



जवाहरलाल नेहरू पोर्ट ट्रस्ट
JAWAHARLAL NEHRU
PORT TRUST

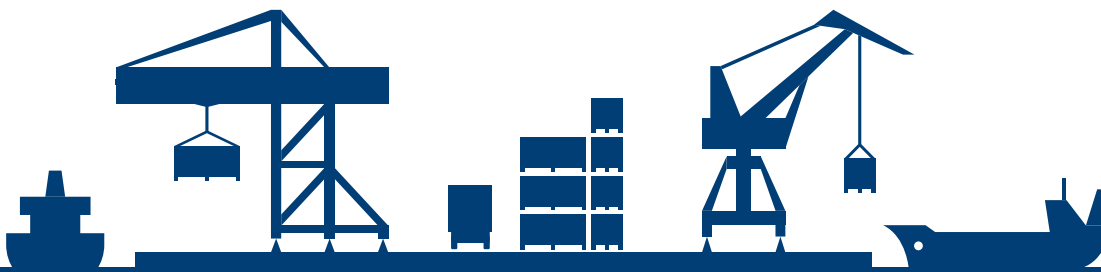
CREATING
VALUE
**FOR THE
TRADE.**



As India's leading container port, JNPT is constantly innovating and up-scaling operations to not only meet but exceed global benchmarks with an underlying commitment to provide seamless customer service and ease of doing business.

During recent years, JNPT has taken a number of initiatives for faster and economical operations along with automation that has helped in streamlining the processes and helping in reduction of cost, time and documents and thus making it easier for clients and partners to do business with us. To bring more transparency in the operations for the logistic chain we share all the relevant information about the Port and other stakeholders with the trade, and in the process empower the trade in making the right business decisions.

As a result of these initiatives, the Average Import Dwell time at JN Port has reduced to 1.5 days, which is comparable to the international benchmark of 1-2 days. Similarly the Average Export Dwell Time is reduced to 63 hours from the earlier 88 hours. We are committed to improve this further, to create more value for trade in doing business with JNPT.



► **FASTER AND ECONOMICAL OPERATIONS**

Speed is an important attribute of what sets a port apart from its contemporaries and competitors. JN Port has achieved its leading status in the nation due to its minimal turnaround time, fast movement of consignments and prompt delivery to customers.

The port has various initiatives in place for faster business processes leading to reduced transaction time and economical services.

• **DIRECT PORT DELIVERY TO ACCREDITED CUSTOMERS**

In an innovative effort to decongest the Port, expedite delivery of consignments and reduce costs, Direct Port Delivery Facility (DPD) has been initiated. In Feb'2007, JN Port started this DPD facility for the import laden containers wherein the container is directly delivered to the client's doorstep, for all the custom approved ACP clients on minimum volume criteria. Between Feb'2007 and Jan'2016, 11 clients signed up for this facility.

In Feb 2016, JNPT took a path breaking initiative of eliminating the minimum volume criteria for availing of the DPD facility, so that a maximum number of clients take advantage of this service. As a result, the number of DPD clients has doubled from 11 to 26 in just 3-4 months. JN Port is fully prepared to accommodate all the eligible clients and wants maximum ACP clients to benefit from this initiative. To further streamline the process, registration as well as renewal to avail DPD, is made available online through JNPT's website.

This facility has reduced the import dwell time from the earlier 9-11 days (inclusive of 7-8 days of process time at CFSs end) to 1.5 days. Apart from reduction in import dwell time, trade is also saving approximately Rs. 25,000/- to 40,000/- per TEU in transaction, inventory and container detention cost.

• INTER TERMINAL MOVEMENT OF TRACTOR TRAILERS

Since the terminals at JN Port were not inter-connected, any Tractor Trailor (TT), after exiting from one terminal, had to repeatedly stand in a queue to enter the other terminal leading to longer queues and added to congestion. This was a matter of concern for trade as it was an added expense in terms of time and cost. Acting on this long pending demand of the trade and for optimal utilisation of TTs, JN Port allowed the Inter-Terminal Transfer of Tractor-Trailers (TT) by allowing the sideways movement between all the three terminals in a phased manner from Feb'2015.

With this initiative, trade has benefitted in the saving of at least a 7.5 km road movement per trip by completing two commercial transactions in one trip, leading to faster turn around time alongwith reduced fuel consumption and pollution in and around the Port area.

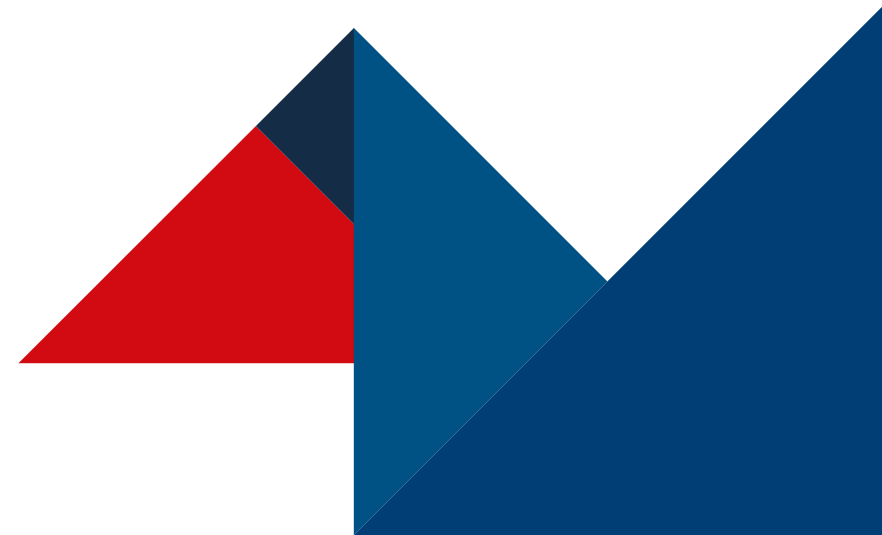
As of today, a total of 216,000 trucks with 270,000 transactions have

already availed of this facility, resulting in drastic load reduction at the terminal gates as it has resulted into reduction of traffic on port roads by more than 6% beside saving of approx. Rs 10 crore purely on fuel cost.

• DEVELOPMENT OF PARKING AREAS

Another factor which added to congestion at JNPT roads were the factory stuffed containers coming to the port without proper documentation and being parked on port roads till the documentation was done. To address this problem, JN Port allotted two dedicated parking plots of 6 hectares each to private terminal operators APMT and NSICT, to be used as a "Holding Area" to complete the document verification process. This initiative has helped the port in ensuring that factory stuffed container traffic is streamlined.

JN Port is also up-scaling its infrastructure by developing a Centralized Parking Plaza covering 45 hectares, which would accommodate approximately 2000 TTs. These parking plots will ensure free movement on the approach roads and will help the trade in planning their TT movements in a better way.





- **NEW EVACUATION CORRIDOR**

JN Port is well connected to the main hinterland by the National Highway-4B and the State Highway-54. These roads also connect to the National Highway NH-4, Mumbai-Pune Expressway and NH-17, which connects to Southern region along with Central and Northern region of the country through NH-3 and NH-8.

In Exim trade, road connectivity plays a major part in business decisions. To cater to the increased traffic due to upcoming Port expansion projects, work of 6/8 laning of NH-4B, SH-54 and construction of grade separators at Gavhan Junction and Karal Junction has been initiated at a total cost of Rs. 2936 crores, for which the funds are being arranged by JNPT through ECB funding. This project has been taken up by an SPV formed between JNPT, CIDCO and NHAI, namely Mumbai – JNPT Port Road Co. Ltd, with NHAI being the implementing agency. The project is being executed on EPC mode in four civil packages, which has been awarded and on-site work has already commenced.

Completion of this project will ensure faster evacuation of cargo with least inconvenience to non-port traffic. In addition to above projects, JN Port is also planning to shift some of the cargo from peak hours to non-peak hours to ensure free flow of traffic in both directions.

- **MOVEMENT OF CONTAINERS BY RAIL**

To reduce the existing load on the port road, JNPT is encouraging movement of containers by rail. To facilitate this 'modal shift', JN Port

has started offering a rebate of Rs.728/- per TEU in handling charges to all CFS having rail connectivity. This initiative has shown a positive result as the container movement by rail has more than doubled from 5,700 TEUs per month to 11,000 TEUs per month after the extension of the rebate.

- **INSTALLATION OF ADDITIONAL CONTAINER SCANNERS**

The shortage of scanners was an area of concern for the Port authorities as it resulted in higher truck turnaround time and congestion at Port roads. To resolve this problem, JN Port has decided to procure three scanners through its own resources.

Once the scanner installation is complete, each terminal will have an independent Container Scanner leading to reduced scanner detention time and faster evacuation.

- **SETTING UP OF LABORATORIES FOR SPEEDY CLEARANCE**

The Ministry of Finance has taken an initiative to provide single window clearance to trade. To support this initiative, JN Port has started the process of bringing all regulatory agencies under one roof and has already allotted office space and land to all regulatory agencies, i.e Animal Quarantine, Plant Quarantine, Textile Committee, Drug controller and FSSAI for setting up of laboratories and offices. This would help in speedy clearance of the cargo.



► **DIGITIZATION AND AUTOMATION**

We live in a world that is rapidly shrinking and expanding at the same time, thanks to the digital revolution. In the 21st century, the comprehensive prowess of any port is being judged by its ability to automate processes and digitise procedures. JN Port, in line with the Digital India initiative of our Hon'ble Prime Minister has initiated several reforms towards being a paperless Port, which would also help in easing out the processes for doing business with the Port.

• **ABOLITION OF MANUAL FORM-13 AND FORM-11**



JN Port has discontinued the manual submission of Form-13 and Form-11 which were the only physical documents required by the Port. This has been replaced with a web based entry system for Gate-In and Gate-Out, facilitating the exchange of data electronically and helping the trade in saving time and cost.

- **IMPLEMENTATION OF RFID**

Verification of Tractor Trailer (TT) details at the terminal gate was a time consuming process and it used to increase the Gate-In time, leading to congestion on the approach roads.

JN Port took a proactive initiative to standardize the gate processes by implementing RFID based tagging of the containers. All the details of TT are fed in the tag and once the TT reaches the terminal gate, this RFID captures the data to allow the gate in. This process eliminates human interaction and facilitates hassle free entry in the terminal area. The transaction time has been reduced to less than 1 minute as compared to 5 minutes taken earlier.

Out of the four container terminals operating in JN Port, NSICT and APMT have completed the RFID-based Gate Automation work. JNPCT and NSIGT are in the process of implementing the same and will be commissioned by October'2016.

- **E-DELIVERY ORDERS**

To obtain a delivery order from Shipping Lines, Consignee or Custom House Agents (CHAs) were required to submit the documents physically over the counter and it used to result in unnecessary delays and long queues. On the initiative of JN Port, now all Shipping Lines have implemented the issuance of e-Delivery Orders (e-do) instead of manual handing over of Delivery Orders to CHAs & CFSs. This electronic transfer of data has helped in saving time & cost for the trade.

- **INTEGRATION OF IGM FILING SYSTEM WITH TERMINAL OPERATING SYSTEM**

JN Port has integrated the Customs IGM EDI message with JNPT's Terminal Operating System (TOS), along with Bill of Entry and Out of Charge messages. It has facilitated the exchange of information electronically by doing away with the manual Bill of Entry and out of Charge Messages resulting in faster and safer processing of information for the trade.





► **TRANSPARENCY & TRADE EMPOWERMENT**

Aligning with the vision of the Hon'ble Prime Minister, Shri Narendra Modi, of maximum governance with minimal government, JN Port is striding rapidly towards achieving absolute transparency with its digitising initiatives. Empowering clients and providing satisfaction to customers is at the core of JN Port's commitment. To achieve this, the port has simplified port processes and ensured transparent operations in all areas.

• **DISCLOSURE OF TARIFFS BY SHIPPING LINES AND CFSS**

While trading across borders it is a very price sensitive market. To give competitive advantage to trade, JN Port has uploaded tariffs levied by CFSs, Shipping Lines and Terminal Operators on its website under the link 'INFO/TARRIFF'. This is a step towards empowering the trade and bringing complete transparency in the system.

• **ON-LINE BERTHING / UN-BERTHING**

One more initiative towards process automation by JN Port is the replacement of daily Pre-Berthing meetings between the Port and Shipping lines by an e-online berthing/unberthing facility. This has made the entire process transparent & paperless and has also made it possible for the trade to get real-time updates. JN Port also displays the Berthing details on the Port website on a daily basis.

• **CREATION OF A LOGISTIC DATA BANK FOR TRACKING OF CONTAINERS**

JN Port is the first port in the country to implement a logistic data bank tagging of containers. All the three terminals at JN Port have started the tagging of containers from 1st July' 2016. The trade can get real time information about the location and movement of the container during transit.

This facility will bring more accountability and transparency in the system and will help trade in advance business planning.



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