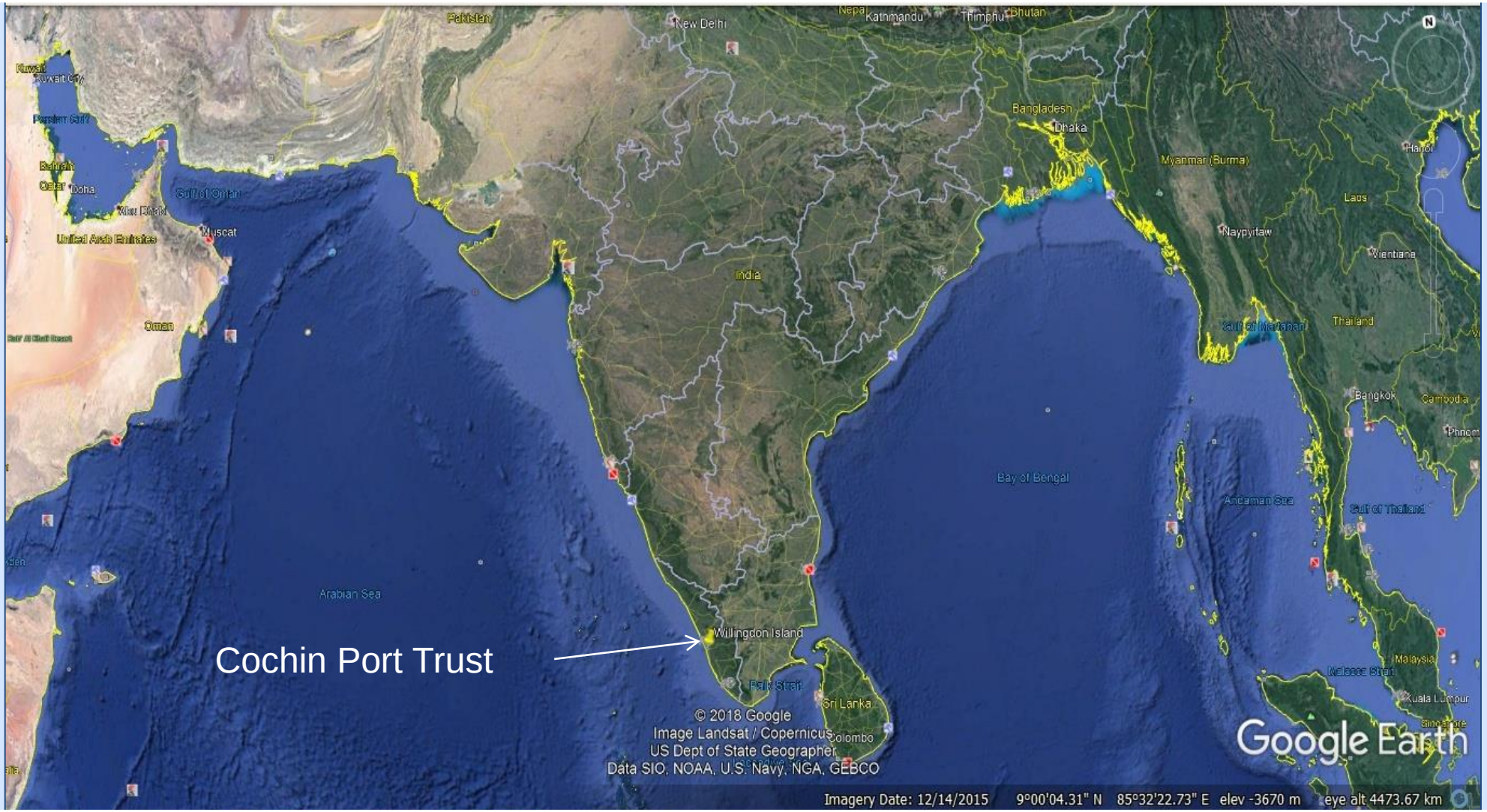
COCHIN PORT TRUST

HISTORY

- The origin of the Cochin Port traces back to AD 1341.
- Prior to 1341, a small river flowed by Cochin with an opening into sea
- Catastrophe struck the famous Muziri Port, in the form of a great flood, which silted up the harbour making it worthless for harbouring foreign vessels.
- The floods which silted up Muziri Port, expanded the opening in Cochin and converted the land locked harbour of Cochin into one of the finest and safest ports in India.
- Present Port located on Willingdon Island, reclaimed from the backwaters with dredged soils by Sir Robert Bristow, Harbour Engineer.
- Modern Port was developed during the period 1920-1940
- Cochin was declared a Major Port on 1st August, 1936 by the Government of India and during 1939 Mattancherry wharf was commissioned.
- Administration of the Port was vested in the hands of a Port Trust Board on 29th February 1964 under the Major Port Trusts Act, 1963.

LOCATION OF COCHIN PORT TRUST



Geo Strategic Importance of Cochin Port

Cochin Port is just 11 NM from Gulf-Singapore Channel, and 76 NM from 9 Degree Channel from Europe to Far East

Major Indian Ports	Distance from 9^0 Channel	Distance from Gulf to Singapore Channel
Cochin	76 NM	11 NM
Mumbai	464 NM	126 NM
Kandla	740 NM	276 NM

All other Indian Ports are much farther off the Trunk Routes Hence require longer deviation and sailing times from international maritime routes

Facilities in Cochin Port

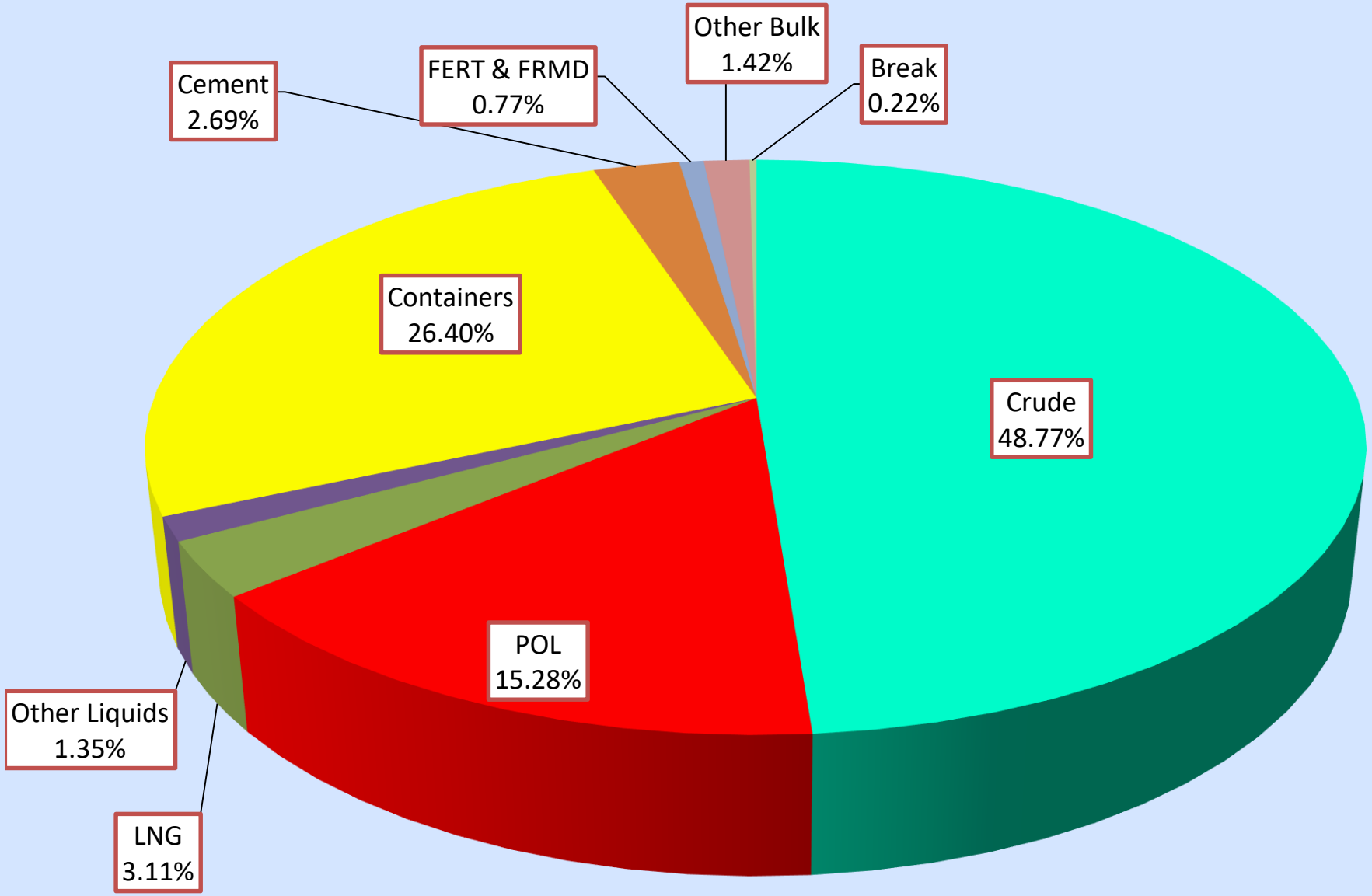
FACILITIES/INFRASTRUCTURE AT THE PORT

- Total 20 Berths + 1 SPM
  - Modern Container Terminal at Vallarpadam - 2 Berths (14.5 m draft).
  - Ernakulam Channel : 5 General Cargo Berths (10m – 11m draft) + 1 Fertilizer Berth (10.7m draft).

  Mattancherry Channel: 6 General Cargo Berths (9.14 – 10m draft) + 1 Liquid Berth (9.14 m draft) + 1 (UTL) Passenger Berth (5.30 m draft).

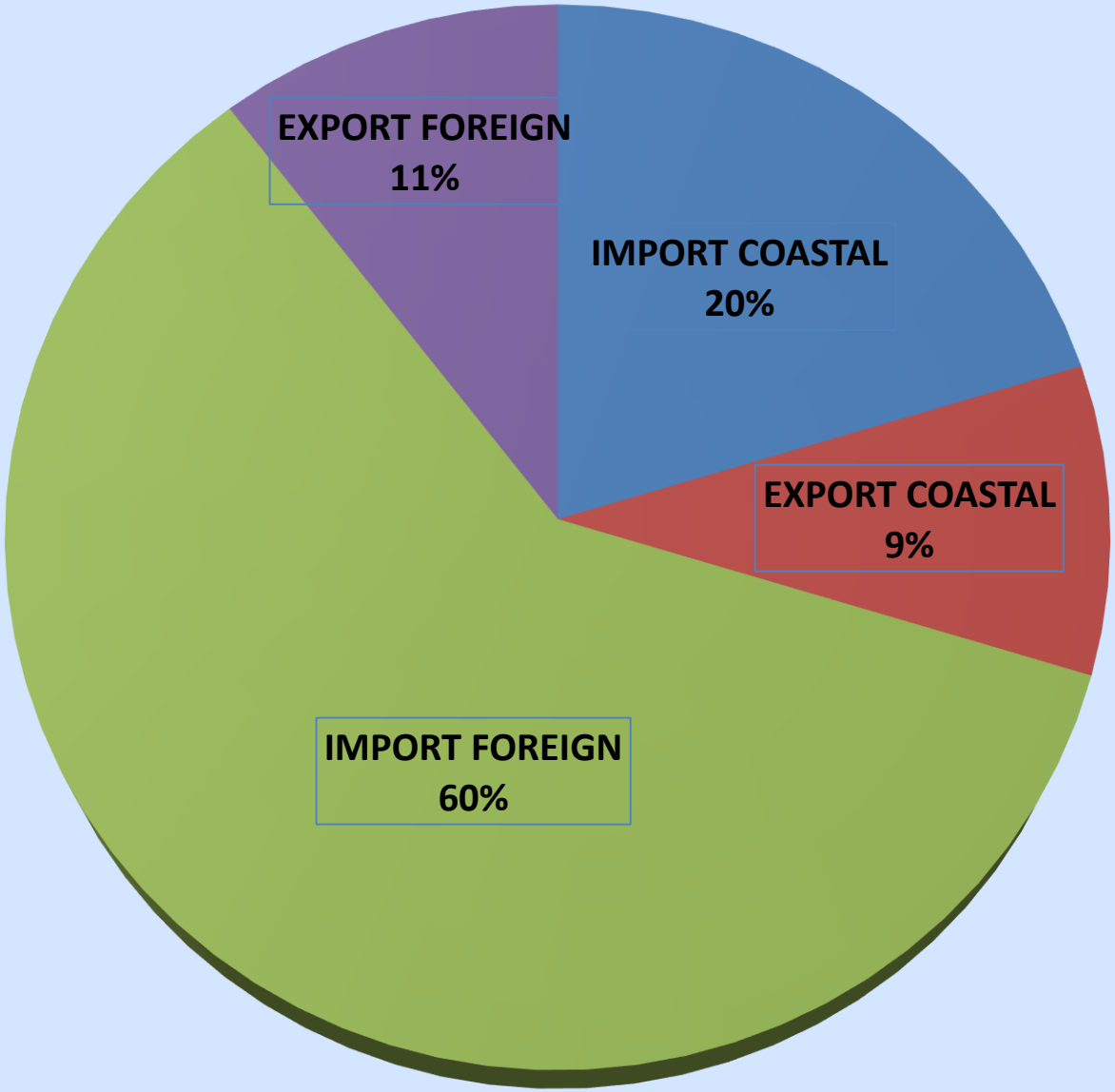
  - 3 Liquid Terminals : Cochin Oil Terminal (12.5 m draft,), North Tanker Berth & South Tanker Berth (9.14m draft) .
  - LNG Terminal at Puthuvypeen (12.5 m draft).
  - 1 SPM at 10 Nm from Port (22.5 m draft) .
- Round the clock Pilotage
- Excellent connectivity with the Hinterland.

CARGO PROFILE 2017-18



Total Cargo Handled 29.14 MMT

IMPORT / EXPORT SPLIT OF TRAFFIC



Cargo Performance

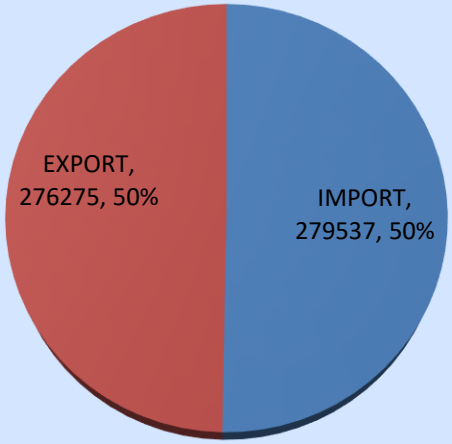
IN 000'' Tons

Commodity	2017-18	Projection 2018-19	2017-18 up to Jan	2018-19 up to Jan	% Variation
POL	18664	20000	15529	17532	12.90
LNG	906	820	760	509	-33.03
FERTILIZERS	35	25	15	15	0.00
FERTILIZERS RAW MATERIALS	188	250	188	165	-12.23
CEMENT	784	1370	663	674	1.66
CONTAINER TONNES	7692	8600	6347	6548	3.17
TEU's	555812	622600	459368	482880	5.12
OTHER CARGO	869	935	708	705	-0.42
TOTAL	**29138**	**32000**	**24210**	**26148**	8.01

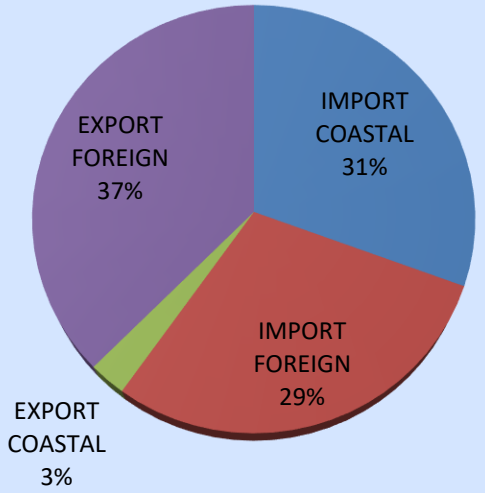
Projection for 2018-19 – 32 Million tonnes

Containerization 2017-18

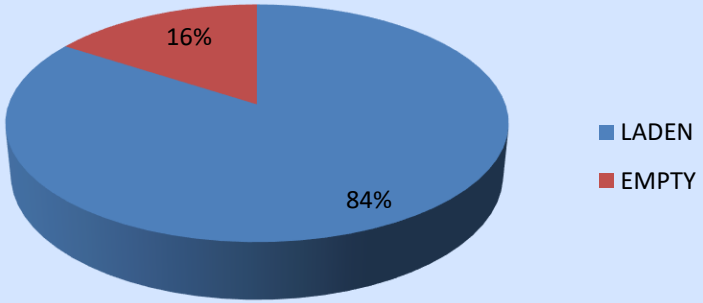
Total TEU's 555812



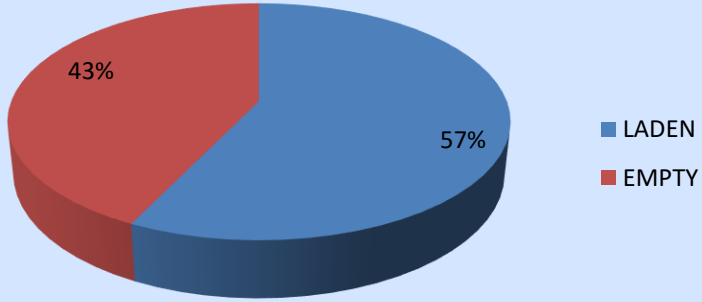
Coastal Foreign split



IMPORT



EXPORT



Containerization 2017-18

Major Import Commodities

- Machineries
- Raw Cashew
- Chemicals
- Building Materials
- Food Grains

Major Export Commodities

- Tea
- Coffee
- Cashew Kernels
- Coir Products
- Sea foods
- Spices

Performance Indicator

Parameters	2017-18	2017-18 (Upto Jan)	2018-19 (Upto Jan)	% variation
No. of Cargo Vessels	**1144**	**963**	**954**	-0.94
Cargo Traffic Handled (in MMT)	**29.14**	**24.21**	**26.15**	8.01
Average Pre-berthing waiting time (in hrs)	**10.31**	**11.20**	**13.06**	16.61
Average Turnaround time (in days)	**1.54**	**1.57**	**1.50**	-4.46
Average Parcel Size (tonnes)	**25,371**	**25129**	**27617**	9.90
Average Output per Ship berth days (in tonnes)	**20,880**	**20256**	**23079**	13.94
Avg. Gross Crane Moves per hour	**30.43**	**30.38**	**30.66**	0.92

Financial Performance

Sl.No	Items	FY 2017-18 (Rs in Cr)	2017-18 Jan (Rs in Cr)	2018-19 Jan (Rs in Cr)
1	Operating Income	526.79	438.99	**475.53**
2	Operating Expenditure	367.22	306.01	**307.85**
3	Operating Surplus	159.57	132.98	**167.68**
4	F&M income	51.15	42.63	**30.24**
5	F&M expenditure	197.17	164.32	**189.26**
6	Net Surplus	13.55	11.29	**8.66**
7	Operating Ratio (%)	69.71	69.71	**64.74**

Financial Performance- Trends

Parameter	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19 (Upto Jan)
OPERATING INCOME						
CARGO HANDLING & STORAGE CHARGES	128.72	141.1	147.22	168.61	199.71	184.93
PORT & DOCK CHARGES FOR SHIPPING	153.39	153.81	201.18	232.75	221.63	203.02
ESTATE RENTALS	80.43	90.92	88.85	94.87	105.45	87.58
TOTAL	**362.54**	**385.83**	**437.25**	**496.23**	**526.79**	**475.53**
OPERATING EXPENDITURE						
SALARIES & WAGES	159.33	149.04	142.52	142.66	152.65	131.53
STORES	17.21	15.08	14.41	15.99	14.09	14.01
OFFICE & ADMN EXP	4.08	5.14	5.42	7.57	5.01	5.38
OPERATION & MAINTENANCE EXP	160.36	152.29	158.1	158.74	155	121.25
SECURITY EXPENSE	17.98	19.86	21.11	19.07	16.69	15.46
MEDICAL EXPENSE	4.8	4.84	3.88	3.83	3.27	3.13
DEPRECIATION	19.03	20.01	20.91	20.65	20.5	17.09
TOTAL	**382.78**	**366.26**	**366.35**	**368.51**	**367.21**	**307.85**
OPERATING PROFIT	**-20.24**	**19.57**	**70.89**	**127.72**	**159.58**	**167.68**
ADD: FINANCE & MISCALLANEOUS INCOME	96.04	61.19	73.10	48.80	51.15	30.24
LESS: FINANCE & MISCALLANEOUS EXPENDITURE	183.69	152.79	184.52	203.69	197.18	189.26
NET PROFIT	**-107.90**	**-72.03**	**-40.52**	**-27.17**	**13.55**	**8.66**
OPERATING RATIO	**106**	**95**	**84**	**74**	**69.71**	**64.74**

Port led development- International ports

- Maritime transport is the primary mode of trade in the global economy. Around 80 per cent of global trade by volume and over 70 per cent of global trade by value are carried by sea and are handled by ports worldwide'.
- Ports form a critical node in a global economy based on internationalized production and complex supply chains.
- The bulk of global trade in manufactured commodities is carried on container ships, while bulk carriers transport raw materials such as iron ore and coal, and tankers transport crude oil, chemicals and petroleum products.
- Maritime ports are critical nodes within integrated logistics space, shaped by technological shifts in maritime trade, complex supply chains and a global division of labour.

Port led development- International ports

Steps Followed :-

- Land Lord Port Model- Facilitate Maritime trade services & Infrastructure
- Port Infrastructure Development to Support Growth & Industrialization
- Formation of free trade areas, SEZs and building Port capacity in tandem with demands.
- Raising Productivity through Technological Breakthroughs (computerization & advanced communication)
- Creating Seamless Connections for Inter-modal Transport
- Tapping Technology as a Key Enabler in Facilitating Freight Movement
- Strengthening Core Operations
- Urban Redevelopment
- Harnessing Market Forces

SAGARMALA PROJECTS

Sagarmala –Port-led development

4 pillars of Port-led development – Port modernisation, Port connectivity, Port-led industrialisation, Coastal community development.

- Focuses on logistics-intensive industries structurally competitive if developed proximate to coast/ waterways due to the significance of transportation as a critical success factor'.

- Industries are supported by efficient and modern port infrastructure and seamless multi-modal connectivity.

- Initiative requires the participation of the coastal population in supplying the skill set demanded by the 'port-led development' initiative.

- Development of the coastal communities and their enhanced socioeconomic status will in turn act as a multiplier for growth of such coast proximate industries through derived demand.

Sagarmala –Port-led industrialisation

- 1.0 MT of port throughput is estimated to generate 300 new jobs in the port region in the short-term by leveraging export-oriented/ import-substituting manufacturing for creating economic activity in coastal areas.

- Port-led industrialisation programme - Envisages the creation of Coastal Economic Zones (CEZs) as the focal point for development along India's coastline. Industrial clusters relevant for each CEZ can be established based on natural advantages including availability of raw materials. Development of wooden furniture clusters is identified as key area under this for Kerala state.

- Competitiveness of manufacturing will be enhanced through lower logistics cost due to proximity to ports and use of the mode of water transport. Availability of skilled manpower from the coastal population is an additional attraction that can promote inclusive growth.

Sagarmala –Cochin - Maritime Gateway to Peninsular India

- Strategically located, closest to the international sea routes from Europe to Australia and to Far East; Multi-dimensional, handling POL; Containers; LNG; Dry Cargo and Cruise ships.

- Operates a 5 MMTPA capacity LNG import and re-gasification terminal developed by Petronet LNG Ltd. for distribution of LNG to major South Indian industrial clusters.

- ICTT, Cochin - Set to emerge as 'the gateway port of advantage' for India's EXIM containers, with services to Europe, Far East and the Middle East, providing export competitiveness to spices, coffee, tea, fishery products, garments and coir products.

- Promoting the commissioning of automated Cement Bagging Units for coastal movement of Cement with capacity reaching more than 4.0 MMTPA from 5 operators in 2020.

Sagarmala –Cochin - Maritime Gateway to Peninsular India

- Strategically located in the tourism ecosystem of Kerala. Preferred port of call for cruises connecting South Asia and Middle East and North Africa.

- Facilitating a project for development of an International Ship Repair Facility by the Cochin Shipyard Ltd. (CSL), which will have a Dry Dock, Slipway and a Ship Lift and Transfer System for 6 vessels.

- Set apart about 8.0 ha of land at the south end of Willingdon Island along the port link of NH 66 for development of a Business District.

- 40.0 ha of land behind the land identified for Business District is identified for developing Logistics Parks, Industrial Parks, FTZs, etc.

- 22.0 ha of land along the port link of NH 66 with waterfront on three sides is identified for developing projects in the hospitality sector.

Projects under Sagarmala - Completed

Sl No.	Name of the Project	Project Cost (Rs. Crores)	Status
1.	Installation of RFID	0.5602	RFID is fully functional since 20.07.2016 at EKM Wharf. For the Container Terminal, fully functional from February 2018.
2	Refurbishment and Capacity enhancement of COT at CoPT	20	COT work completed by 25.12.2016. NTB completed by 30.09.2017. Fully operational by 13.01.2018.
3	Development of Cruise Berthing Facilities cum Cruise Passenger Facilitation Centre near Boat Train Pier Jetty-Cochin	28	Work Completed during Jan 2016.
4	Multi User Liquid Terminal at Puthuvypeen, Cochin Port	240	Work Completed during Sep 2018.
5	Provision of Scanner - Cochin	15	Work Completed during Aug 2018.
6	Construction of ROB at Vallarpadam – Cochin	30	Work Completed during April 2018.

Projects under Sagarmala –Under Implementation/Tendering

Sl No.	Name of the Project	Project Cost (Rs. Crores)	Status
1	International Cruise Terminal at Ernakulam Wharf	25.72	**Under Implementation -** Work awarded to M/s. K.V.Joseph and Sons Private Limited, Edappally, Kochi for Rs.23.22 Cr. on 19.07.2018. Foundation Stone was laid by Sri. Alphons Kannanthanam, Hon'ble Minister of State (Independent Charge) for Tourism on 28/07/2018. Work commenced on 03/08/2018 and in progress.The work is expected to be completed by Mar 2020.
2	Refurbishment of STB	29.22	**Under Implementation -** The work is in progress. Physical progress achieved is 86% and Financial progress achieved is 61.27 %. Expected to be completed Feb 2019.
3	Cryogenic Warehousing - Cochin	150	**Under Tendering** - Cochin Port has invited an e-tender on 15.12.2017 for lease of 3 ha. of land at the Port Based SEZ at Puthuvypeen for setting up of Cryogenic Warehouse with due date on 06.02.2018. The tender did not get any response. Cochin Port re-tendered in Aug 2018. Due date for submission extended upto 11.02.2019.

CRUISE FACILITIES

- Cochin Port is one of the favourite Cruise destination in India. 46 calls in 2016-17, 42 calls in 2017-18.
- Rationalized port charges and charges USD 0.35 per GT for Cruise ships up to 12 hrs of stay at the port plus Security charges of Rs.100,000 per 24 hrs or part thereof.

Samudrika Hall – Air-conditioned Cruise passenger facilitation centre of 1800 sq.m,

- 25 counters for immigration, 2 x-ray scanners for baggage scanning.
- Customs counters, Ship counters for issuing boarding cards.
- Provision for Security check like frisk booth for ladies and gents
- Providing ethnic souvenir shops & counters for pre paid Auto & Taxi

PROPOSED NEW CRUISE TERMINAL

ELEVATION OF THE NEW TERMINAL

PROPOSED NEW CRUISE TERMINAL

1) Shri. Alphons Kannathanam, Hon'ble Union Minister of State (Independent Charge) for Tourism has laid foundation stone for the New Cruise Terminal at Ernakulam Wharf on 28.07.2018. The Terminal is of 2253 m2 area (appx.) with International Facilities and is expected to be commissioned in Dec, 2019.

2) The estimated cost of the terminal is 25.72 crores with financial assistance from MoT. MoT has sanctioned 21.41 Crores of which release of 50% as first installment of Rs.10.705 Crores has been approved and Rs.4.33 Crores received on 31.03.2017.

THANK YOU

Justification as per consultancy report for Wooden furniture cluster

India currently has a mere 1% share in Asia's exports of furniture as compared to China which has 80% share. Import markets are primarily developed economies. USA is the largest importer with 24 per cent share in global imports, followed by Germany (10 per cent), UK (5 per cent), France (5 per cent), Canada (4 per cent), Japan (4 per cent). However, the domestic market of furniture in India has shown impressive growth of 12% in the period 2007-2014. The incease in domestic scale can be leveraged to make a mark in the global furniture export market. India currently has few key export clusters- Gujarat, Rajasthan and Kerala and Mundra accounts for ~70% of the total export traffic of furniture from India. India is exporting maximum share of furniture to United States and United Kingdom accounting for 47 per cent of total export. For India to capture an increased share in the global market, it needs to overcome certain challenges- absence of scale and poor logistics infrastructure. Logistics currently contribute ~17% to the total cost of furniture. It hence becomes apparent that exports can be competitive in the international market if they are close to the ports or inland waterways. Kerala is one location which already has amongst the highest consumption of wood/bamboo per capita signallying scale of operations. It can be a possible location for export based wooden furniture cluster and can leverage ports for exports.