

Jawaharlal Nehru Port Authority

(Traffic Department)

Minutes of the Meeting held with CFS's & Terminal Operators regarding Congestion at Terminal Gates on 28th May 2025

Sec. Gen. CFSAI vide its mail dated 24th May 2025 communicated the persistent severe congestion faced inside and outside the Terminals by trade, requested JNPA authority's intervention and immediate meeting of all concerned to assess the situation.

In connection with the subject matter, a meeting of CFS operators, JNPA Traffic officials and all Terminal (APMT, BMCTPL, NSICT/GT, NSFT) officials was convened at 1600 hrs. on 28th May at 2nd floor Conference Hall Admn. Bldg., JNPA. **The Chairman, JNPA, presided over the meeting.** At the outset, Chairman JNPA welcomed all present and congratulated all for their efforts for achieving 7.3 million TEUs target in FY2024-25 and double digit growth of 22%. Prominent attendees were Sec. Gen. CFSAI, V.P. CFSAI, CGM(T), CEO (DP world), CEO(NSFT), AUP ops(BMCT), AGM(APMT).

CFSAI members raised the following issues being faced by Trade for discussion:

1. There is congestion at all Terminal gates intermittently for the past several months. In last one month, 19,000 containers have been delayed resulting loss for CFSs.
2. In case of Truck appointment system(TAS), Delivery of container is not received for TTs not reaching in time slot and either have to wait for next slot (24 hours) or sent back by Terminals.
3. Tractor trailers are waiting for 8-10 hours on roads especially when ad-hoc and additional vessel are on berth. Truck turnaround time is increased. Drivers are refusing the next trips to such terminal as they are paid as per no. of trips. Because of this, delivery is not received during the permitted free time, attracting ground rent. For all delays CFSs have to bear financial burden
4. Terminals have shortage of resources (Shortage of RTGCs) and internal infrastructure.

Terminal Heads, present in the meeting submitted as under:

1. Due to international issues, empty container volume has raised to 25%. Empty container TT takes more time at Terminal entry gate for Security check by CISF personnel.
2. There is no even distribution of TTs. All TTs are arriving from 1400 hrs. to 2200 hrs. At Late night and early morning hour, terminal gates are idle.
3. BMCTPL has increased two more lanes (4lane to 6Lane) along one km stretch between security gate to main gate.
4. Regarding Financial Hold issue, APMT cleared that there is no software issue, system is available 24*7, provided there should be sufficient balance on account.

5. APMT stated that they have implemented Truck Appointment System(TAS) for effective evacuation and have divided all CFSs in two groups with specific time slots. Regarding TTs not reaching in timeslot, it was mentioned that TTs are not sent back but allowed to take another delivery if another Pin No. is arranged.

After detailed discussion and hearing all concerned, following was finalized.

1. Main reason for long queue is back to back vessels. Directed all terminals to implement TAS and to communicate the same to CFSs.
2. Terminals have to plan and arrange the resources to handle 20% more volume of existing volume.
3. Redundancy plan for Road infrastructure to handle more volume is to be taken up at the earliest.

At the end CGM(T) suggested to have such meetings on 2nd and 4th Thursday of every month, which was unanimously agreed by all present.

Meeting concluded by vote of thanks to the chair.

Attendees:

1. Chairman, JNPA
2. CGM(T)
3. Sr. Manager(T)
4. CEO (DP world)
5. CEO(NSFT)
6. AUP ops(BMCT).
7. AGM (APMT)
8. V.P. CFSAI
9. Secy. General, CFSAI

