



**INDIA'S
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PORT**

JNPT highlights the importance of DPD and DPE to the delegates from Bombay Chamber of Commerce & Industry



Shri Unmesh Sharad Wagh, IRS, Deputy Chairman, JNPT Addressing the Delegates from BCCI

Mumbai, 06 March 2020: Jawaharlal Nehru Port Trust (JNPT) hosted delegates from the Bombay Chamber of Commerce & Industry (BCCI) with an objective to facilitate a dialogue with the end customers to showcase the various EODB initiatives taken by Port which will significantly benefit in their overall logistics cost reduction.

Shri Unmesh Sharad Wagh, IRS, Dy Chairman, JNPT addressed the delegates and encouraged to use this opportunity to understand the overall port operations and the initiatives undertaken by the Port for the benefit of the Trade. He also urged them to share their feedback and suggestions in the overall improvement of port operations. A detailed presentation was given to the delegates highlighting strategic initiatives undertaken by port like Direct Port Delivery (DPD) and Direct Port Entry (DPE). DPD has benefitted the trade as there is prompt and timely delivery leading to reduction in inventory costs; saving in transportation costs; saving in handling and storage charges at warehouse and reduction in dwell time for containerized cargo. This tactical initiative



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is making a significant impact on the end users by enabling savings in cost ranging from Rs. 8,000 to Rs. 20,000 per TEU and time saving ranging from 5-7 days.

JNPT has also introduced Direct Port Entry (DPE), a facility created exclusively for exporters to bring in the export containers directly to port instead of routing it through CFS. This is saving time of about 1-2 days which in turn is enabling savings in cost of Rs. 2,000 per TEU.

To further aid the trade and provide quick solutions to customers, numerous measures have been taken to help the port authorities match global trends in the maritime sector, apart from reducing cost. The Port has also introduced Inter Terminal movement of Tractor Trailers (ITT) and ITRHO which has further streamlined the movement of containers between the terminals. This has helped in reduction of overall Import Dwell Time by 32.8% from 55.55 hours (Apr-Jan 2019) to 37.33 hours from April-Jan 2020. This system has resulted in the following benefits to transporters/users like Turnaround time of trucks is reduced, thereby increasing number of trips between CFSs and Port terminals. Cost of handling is reduced and hence, more containers can be moved in less time. This also helps in optimal use of the TTs thereby easing traffic on the JNPT approach roads.

The delegates were also apprised about the various tech-based initiatives like E-form 13/Form 11, JNPT mobile app, RFID-based terminal Automated Gate System (AGS), RFID-based container tracking system by DMICDC (for the first time in India), e-Delivery of orders, upgradation of the port community system (PCS) to PCS 1X and the Terminal Operating System which has added to the ease in doing business with the Port.

The session concluded with a port visit where the delegates saw the available infrastructure and the ongoing capacity building projects contributing towards the overall maritime trade.

About JNPT:

The Jawaharlal Nehru Port Trust (JNPT) at Navi Mumbai is the biggest container handling Port in India accounting for around 52% of the total containerised cargo volume, across the major ports of India. Commissioned on 26th May 1989, in less than three decades of its operations, JNPT has transformed from a bulk-cargo terminal to become the premier container port in the country. Ranked 28th among the top 100 Container Ports in the world, JNPT is connected to over 200 ports in the world.

Currently JNPT operates five container terminals: the Jawaharlal Nehru Port Container Terminal (JNPCT), the Nhava Sheva International Container Terminal (NSICT), the Gateway Terminals India Pvt. Ltd. (GTIPL), Nhava Sheva International Gateway Terminal (NSIGT) and the newly commissioned Bharat Mumbai Container Terminals Private Limited (BMCTPL). The Port also has a Shallow Water Berth for general cargo and another Liquid Cargo Terminal which is managed by BPCL-IOCL consortium.



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