

**DRY PORT-
OPERATION, MAINTENANCE AND
SERVICE LEVEL
BENCHMARKS, COMMERCIAL
FEATURES, LIABILITY REGIME**

**A.VAASUDEVA RAO IRTS.
CHIEF GENERAL MANAGER
CONTAINER CORPORATION OF INDIA LTD.
(MINISTRY OF RAILWAYS)**

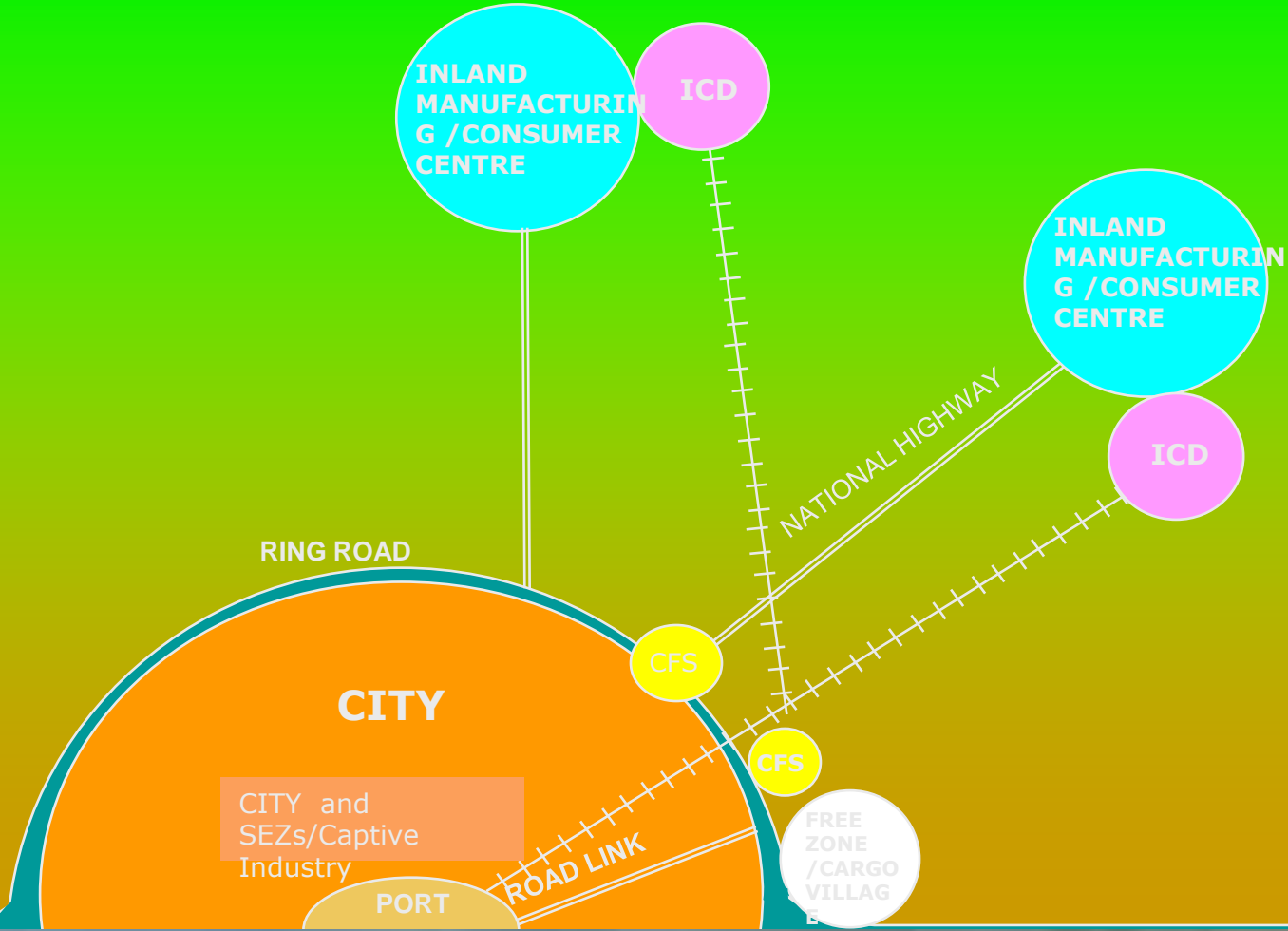
DEFINITION OF DRY PORT

- ◆ “A common user facility with public authority status, equipped with fixed installations and offering services for handling and temporary storage of any kind of goods carried under customs transit by any applicable mode of transport, placed under customs control to clear goods for homeuse, warehousing, reexport, temporary storage for onward transit and outright export”UNCTAD

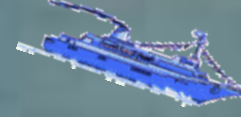
In a nutshell: DRY PORT

- ◆ Customs clearance depot
- ◆ Located away from seaport
- ◆ Having maritime access
- ◆ Eliminates customs formalities at seaport
- ◆ Alternatively known as "Inland Container Depot"

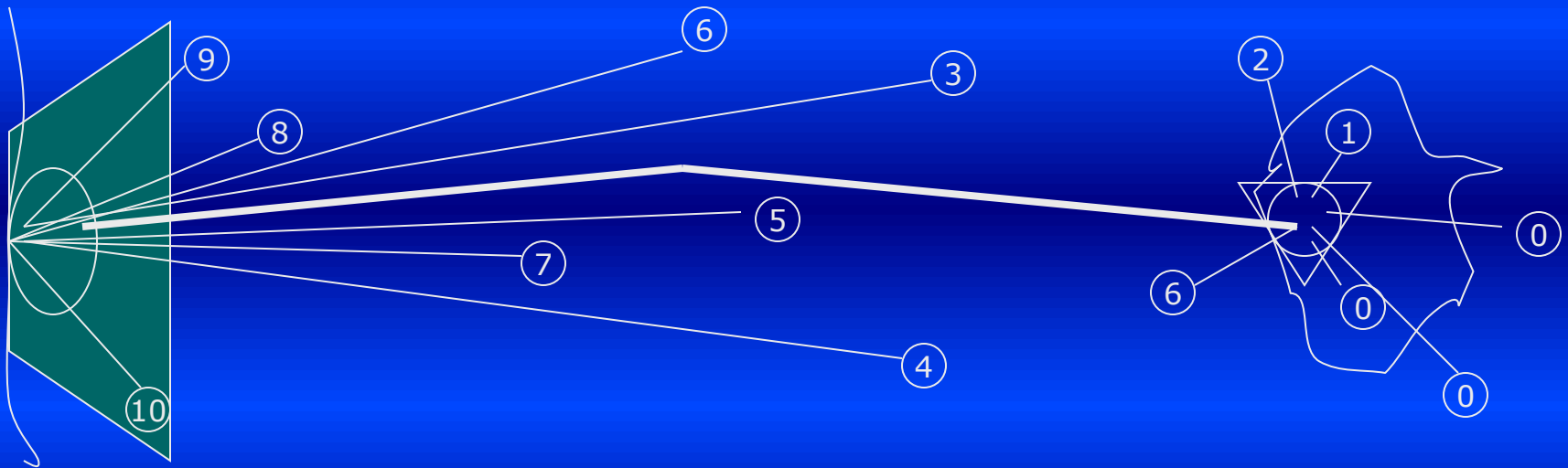
PORT LOGISTICS



SEA



ICD & CFS / DRY PORT



Gateway Port



Shippers



City



Dry Port



Rail



Road

ICD & CFS / DRY PORT

Concept

Classification

Application

Why do we need ICD/CFS/DryPort

Containerised traffic & transport is growing

Ports are congested all the time

Roads are also remain congested.

More container on road, more congestion, more transit time,
pilferage on the way - waiting time at Port gate, use of buffer yard
and additional cost,

Society's demand for more environmentally friendly transport.

What is an ideal ICD / CFS / DryPort

Warehouse, Pavement, Equipments, Tracks ????

Essential is Physical structure with integrated services that meets
the
needs of a business fraternity.

Location:

- Its proximity to the seaport or major industrial complex,
- Its location relative to the main rail infrastructure,
- Its distance from the country's highway network.

Where the difference lies?

DRY PORT

- an inland inter-modal terminal
- directly connected to a seaport,
- with high capacity traffic modes,
- where customers can leave/collect their goods
- in inter-modal loading units, as if directly to the seaport.

ICD/CFS

- Located away from a seaport
- Providing facilities for **cross-border trade**
- In close vicinity of production/consumption in hinterland
- with linkages to gateway ports.

DRY PORT

- A common user facility
- For handling and temporary storage
- Cargo & Container (empty/laden)
- Clearance by Customs
- Linkage to SeaPorts

CFS:

- Generally off-dock facility
- Close to servicing port
- Helping decongest port
- by shifting cargo and customs-related activities



ICD & CFS / DRY PORT

Concept

Classification

Application

Dry port classification

Based upon the function and location of a dry port, they can be categorised as

1. Distant Dry Port,
2. Midrange Dry Port and
3. Close Dry Port

1. Distant Dry Port:

Distance and Size of the flow : Rail / Barge / Road
Min. 500 Containers a
Month

Decision for selection of Gateway Port with Shipper/FF/SL,
Consolidator

Competitiveness of rail against road resulting in reduced congestion
at the seaport gates and its surroundings

Mundra
Pipavav
NHAVA -
SHEVA
JNPT
GTIL

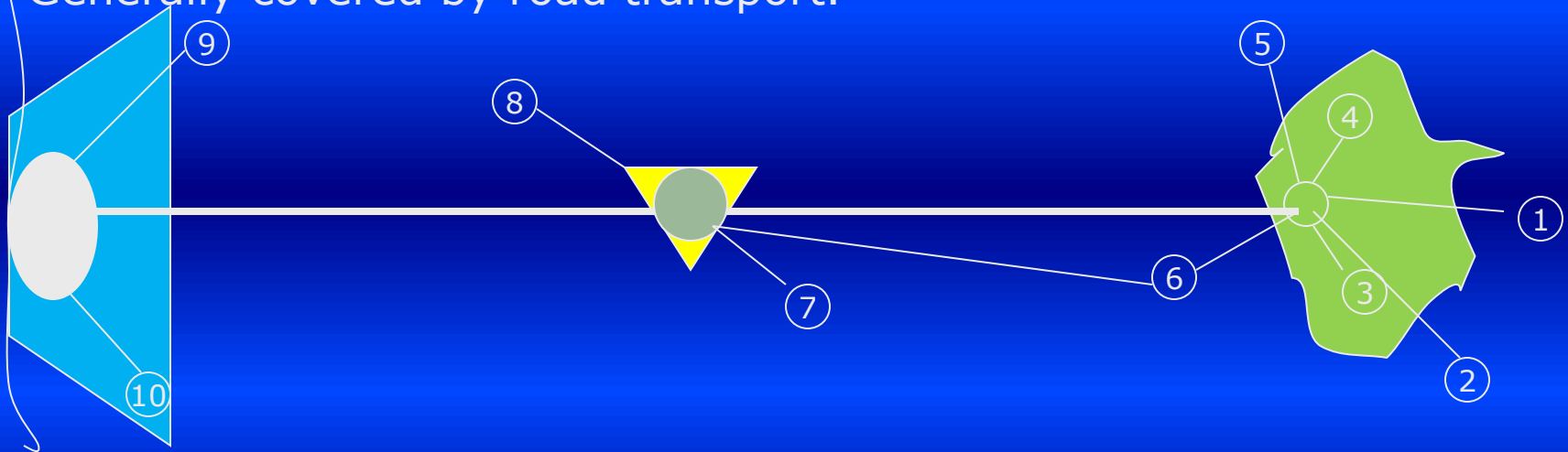


Tuglakabad
Dadri
Dandarikalan
Kanakpura
Kanpur
hyderabad

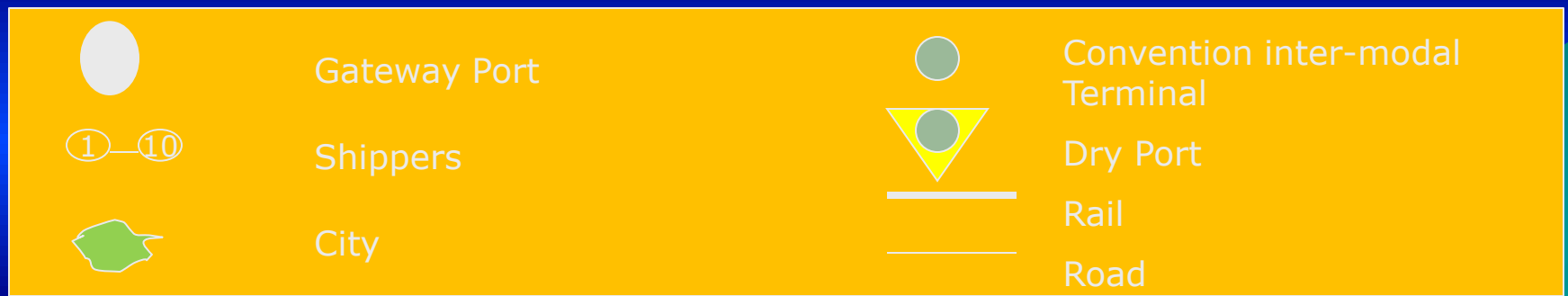
2. Mid-range Dry Port:

Situated within a distance from the port

Generally covered by road transport.

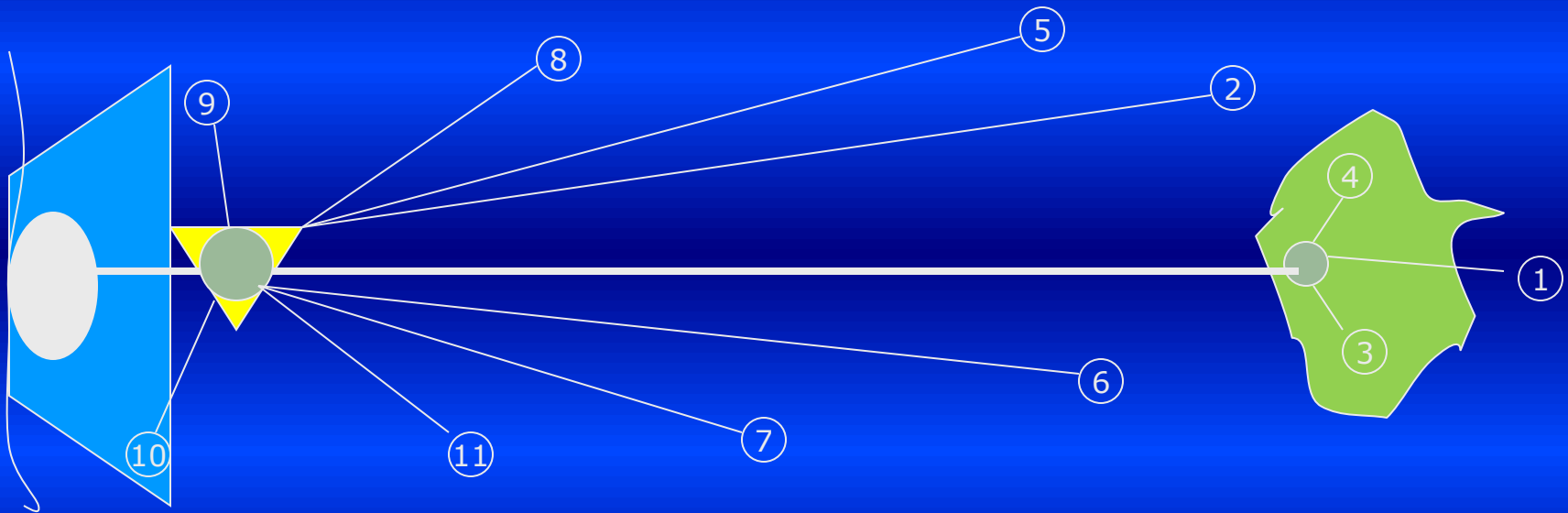


Serves as a consolidation point for different rail services,
This class of Dry Port can serve as a buffer relieving the
seaport's stacking areas.



3. Close Dry Port :

Lack of space or inappropriate inland access at Port.



To meet the increasing demand →
capacity

Increase the terminal

Establish a **CLOSE DRY PORT**

in their immediate hinterland or at the rim of the seaport city

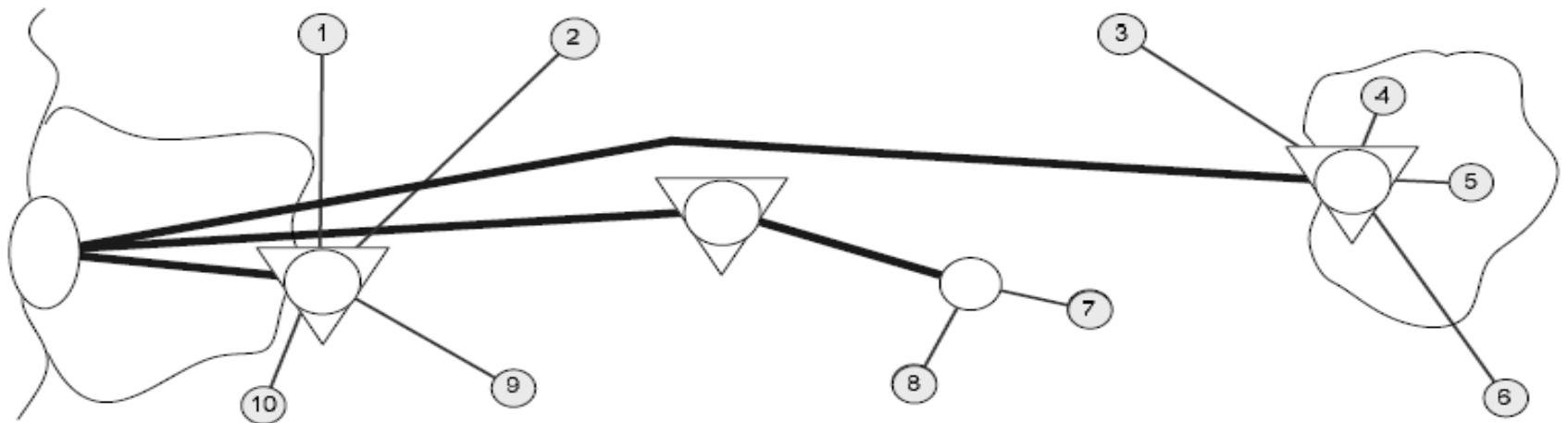
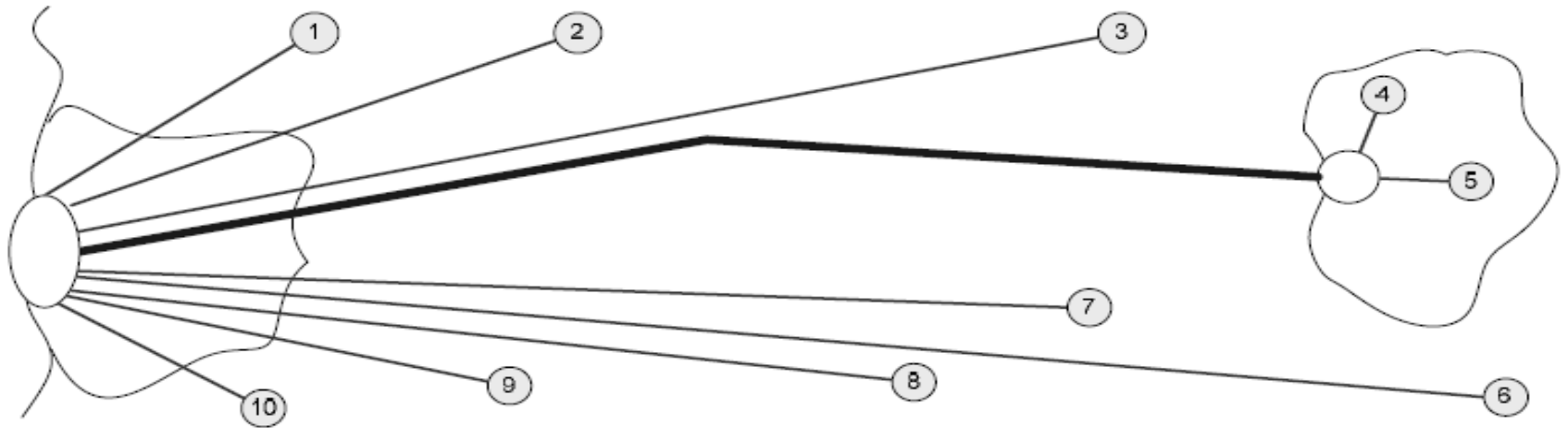
3. Close Dry Port :

Compared to the other types of dry ports,

This class of dry port offers
larger possibilities for buffering containers

Possibility of rail shuttle in sequence to synchronize with
the loading of a ship in the port

Where should Industry be Developed ?
Where should Dry Port be Developed ?



ICD & CFS / DRY PORT

A Dry Port is specific to each location depending on

Traffic Volume,
Traffic Pattern,
Special trade requirements and
Local conditions

A Dry Port usually includes a rail siding, a container yard, Warehouse, roads, pavements, office buildings, etc.

ICD & CFS / DRY PORT

Concept

Classification

Application

CONTAINER TERMINAL OPERATIONS

CONTAINER DRY PORT DESIGN & DECISION MAKING

See Container Terminal in terms of

SIZE

TYPE OF OPERATIONS

LOCATION

MANAGEMENT

TYPE OF EQUIPMENTS

LAYOUT

INFRASTRUCTURE

VALUE ADDED SERVICES

ETC..

CONTAINER TERMINAL OPERATIONS

VALUE ADDED SERVICES

-CONSEA and CONAIR

-WAREHOUSE SERVICES ...STRIPPING / STUFFING / CONTAINER REPAIR / WASHING / ETC..

-TO BE INVOLVED WITH INDUSTRIAL ZONES AND SEZs ETC.

-DRY PORT CAN ALSO PLAY A ROLE OF FTWZ. (Free trade warehouse Zone)

-PLAY A ROLE AS MEETING POINT FOR MANY PARTIES IN THE SUPPLY CHAIN.

-CUSTOMS / SECURITY AND REGULATORY FORCES / BANKS / FREIGHT FORWARDERS/ ETC.

Assessment of Various CFSs in vicinity of Port

Location

Distance from Port

Total Area available

Plot area

Covered area

Capacity of TEUs – Handling and Stacking

Average capacity utilization (Annual Throughput)

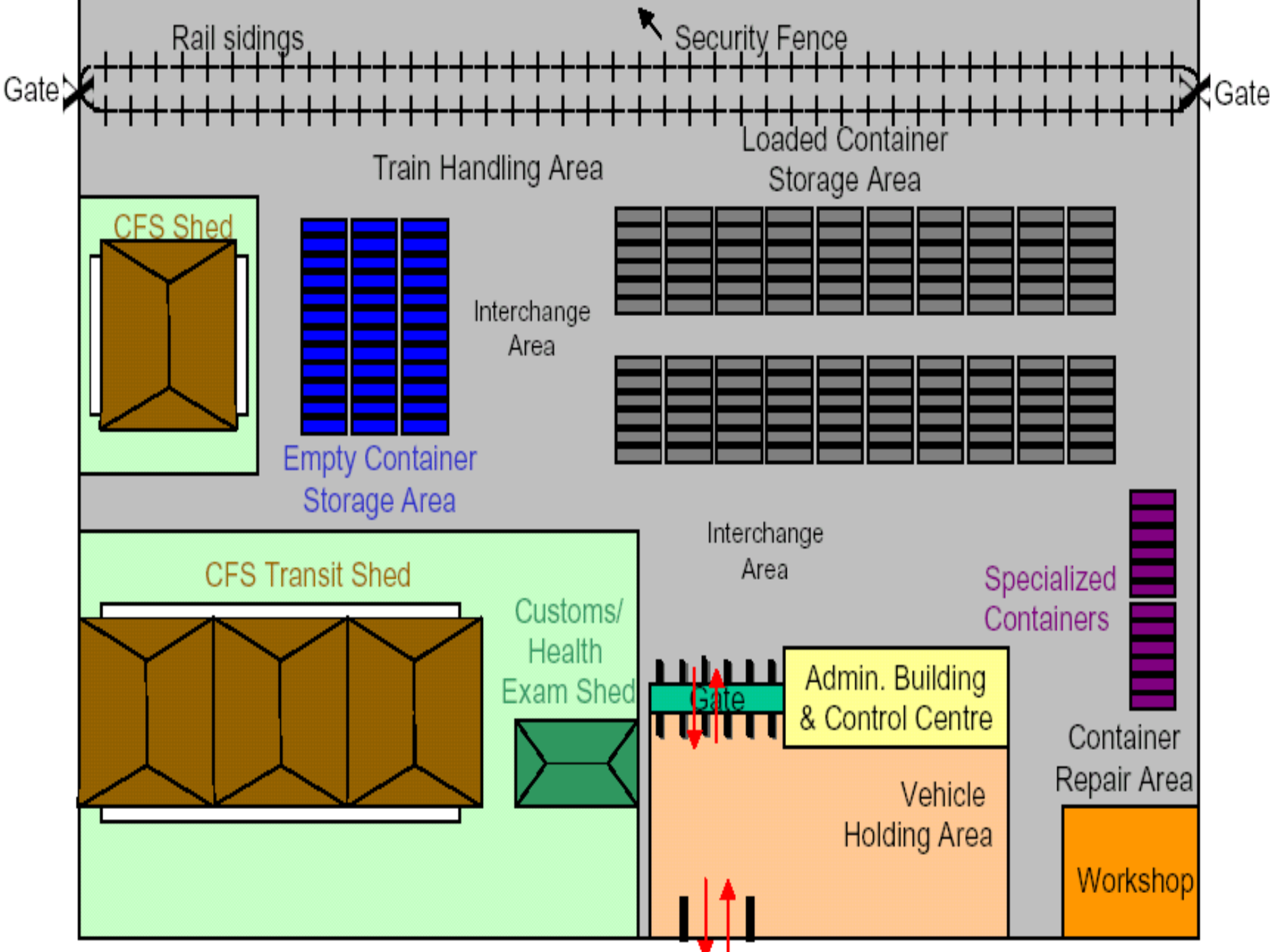
Average pendency of boxes (No.of days) – loaded & empties

Number of reefer points

Dedicated handling equipment available.

Value Addition in Administration and Management

→ **SUCCESS STORY OF DRT/NAVIMUMBAI**



Rail sidings

Security Fence

Gate

Gate

Train Handling Area

Loaded Container Storage Area

CFS Shed

Interchange Area

Empty Container Storage Area

CFS Transit Shed

Interchange Area

Specialized Containers

Customs/Health Exam Shed

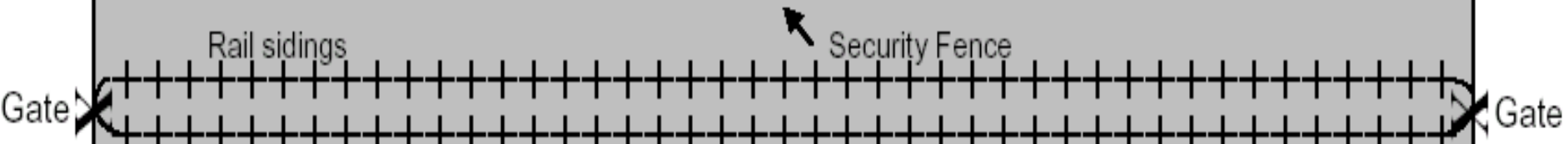
Admin. Building & Control Centre

Gate

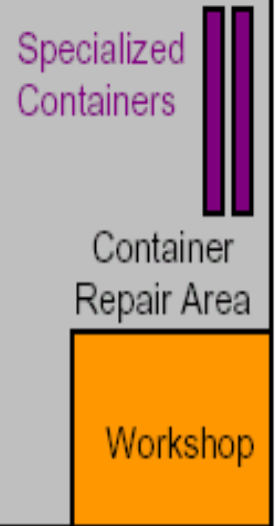
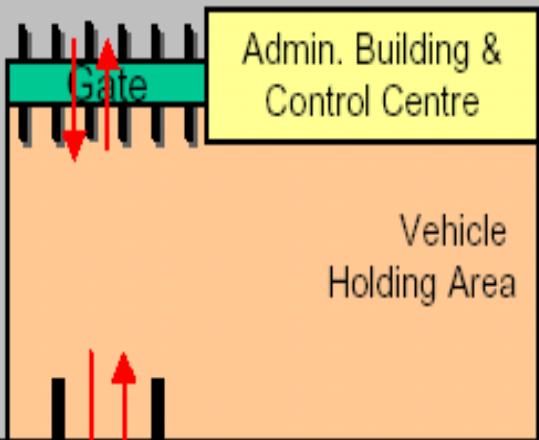
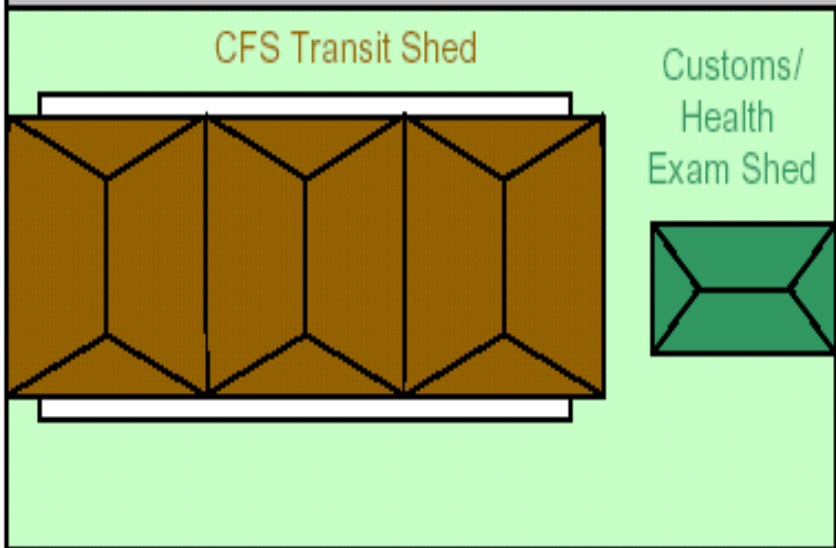
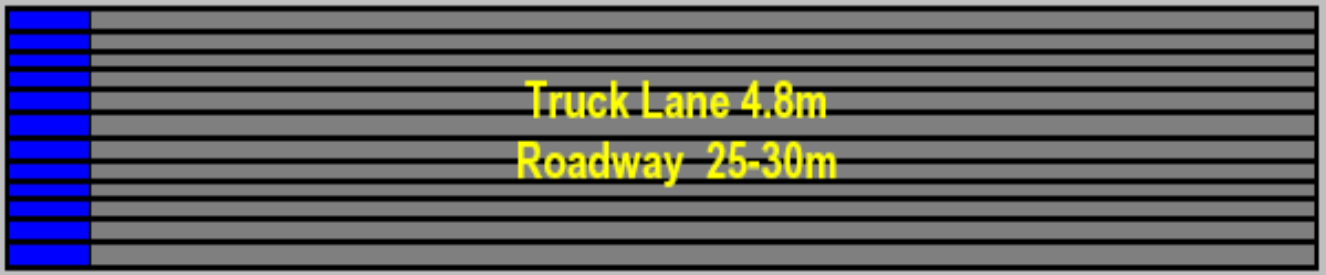
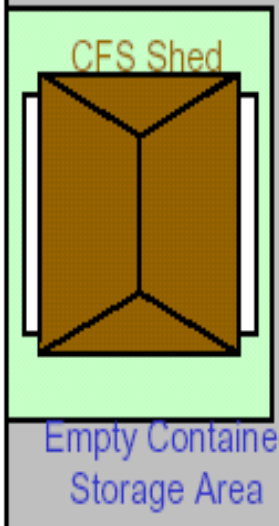
Vehicle Holding Area

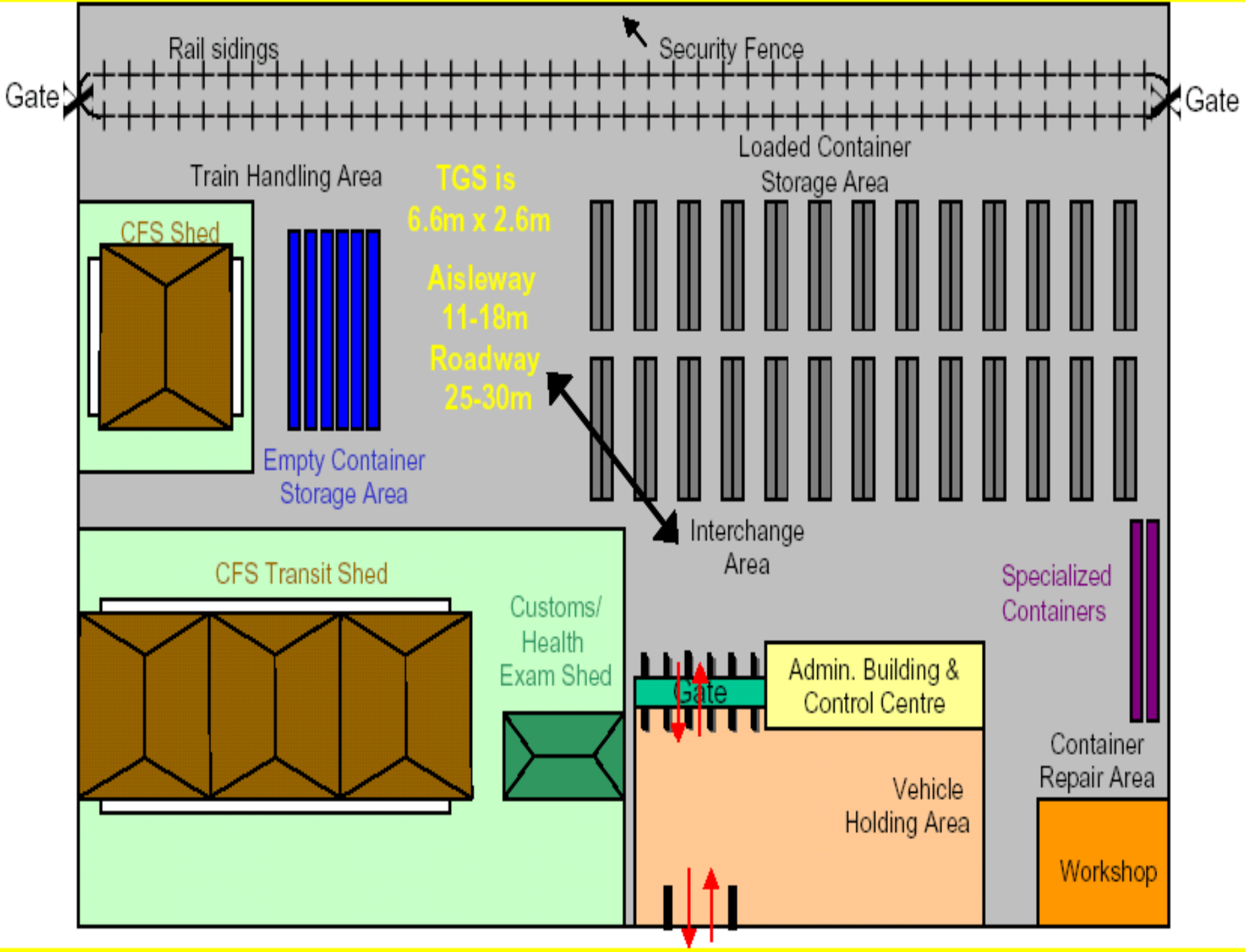
Container Repair Area

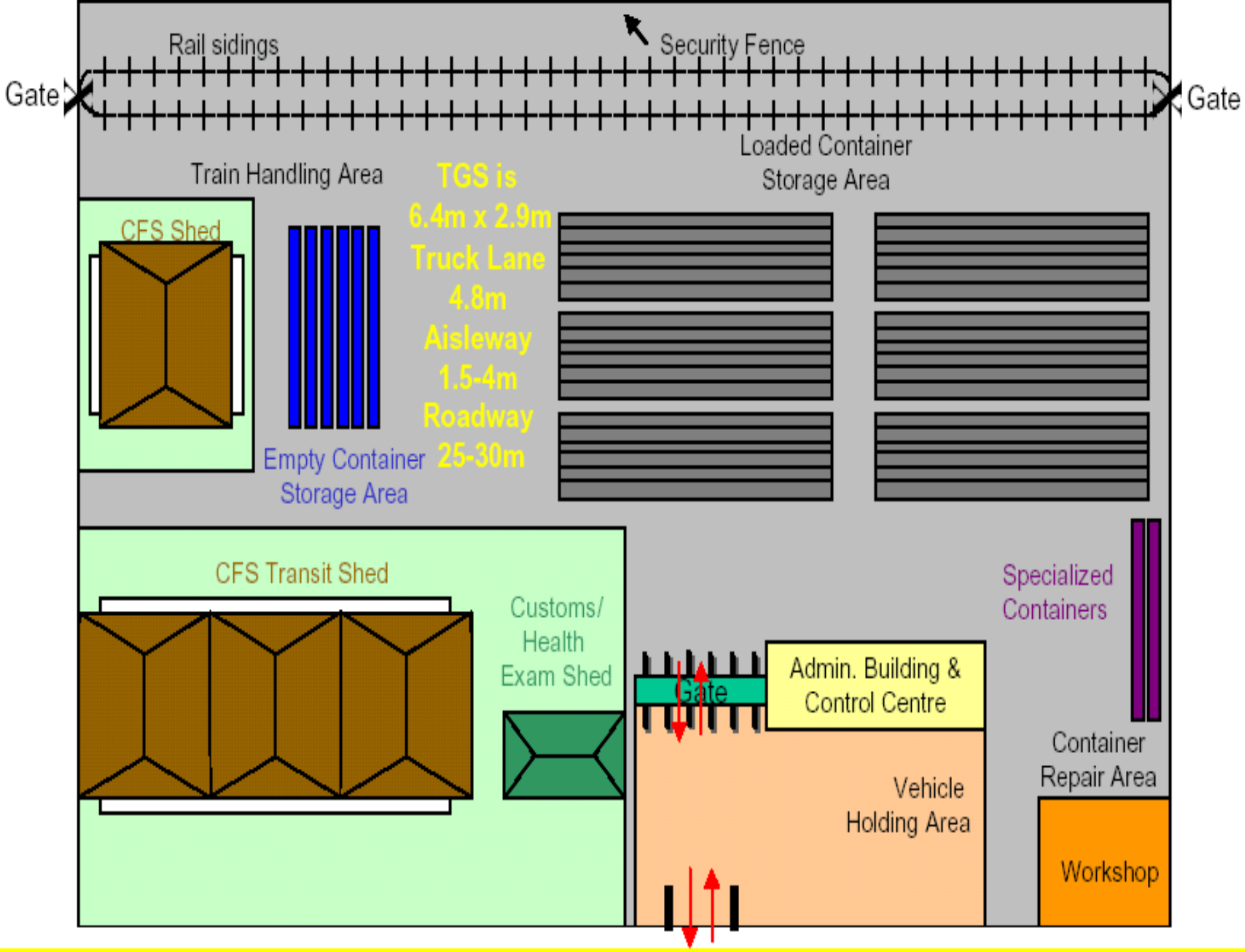
Workshop



Train Handling Area







Rail sidings

Security Fence

Gate

Gate

Train Handling Area

TGS is

6.4m x 2.9m

Truck Lane

4.8m

Aisleway

1.5-4m

Roadway

25-30m

Loaded Container

Storage Area

CFS Shed

Empty Container
Storage Area

CFS Transit Shed

Customs/
Health
Exam Shed

Gate

Admin. Building &
Control Centre

Specialized
Containers

Vehicle
Holding Area

Container
Repair Area

Workshop

FROM PORT'S PERSPECTIVE

To benefit from the opening up of new markets

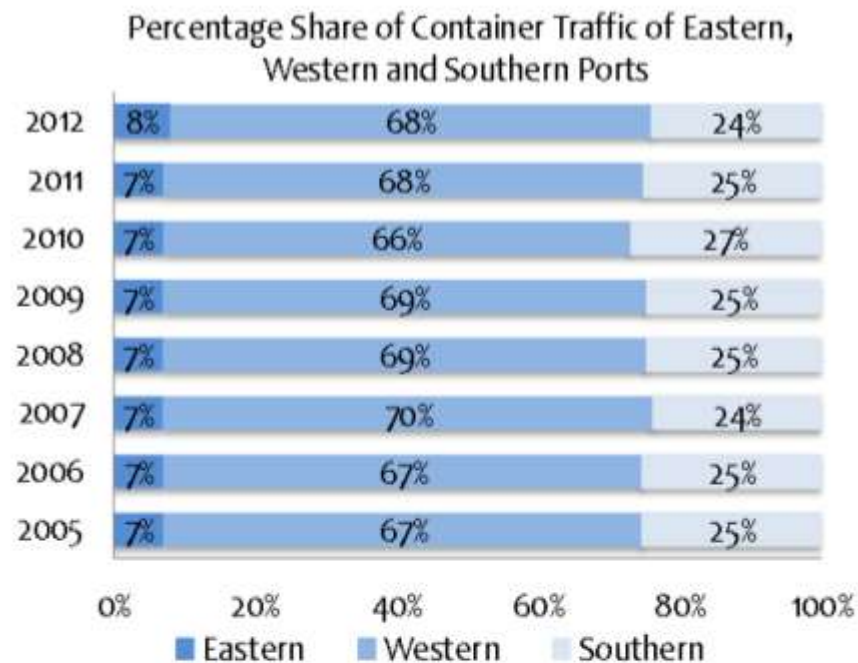
Ports need to improve their access to areas outside their traditional hinterland.

Ports compete not only in terms of transshipment efficiency and tariffs, But also in terms of speed and reliability of shipments to destinations on the continent.

That competition requires seaports to focus

- on transport links,
- on the demand for services in its traditional hinterland and also
- on development in areas outside their immediate market.

INDIAN SCENARIO – REGION WISE

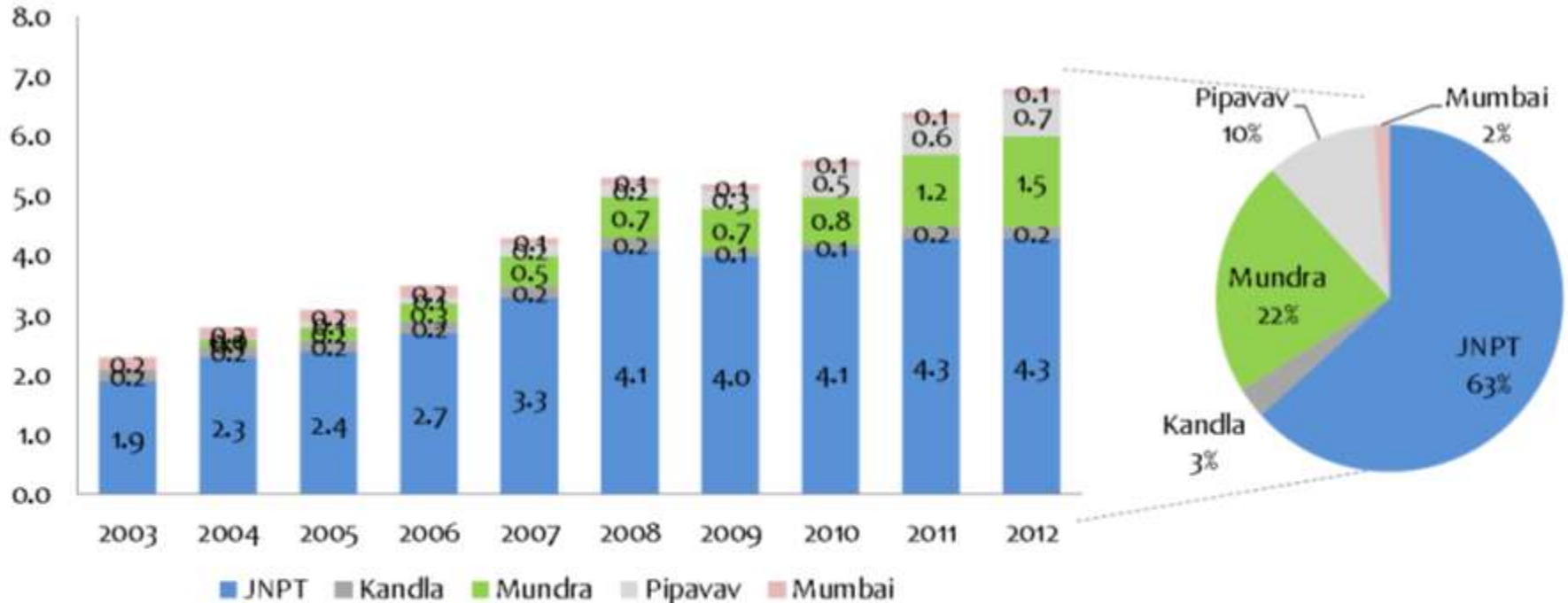


More than 2/3rd of the container trade happens through the Western ports in India

The potential traffic for Nargol & other upcoming ports will increase from 1.34 million TEU in 2018 to 3.25 million TEU in 2025

| | (All figures in million TEUs) | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 |
|---------|--|-------|-------|-------|-------|-------|-------|-------|-------|
| A | Traffic projections for ports in West | 14.0 | 15.7 | 17.6 | 18.8 | 20.0 | 21.3 | 22.7 | 24.1 |
| B | Estimated traffic projections for existing ports, viz, JNPT, Mumbai, Mundra, Pipavav, Kandla, Hazira | 12.66 | 14.12 | 15.84 | 17.34 | 18.66 | 19.52 | 20.22 | 20.85 |
| C = A-B | Estimated traffic for Nargol and other new ports in West | 1.34 | 1.58 | 1.76 | 1.46 | 1.34 | 1.78 | 2.48 | 3.25 |

Container Volumes in various Western Ports (in Million TEU)



- The share of JNPT has come down from 83% to 63% in last 10 years. A major reason for this is the emergence of private container terminals in Gujarat, primarily Mundra and Pipavav, which have been growing at about 55% CAGR since 2004
- JNPT is marred with excessive congestion, draft limitations and severe evacuation constraints
- This indicates Gujarat's emergence as an increasingly significant centre for container transport

The greatest strength of Nargol is its proximity to JNPT – it is ideally located in the “container” corridor of India

PORT CLUSTERS

| Region | Port Clusters | Traffic (mt) | | Share (%) | | Increase 2015/2005 |
|--------------------|------------------|--------------|--------------|------------|------------|-----------------------|
| | | 2005 | 2015 | 2005 | 2015 | |
| Eastern | Kolkata | 4.4 | 8.5 | 8 | 4 | 1.9 |
| | Paradip | 0.0 | 0.1 | 0 | 0 | 4.3 |
| | Visakhapatnam | 0.6 | 12.9 | 1 | 5 | 20.1 |
| | Total | 5.1 | 21.1 | 9 | 8 | 4.2 |
| Southern | Chennai | 9.9 | 25.3 | 17 | 10 | 2.6 |
| | Cochin/Tuticorin | 5.5 | 46.3 | 10 | 17 | 8.4 |
| | New Mangalore | 0.1 | 0.4 | 0 | 0 | 2.6 |
| | Mormugao | 0.1 | 0.4 | 0 | 0 | 3.0 |
| | Total | 15.6 | 72.4 | 27 | 27 | 4.6 |
| Western | Mumbai | 31.3 | 116.7 | 54 | 44 | 3.7 |
| | Gujarat | 6.1 | 57.5 | 11 | 22 | 9.4 |
| | Total | 37.4 | 174.2 | 64 | 66 | 4.7 |
| Grand Total | | 58.1 | 267.5 | 100 | 100 | 4.6 |

Western Ports' Container Traffic

- ❖ Ports in the western region (Mumbai and Gujarat clusters) are expected to continue to dominate India's container trades, handling at least two-thirds of the container throughput in the country by 2014-15.
- ❖ Proximity of western ports to major manufacturing and consumption centers in the north-western hinterland, and their access to the extensive container services circulating in the Arabian Sea area
- ❖ The private ports of Mundra and Pipavav in Gujarat have already made significant in-roads into the container traffic of the north-western hinterland and other Gujarat ports have similar plans
- ❖ Rewas-Aware port south of Mumbai, could also create additional competition for JNP
- ❖ while JNP's market share may decline, the absolute volume of cargo will continue to increase and is expected to almost quadruple over the period to 2015.

Southern Ports' Container Traffic

- ❖ Four southern ports of Cochin, Tuticorin, Chennai and Ennore.
- ❖ Handle 32% of the total throughput in Indian ports.
- ❖ Traffic growth at Cochin will be dependent on the development of the International Container Transshipment Terminal (ICTT) at Vallarpadam.
- ❖ Developments are also planned at Tuticorin where the Port of Singapore has the concession for container terminal.
- ❖ Forecasts implicitly assume that hinterland connectivity of these ports will be improved in a timely manner.

Eastern Ports' Container Traffic

- ❖ Ports in the East are handicapped, in so far as container traffic is concerned by 1) a limited manufacturing base, 2) distance from the main international shipping routes, and 3) poor connectivity to the markets and manufacturing centres of northern India.
- ❖ Among eastern ports, however, Vizag port shows high growth.
- ❖ Another factor affecting the availability of direct shipping services from the east coast to the Far-east is the systemic imbalance of empty containers heading east from the Gulf countries which results in low freight rates on exports from India to the Far-east.
- ❖ While some Eastern ports would appear logical gateways for containers moving between India and the far-east, it is often more economical to service this trade using the west coast ports which have better access to the mainline container services in the Arabian Sea.

Maximum Draft

| S No | Container Terminals | Draft (meter) |
|------|---------------------|---------------|
| 1 | JNPT | 12.5 |
| 2 | Chennai | 13.4 |
| 3 | Tuticorin | 10.8 |
| 4 | Mundra | 17.5 |
| 5 | Kolkata | 7.5 |
| 6 | Cochin | 12.5 |
| 7 | Mumbai | 10.7 |
| 8 | Kandla | 11.7 |
| 9 | Haldia | 10.0 |
| 10 | Pipavav | 12.5 |
| 11 | Visakhapatnam | 15.0 |
| 12 | New Mangalore | 10.5 |
| 13 | Mormugao | 12.5 |
| 14 | Paradip | 11.5 |

CORRIDOR WITH HIGHEST CONTAINER MOVEMENT

JNPT-Tughlakabad Rail Corridor



RAIL CONSTRAINT

- ❖ *For 21 mTEU, at 30% movement by rail, and 90 TEU per train, over 190 trains would need to run per day. (Currently, about 40 trains are running per day, over 25 of which are on the JNPT Tughlakabad corridor). Double stack would ease this to about 120 trains per day. About 35-45% of these would be on the stretch near JNPT, picking up an additional 25-30% from the Gujarat ports.*
- ❖ *PPP model with ports and related stake holders should be used for rail capacity development. Kutch Railway Corporation and Pipavav Railway Corporation are examples. The DFCCIL should evolve appropriate models, based on past experience and future requirements.*

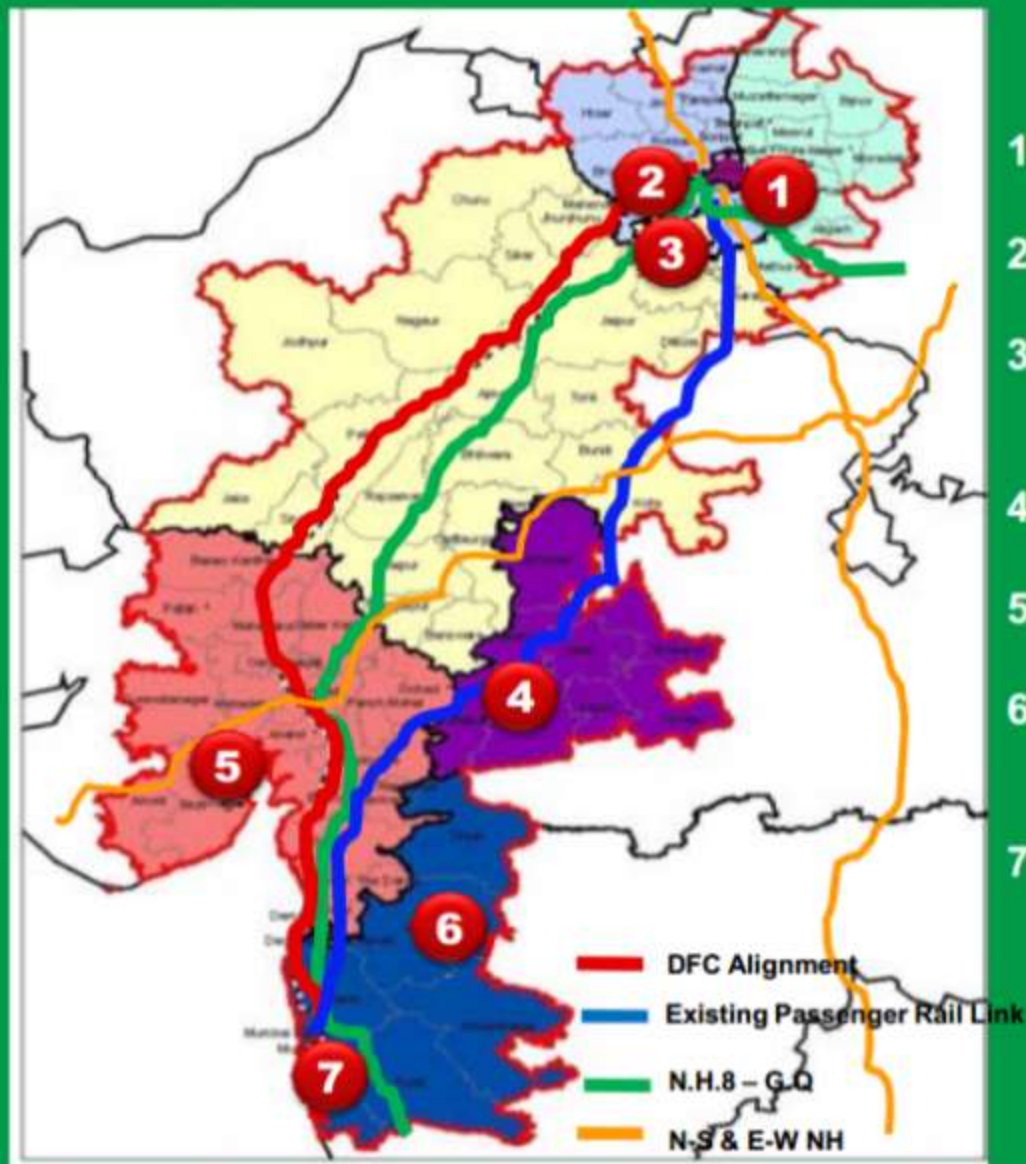
OTHER MEANS FOR CONTAINER GROWTH

❖ ***Road Evacuation***

❖ ***Coastal Shipping***

❖ ***Inland Waterways***

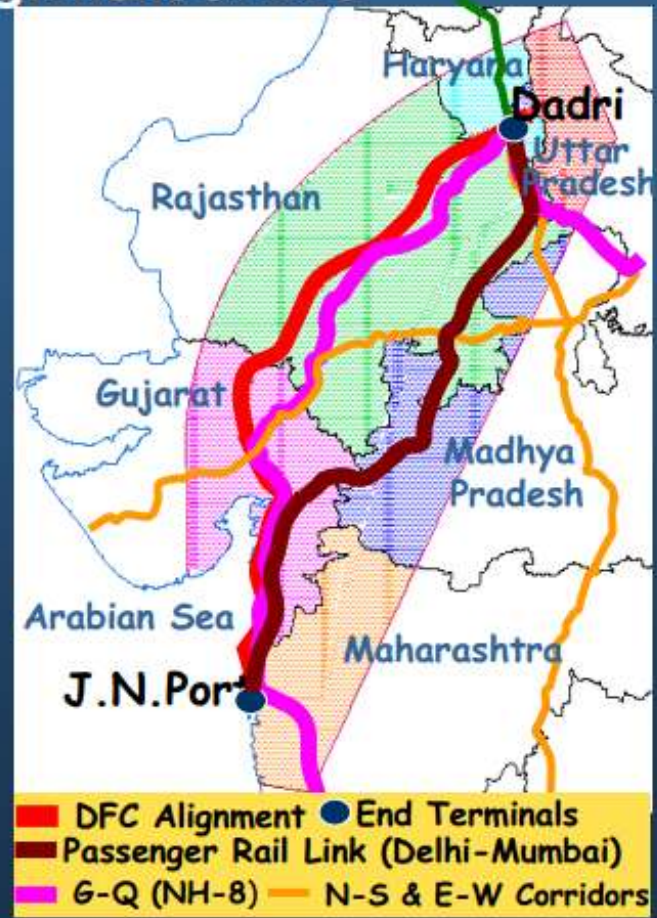
7 Nodes being developed in DMIC Phase 1



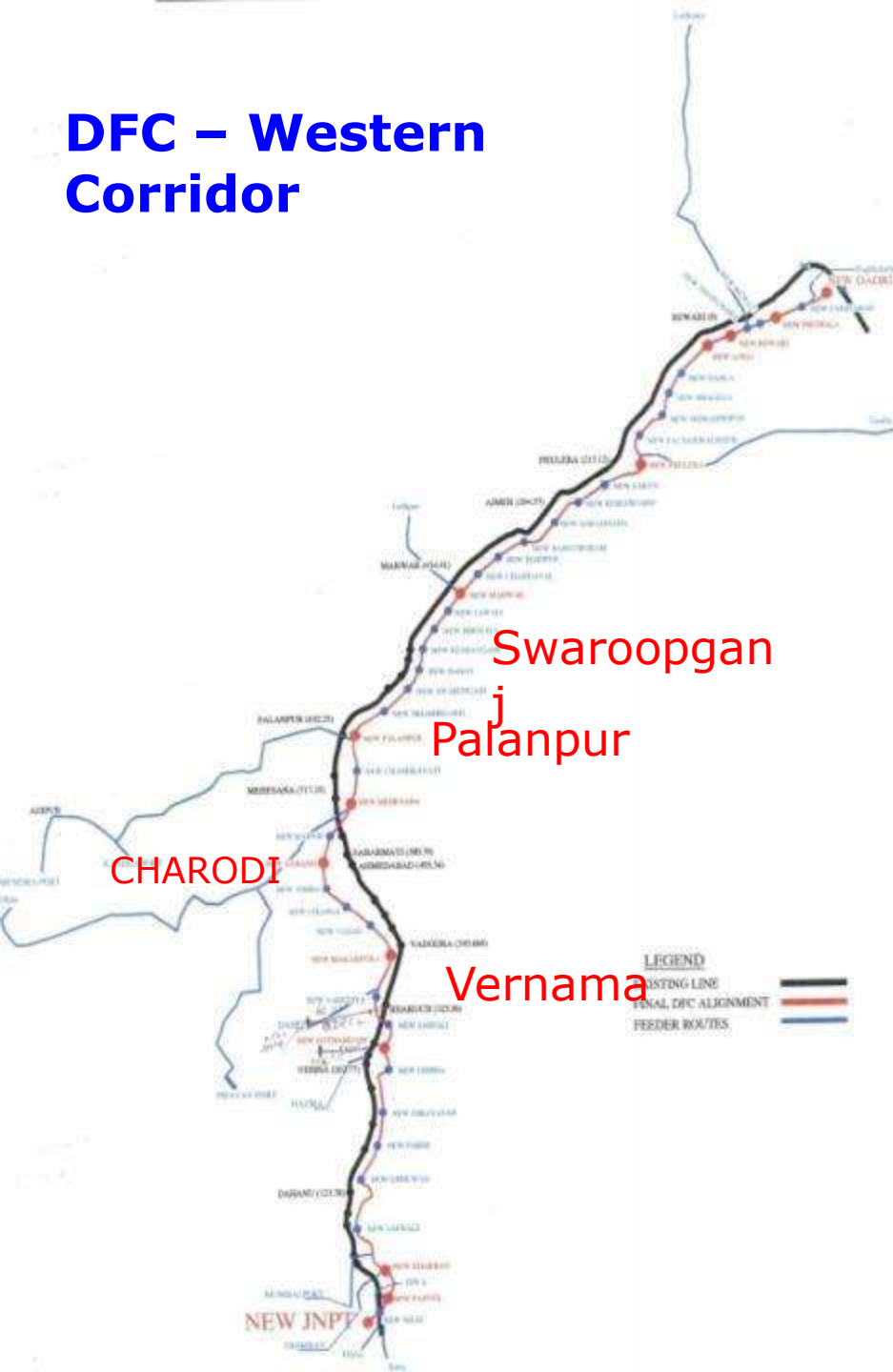
- 1 Dadri – Noida Ghaziabad IR, UP
- 2 Manesar – Bawal IR, Haryana
- 3 Neemrana – Khushkhera – Bhiwadi IR, Rajasthan
- 4 Pithampur- Dhar - Mhow IR, MP
- 5 Ahmedabad – Dholera IR, Gujarat
- 6 Nashik– Sinnar – Igatpuri IR, Maharashtra
- 7 Dighi Port IA, Maharashtra

Delhi-Mumbai Industrial Corridor (DMIC)

Focus is on ensuring high impact developments within a band of 150km on either side of alignment of DFC



DFC – Western Corridor



Project Component: Developing Logistics Facilities

- Each Common Investment Region (IR/IA) will be provided with modern logistics infrastructure to serve containerized and non-containerized cargo
- Integrated Multimodal Logistics Hubs at:
 - Bawal and Palwal, Haryana
 - Ajmer/Marwar, Rajasthan
 - Palanpur in Gujarat
 - Nashik, Pune in Maharashtra
 - Dewas and Indore in Madhya Pradesh
- Envisaged Port (Container, Ro-Ro, Bulk) Terminals
 - Bulk Terminal, Ro-Ro Facility at Dahej
 - Break-Bulk Terminal, Ro-Ro Facility at Maroli
 - Container Terminals at Hazira, Dighi Ports
- State-of-the-Art Warehousing zones to be provided with Inventory Management and Communication System integrating logistics components as well as facilitating 3rd Party Logistics Operators



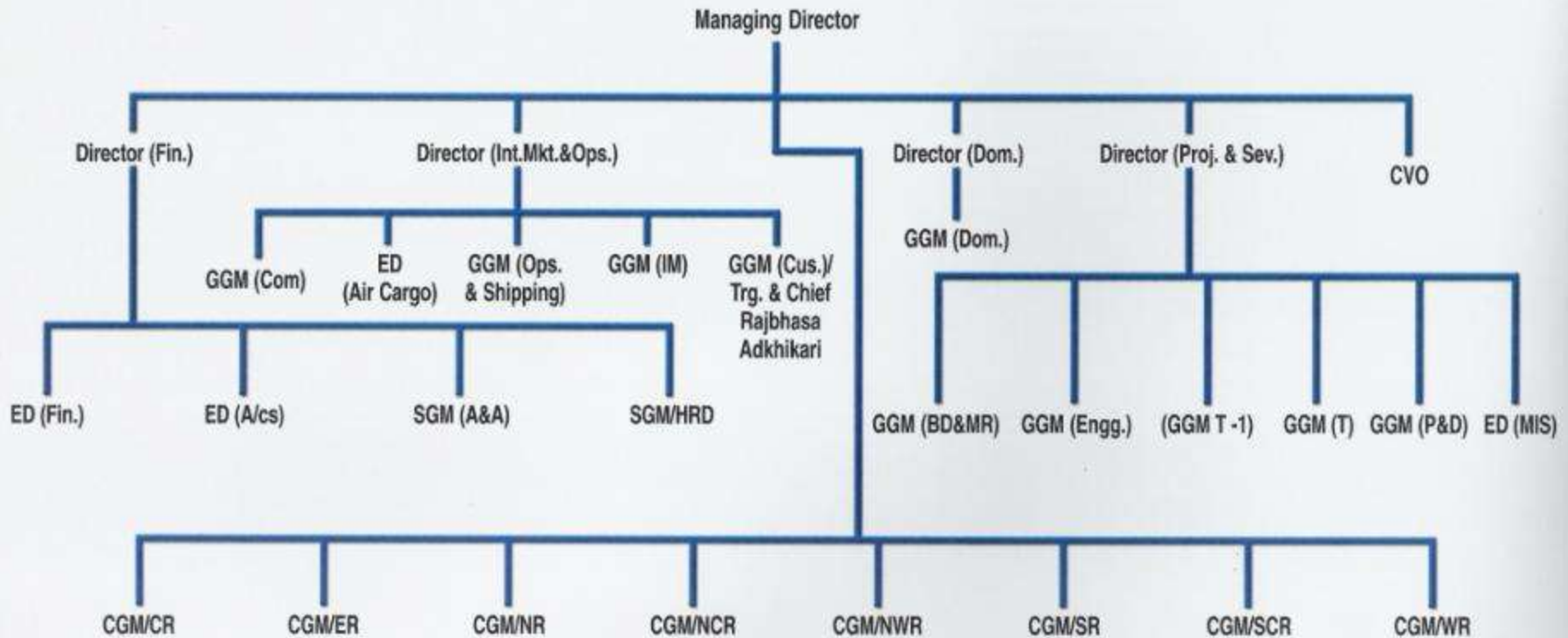
CONCOR

- ❖ MULTI-MODEL LOGISTICS NAVARATNA COMPANY.
- ❖ INCORPORATED - MARCH, 1988.
- ❖ STARTED OPERATIONS - NOV. 1989.
- ❖ AUTHORISED CAPITAL - Rs. 100 CRORES.
- ❖ PAID UP CAPITAL - 64.99 CRORES.
- ❖ GOVERNMENT - 63%.
- ❖ FI/FII/OTHERS - 37%.

CONCOR'S MISSION

TO PROVIDE RESPONSIVE, COST EFFECTIVE, EFFICIENT AND RELIABLE LOGISTICS SOLUTIONS TO OUR CUSTOMERS THROUGH SYNERGY WITH OUR COMMUNITY PARTNERS AND ENSURING PROFITABILITY AND GROWTH. WE STRIVE TO BE FIRMLY COMMITTED TO OUR SOCIAL RESPONSIBILITY AND PROVE WORTHY OF TRUST REPOSED IN US."

ORGANISATION CHART



Container Corporation
of India Limited



CONCOR- BUSINESS

- ❖ **CONCOR'S CORE BUSINESS IS DIVIDED IN TWO MAIN STREAMS:**
- ❖ **EXIM (EXPORT AND IMPORT) BUSINESS SEGMENT**
- ❖ **COMPRISING OF OPERATING ICD/CFS'S AND RUNNING EXIM TRAINS.**
- ❖ **DOMESTIC BUSINESS SEGMENT**
COMPRISING OF OPERATING DOMESTIC CONTAINER TERMINALS AND RUNNING DOMESTIC TRAINS.
- ❖ **PORT TERMINAL OPERATIONS THROUGH JV ROUTE.**

MAIN FUNCTIONS AT ICD

- ❖ TRAIN HANDLING OF CONTAINERS.
- ❖ STACKING OF CONTAINERS.
- ❖ CUSTOM CLEARANCE OF EXPORT AND IMPORT.
- ❖ WAREHOUSING OF CARGO.
- ❖ PROVIDING VALUE ADDED SERVICES-CONSEA, CONAIR.
- ❖ DOOR TO DOOR SOLUTIONS.

TYPES OF WAREHOUSES

- ❖ CONCOR PROVIDES TRANSIT WAREHOUSING FOR EXIM CARGO.
- ❖ WAREHOUSING FOR LCL CONSOLIDATION AND AGGREGATION OF EXIM CARGO.
- ❖ BONDED WAREHOUSING FOR STORAGE OF IMPORT CARGO.
- ❖ MULTI-STACKING WAREHOUSING FOR HIGH VALUE COMMODITIES.

TYPES OF WAREHOUSES CONTINUED

- ❖ **COLD CHAIN**(TEMPERATURE CONTROLLED) WAREHOUSES FOR STORAGE OF FRESH FRUITS, VEGETABLES, MILK AND OTHER SUCH PERISHABLE COMMODITIES.
- ❖ **VERY HIGH VALUE** AIR CARGO WAREHOUSES.
- ❖ LOCK FAST LIKE **STRONG ROOM**.

LOCATION OF BONDED WAREHOUSES

- ❖ WHITE FIELD IN BANGALORE.
- ❖ TUGHLAKABAD.
- ❖ DADRI IN UP.
- ❖ TONDIARPET IN CHENNAI.
- ❖ AURANGABAD.
- ❖ NAGPUR.
- ❖ DRONAGIRI IN MUMBAI.

TYPES OF ACTIVITIES IN THE WAREHOUSE

- ❖ GARMENT ON HANGER FACILITY.
- ❖ PALLETIZING.
- ❖ SHRINK WRAPING.
- ❖ CONSOLIDATION.
- ❖ AGGREGATION.
- ❖ STORAGE OF CARGO.
- ❖ LCL CONSOLIDATION.
- ❖ STUFFING, DE-STUFFING, DELIVERY OF CARGO.
- ❖ BAR CODING.
- ❖ SHUT OUT CARGO.
- ❖ REWORKING OF CONTAINERS.
- ❖ FUMIGATION.
- ❖ DOOR TO DOOR SOLUTIONS.
- ❖ COMPLETE LOGISTICS.
- ❖ LOADING AND UNLOADING OF CARGO.
- ❖ STORAGE FOR REFREGERATED CARGO.

BENEFITS OF BONDED WAREHOUSES FOR TRADE

- ❖ CONCOR PROVIDES '**BONDED**' FACILITY AT SELECTED LOCATION ON DEMAND BASIS.
- ❖ THIS FACILITY IS **FOR IMPORT** CONSIGNMENTS.
- ❖ UNCLEARED CARGO IS STORED IN SUCH WARE HOUSES.
- ❖ **DUTY PAYMENT IS DEFFERED.**
- ❖ DELIVERY IS GIVEN ONLY AFTER PAYMENT OF CUSTOM DUTY.
- ❖ IT ENABLES THE BUYER TO **CLEAR IN LOTS** DUE TO FINANCE CONSTRAINTS.
- ❖ IMPORTER IS SAVED OF THE BOTHERATION OF PAYING DUTY AT A TIME.
- ❖ **RE-EXPORT** IS POSSIBLE, IMPORTER MAY TAKE DELIVERY OF GOODS **WITHOUT PAYING THE CUSTOM DUTY** IF THEY ARE TO BE RE-EXPORTED.

STRENGTH OF CONCOR

- ❖ LARGE INFRASTRUCTURAL BASE OF ROLLING STOCK, HIGH SPEED WAGONS, CONTAINER HANDLING EQUIPMENTS.
- ❖ 20 YEARS OF EXPERIENCE IN THE INTER-MODAL TRANSPORT AND TERMINAL MANAGEMENT.
- ❖ LARGE NETWORK OF "STATE OF THE ART" TERMINALS.
- ❖ EXPERIENCED MANPOWER.
- ❖ STRONG FINANCIALS OF THE COMPANY WITH HUGE CASH SURPLUS.
- ❖ BEING A RAILWAY PSU, STRONG BOND WITH RAILWAYS.
- ❖ STRONG PRESENCE AT VARIOUS PORTS.
- ❖ LARGE FLEET OF OWNED AND LEASED CONTAINERS.
- ❖ MAJOR ALLIANCES WITH SHIPPING LINES.
- ❖ ENJOY ECONOMIES OF SCALE.
- ❖ PROVIDES MODAL CHOICE BETWEEN RAIL AND ROAD.

CONCOR' TERMINALS

- ❖ PURE EXPORT/IMPORT TERMINALS = 18.
- ❖ COMBINED EXPORT/IMPORT AND DOMESTIC TERMINALS = 32
- ❖ PURE DOMESTIC TERMINALS = 11
- ❖ TOTAL TERMINALS = 61
- ❖ PORT TERMINALS = 1



कॉनकॉर
CONCOR

NETWORK OF CONCOR'S TERMINAL



- Exim Terminals
- Domestic Terminals
- Combined Terminals
- Future Terminals
- Major/Container Handling Ports

EXIM: 18
Domestic: 11
Combined: 32
Total: 61 +1 port terminal (GTIL)

Not to scale
As on: 31/07/07

This is a Guide Map only. It has no correctness with State boundaries.

WAREHOUSE



RUBBER TYRE - GANTRY CRANES



PLUG-IN POINTS



REEFER PARK



Reefer park- ICD dadri



POWERPACK



RTG OPERATION AT ICD



Stack operation



Warehouse icd dadri



ICD YARD DADRI



LD TRAIN LEAVING ICD



REACHSTACKERS-ICD DER



CARS IN CONTAINERS

trans-rak.com

Drive in - Drive out



DOOR-TO-DOOR CAR LOGISTICS

SIMPLE SAFE SECURE



Boxed up and ready to go



Stowage Plan





PER LEVEL

UDL 2 TONS PER LEVEL

TYCO







Weigh Bridge

A white semi-truck with a trailer is positioned on a weigh bridge. The truck has red and white stripes on the side of the cab and a logo on the door. The trailer is white and has the text "Service, Our Commitment To You" printed on it. The truck is on a concrete platform with a metal railing in the foreground. The background shows a building and a clear sky.

The weigh Bridge is Situated at Gate for weighment of all the vehicles
All the material in the yard is mostly tallied on weight basis only.
The weigh Bridge inside the yard reduces the time for weighment also

Double Decker Train Service-KKU&MDPT



Double-decker Train Services-MUNDRA/PIPAVAV to KGU and KHATUWAS

SCHEDULED SERVICES

| ICD Location | Trains / week Import | Trains / week Export |
|---------------------------|----------------------|----------------------|
| Tughlakabad (NCR) | 13 | 5 |
| Dadri (NCR) | 6 | 6 |
| Dhandari Kalan (Ludhiana) | 4 | 4 |
| Kanakpura (Jaipur) | 1 | 1 |
| Bhagat ki Koti (Jodhpur) | 1 | 2 |
| Sabarmati (Ahmedabad) | 2 | 2 |
| Baroda | 2 | 2 |
| Loni (NCR) | 1 | 1 |
| Sanand (Thar Dry Port) | 2 | 1 |
| Jodhpur (Thar Dry Port) | 1 | 1 |



Daily Trains to National Capital Region
Quick Evacuation for North West India Cargo
Ample Rail Capacity for Growth

Multimodal Logistics Parks



CONTAINER TRACK AND TRACE

- ◆ THE LOADED, EMPTY STACKS HAVE BEEN RATIONALIZED -UPDATION THROUGH HAND HELD TERMINALS AND ETMS-ACCESS THROUGH CONCOR WEBSITE BY TRADE
- ◆ CAPTURING DSO AND POWER PACK DETAILS INTRODUCED RECENTLY
- ◆ RESULTED IN REAL TIME CONTAINER TRACKING AND DYNAMIC INVENTORY MANAGEMENT
- ◆ TRACK AND TRACE GOING TO BE INTRODUCED AT MEDIUM TERMINALS SOON.
- ◆ TOUCH-SCREEN KIOSKS ARE ALSO PROVIDED FOR TRACK & TRACE OF CONTAINERS.
- ◆ SMS FACILITY

MODULES IN e- FILING

- ◆ **Screen1** **□** PDA balance Enquiry
- ◆ **Screen 2** **□** List of container Arrived
- ◆ **Screen3** **□** Container Movement history
- ◆ **Screen 4** **□** Container details Query
- ◆ **Screen 5** **□** List of container departed
- ◆ **Screen 6** **□** Shipping line wise inventory
- ◆ **Screen 7** **□** Import container query

Trade can access on www.ccilweb.com

OTHER OPTIONS AVAILABLE

- ◆ **Do wise Query**
- ◆ **TSC Due query**
- ◆ **Export container Query**
- ◆ **PDA balance statement**
- ◆ **Receipt Report**
- ◆ **Train Arrival/Departure Report**
- ◆ **List of container arrived from factory stuffing/Destuffing**
- ◆ **Container Hold**
- ◆ **Export IWB printing**
- ◆ **Electronic IWB generation.**
- ◆ **Container Leasing**
- ◆ **Deliver order filing**
- ◆ **Delivery order modification**
- ◆ **Export application – factory/CFS**
- ◆ **Export booking**
- ◆ **Shipping bill wise query**
- ◆ **EA wise query**

STRATEGIC ALLIANCES

- ❖ With **M/s GDL**, Mumbai for running of container trains to/from ICD, Garhi Harsaru (Gurgaon) to Gateway ports.
- ❖ With **M/s Satwa Logistics** for running of container trains from ICD Melpakkam.
- ❖ With **Hindustan Aeronautics Limited (HAL)** for Air Cargo Complex at Ozar Airport, Nasik.
- ❖ With **Seaways Shipping Ltd.** for end-to-end logistics for exports from Punjab/Delhi to Chittangong (Bangladesh).
- ❖ With **Punjab State Warehousing Corporation (PSWC)** for transportation of Exim containers to gateway ports.
- ❖ With **Transport Corporation of India Ltd. (TCIL)** for door-to-door logistics and warehousing services.

CONCOR'S JOINT VENTURES

- ❖ Joint Venture with **Maersk** (Star Track Terminals Pvt. Ltd..) for CFS at Dadri.
- ❖ JV with **Transworld Group** (Albatross CFS Pvt. Ltd.) for CFS at Dadri.
- ❖ JV with **APL** (Trident Terminals Pvt. Ltd.) for CFS at Dadri.
- ❖ JV with **CMA-CGM** Logistics Park Pvt. Ltd. (Dadri) for CFS at Dadri.
- ❖ JV with **Maersk** A/S for Container Terminal at JNPT. (Gateway Terminals India Pvt. Ltd.)
- ❖ JV with **DPI** for the Vallarpadam Container Terminal at Cochin. (India Gateway Terminal Pvt. Ltd.)
- ❖ JV with **Inter State Multi Modal Tpt Pvt. Ltd. Nepal** for Inland Clearance Depot, Birganj, Nepal.(Himalayan Terminals Pvt. Ltd.)
- ❖ JV with **M/s IL &FS** to jointly undertake the project development in logistic sector. (Integrated Infra Log Pvt. Ltd.)
- ❖ JV with **M/s Gateway Rail Freight Pvt. Ltd.**, a subsidiary of M/s Gateway Distriparks Limited (GDL) for operating of an ICD at Garhi Harsaru, Gurgaon.
- ❖ JV with **M/s Reliance Logistics Pvt. Ltd.** (RLPL) to become major player in logistics.

IT ENABLED SERVICES

SPECIAL FOCUS ON IMPROVING CUSTOMER SERVICES BY USING IT INITIATIVES LIKE:

- ❖ **E- CONNECTIVITY PROVIDED IN ALL TERMINALS VIA V-SAT NETWORK.**
- ❖ **ISMS CERTIFICATION FOR CONCOR AS A WHOLE.**
- ❖ **CUSTOMISED DTMS AND ETMS PROGRAMMES- IMPLEMENTED IN ALL DEPOTS.**
- ❖ **FINANCIAL ERP ON ORACLES FINANCIALS PLATFORM.**
- ❖ **WEB ENABLED CUSTOMER INTERFACE OPERATIONALISED.**
- ❖ **PILOT PROJECTS FOR E-FILING AND E-PAYMENTS STARTED.**
- ❖ **ISO CERTIFICATIONS OBTAINED FOR KEY TERMINALS/REGIONAL OFFICES/CORPORATE OFFICE.**

CONCOR'S GROWTH STORY

- ❖ CONCOR continues to grow most significantly in the areas of domestic and international transport.
- ❖ Traffic increases due to **new and additional traffic** both intra-country (in the transport segments between various **domestic hubs**) developed in all parts of the country and international (between ICDs and the gateway ports).
- ❖ Growth is also coming through the **cross-border connections with Nepal**. This is bound to grow due to positive developments in transport links **with Bangladesh** which is today being served till border point of Benapole only.
- ❖ Increased commitment of CONCOR to **transport links with the individual port terminals in Mundra and Nhava Sheva** is showing the positive results in the form of new traffic increases particularly towards northern hinterland.

OUR STRATEGIES TO ACHIEVE THE VISION

- ❖ To continue to be the leading inter-modal player in India for rail based inter-modal services.
- ❖ To be the leading “Third Party Logistics Services” provider of India with shipping/NVOCC capabilities.
- ❖ To integrate sea and air cargo logistics and operate air cargo hubs in India.
- ❖ To extend operations in foreign countries and emerge in the league of international operators.


Continued...

- ❖ To be a Full service provider of inter-modal container services around main transport axes.
- ❖ To ensure Further augmentation of Indian terminal network and wagon fleet.
- ❖ To be a strong partner for Indian ports to ensure sufficient hinterland links and capacity.
- ❖ To develop linkages with neighboring countries transport network.
- ❖ To be a provider of Total Logistics Solutions.

CONCOR's DIVERSIFICATION

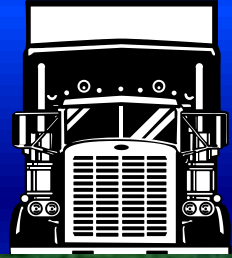
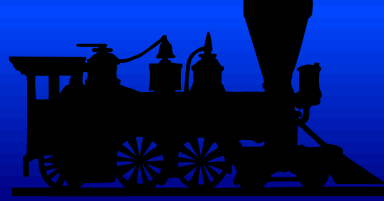
- ❖ TOTAL DOOR TO DOOR LOGISTICS SOLUTIONS.
- ❖ PORT OPERATIONS.
- ❖ COLD CHAIN, ONE PROJECT ALREADY OPERATIONAL, AT RAI.
- ❖ RUNNING OF FEEDER VESSELS.
- ❖ COASTAL SHIPPING.
- ❖ OPERATION OF STEEL HUB/ STEEL SERVICE CENTRES.

COMPETITION CONTINUED

1. **MORE TERMINALS IN PORTS AND PORT TOWN IN PVT. SECTOR.**
 2. **COMPETITION WITH HINTERLAND TERMINALS WITH STATE AND PVT. SECTOR.**
 3. **COMPETITION WITH ROAD TRANSPORTERS SUCH AS VOLVO.**
 4. **IN DOMESTIC SECTORS FROM GATI, TCI, RELIANCE, DELHI ASSAM ROADWAYS.**
 5. **IMPROVEMENT IN ROAD INFRASTRUCTURE AND INCREASED TRAILING LOAD.**
 6. **FALL IN LENDING RATES.**
 7. **FREQUENT INCREASE IN HAULAGE COST .**
- 

CHALLENGES

- ❖ EMERGENCE OF NEW PLAYERS.
- ❖ INDIAN RAILWAYS OPENED THE RAIL SECTOR FOR RUNNING OF CONTAINERS TRAINS BY PRIVATE AND PUBLIC OPERATORS.
- ❖ 7 PLAYERS HAVE ALREADY STARTED RUNNING TRAINS.
- ❖ 15 PLAYERS HAVE BEEN GIVEN LICENCES TO OPERATE THEIR TRAINS, AND HAVE SIGNED THE CONCESSION AGREEMENT WITH RAILWAYS.



Lead the Way.

QUESTIONS?

