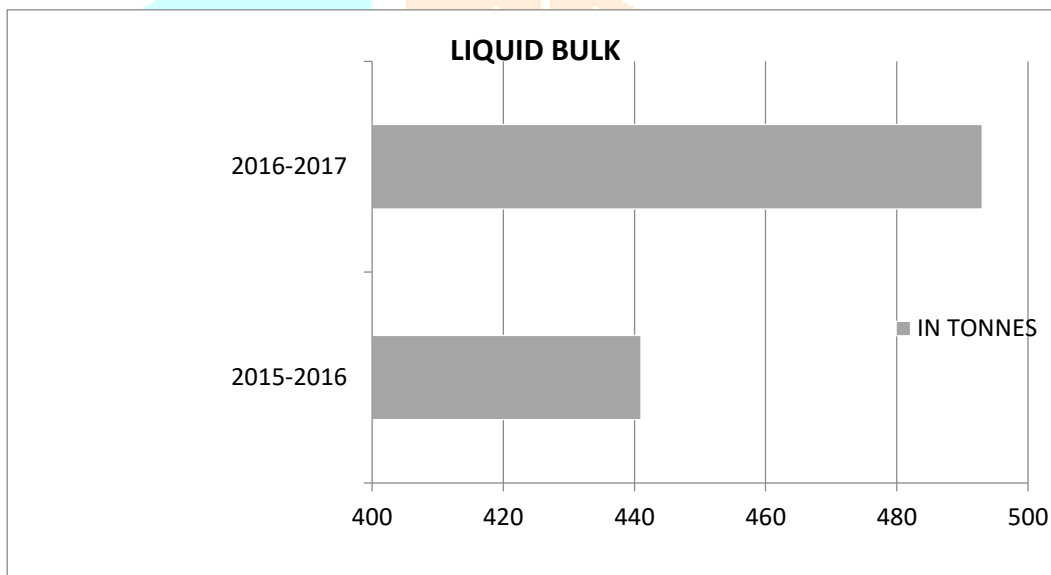
Table No. 4.22

Vessel Traffic Category Wise (Liquid Bulk)

LIQUID BULK		
PORT	YEAR	
	2015-2016	2016-2017
VOC PORT	441	493

Interpretation

The above table reveals that with comparison with two financial years the larger number of liquid bulk traffic is in the year 2016-2017.

CHART NO.4.3**FINDINGS, SUGGESTIONS AND CONCLUSIONS**

The following are some of the findings of the study.

- In VOC Port all types of cargoes are handled.
- The cargo handled in this port is increasing rapidly year by year
- VOC Port is doing far better than the other major ports especially in case of performance indicators like the Turn-around time taken, pre – berthing time taken, idle time to total time taken at berth & port
- VOC Port is well equipped with infrastructural facilities.

CONCLUSION

From the study it is evident that the performances of the ports are quite Good. It can be doubled by increasing the number of the berths. There is need for a national port planning policy, factoring in risk of coastal infrastructure development against the back drop of climate change. Coastal infrastructure should be carried out with advanced planning and long term impact evaluation.

Environmental and social concerns should play an equal role along with profit factors, economic and technical viability. There is an opportunity for expanding the potential of existing major ports with proper guidance and assistance from the Central Government and respective State Government.

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