

Krishnapatnam Port, the coal hub of India

Krishnapatnam Port, India

Krishnapatnam Port Company Ltd (KPCL) is a new generation world-class port with outstanding services, facilities and state-of-art infrastructure. It is situated on the east coast of India, 180 kilometres north of Chennai city in Nellore district of Andhra Pradesh. Its strategic location makes it a port of choice for international cargo originating from and destined for southern and central India.

This first private green field all-weather deep-sea port with round-the-clock operations currently has 10 operational berths and a deep draft of 18 metres alongside the berths – the deepest offered by any port in India. The port also provides the fastest turnaround time for all types of vessels which is made possible by its 13 shore cranes with a discharge capacity of 750 to 1,000 measurement tonnes (MT) per hour per crane. Its single window clearance system provides end-to-end services from stevedoring to custom documentation enabling it to optimally use its massive back up area of 6,500 acres, which houses dedicated coal storage plots that are well connected with dedicated coal sidings.

The throughput of the port includes coking coal, met coke, pet coke and steam coal. Its integrated real time control of cargo handling through automatic vehicle location system (AVLS) and enterprise port management system (EPMS) enables it to also handle all types of cargo as well as coal, making the port a class apart on the Indian east coast. Krishnapatnam port has the ability to handle general/container, dry-bulk like barytes, coking coal, edible oil, fertilisers, granite, gypsum, iron ore, met coke, palm kernel, pet coke, quartz, raw sugar, rock phosphate, steam coal, oversize and over dimensional cargo and agri-cargo like maize and rice.

Krishnapatnam Port has always strived to offer world-class services and facilities. In a short span it has not only matched the standards of the Indian maritime industry but has created a mark that is uniquely different from the rest of the ports in India.

Massive investments

In the past year, a massive financial investment has allowed huge capacity to be added to the port. Two new berths have been added, the draft increased from 16.5 metres to 18 metres, and an addition of 375 acres of yard. New railway infrastructure has been developed, bringing 13 loading/unloading lines and a further 40 kilometres of track length and the electrification of 10 kilometres of lines. New roads have also been constructed inside the port.

In order to boost efficiency, four new ship unloaders and four new Keppel Fel cranes have been installed. Five new super post-panamax quay cranes and two mobile harbour cranes have been added. Four new bagging machines for fertiliser have been introduced, bringing the total to 20 machines, with a capacity of 42,000 MT automatic bagging a day.

A new agri-commodity warehouse was commissioned taking the total to 12 covered storage areas. An efficient warehouse management system has been implemented to aid the smooth functioning of warehouse-related activities. A direct pipeline from berth to all eight edible oil refineries outside of the port has been provided. Dedicated storage facilities are provided to customers as well as bonding and de-bonding facilities set-up as required.

Mechanisation of fertiliser handling is available, a hopper system for agri-cargo now increases the load rate from 5,000 MT to



Krishnapatnam discharged 122,247 Mts of steam coal in just 24 hours - a world record

10,000 MT per day of load rates and electrical power connection to main substation (132/33KV). This means that the port can now handle 50 million tonnes of cargo.

Record breaking achievements

Though the port is in its initial years of operation, it is already setting various benchmarks. Within the last year, the port has made many achievements. Its highest discharge rate of met coke was 14,029 MT in 24 hours and it recently loaded 3,960.38 MTs of steam coal by conventional method in 59 wagons in just 30 minutes creating an internal record in operational management. KPCL set a new record by looking after the largest parcel size of bulk cargo handled by any port in India when cape vessel 'MV. Wisdom of The Sea 1' berthed in November 2011 carrying 166,060 MTs of non-coking coal.

The port achieved an impressive feat by unloading 90 containers in just 9 minutes in November 2011. The total time taken from the arrival to the departure of the rake was only 27 minutes. In January 2012, an internal record was made by loading 3,960.38 MTs of steam coal in 59 wagons in just 30 minutes.

KPCL discharged a record 559 MT per hour of crude sunflower oil. A total of 6,983.069 MT was discharged in just 12 hours and 30 minutes. In April 2012 KPCL created an internal record by loading 8,518.19 MTs of granite within 24 hours. The port also set a world record for discharging 122,247 MTs of steam coal from in just 24 hours using the conventional unloading system in the form of advanced mobile harbour cranes.

Krishnapatnam Port created a port railway record by handling 323 rakes in August 2012 with the total of coal rakes handled in August being the highest at 248 and the total cargo handled is the highest at 1.12 million tonnes in a month. Export of wheat has also started with the first vessel loading with a quantity of 28,345 MT. Krishnapatnam Port container terminal also received its first ever dedicated feeder service from The Bengal Tiger Line's stable in September 2012



Krishnapatnam Port plans to have a handling capacity of 200 million MT per year with 42 berths in the future.

Quality matters

As well as these impressive records of efficiency and speed, KPCL also believes in quality and has received certificates for an integrated management system comprising of ISO 9001-2008 quality management system, ISO 14001-2004 Environment Management System, OHSAS 18001- 2007 occupational health and safety management system and ISO 28001-2007 supply chain security management system by Det Norske Veritas which very few ports in the world has able to achieve.

New possibilities

The Mediterranean Shipping Company (MSC) has now started a fixed day call at Krishnapatnam Port Container Terminal (KPCT) on a weekly basis with a port rotation of Colombo-KPCT-Chennai-Colombo. With its new service at KPCT, it will cater to both export and import sectors of Europe, North and South America, east and South Africa, north and west Africa, the Red Sea and Gulf, Far East and China, Australia and New Zealand.

With the availability of empty equipment for dry and reefers at KPCT, the trade can take advantage of both organic and strategic growth in the region. With the opening of the MSC service, importers and exporters in the surrounding region will enjoy the benefits of the reduced transportation cost of containers. MSC's weekly service will especially benefit exporters of tobacco, granite, rice, cotton yarn, minerals, and importers of scrap, waste paper, pharmaceuticals, machinery, and timber.

Special facilities and expertise

Krishnapatnam Port equally offers advantages for handling coal, something which the other age-old ports in India have not been able to do so from so many years. As an all-weather port with 365 days of operations, it has capability to handle capesize and panamax vessels leading to significant benefits in ocean freight. It offers high discharge rates leading to faster turnaround of

vessels. Its huge hinterland comprises of Andhra Pradesh, Eastern Karnataka, South Eastern Maharashtra and Northern Tamil Nadu can easily rely on the port's backup area of 2,630 hectares. The port has dedicated coal storage plots which are supported by dedicated coal sidings. From end-to-end services of stevedoring to custom documentation, and with no inconvenience of multiple interfaces, minimal dependency and risk of labour unions, the port provides round-the-clock support with customised solutions. As compared to the nearby ports, Krishnapatnam Port has minimum pre-berthing delays and provides low chance of demurrage. Its three-tier security protection guards and protects the port and its cargoes.

Next phase of developments

Currently, the second phase of this huge development is underway. This will increase container berths, with the construction of seven more, and result in the terminal capacity being increased to 4.8 million twenty-foot equivalent units (TEU). The yard capacity will be further increased to 40,000 TEU. Dredging will give a draft of 19.5 metres. The road will be upgraded from four to six lanes and additional cargo-wise railway sidings will be developed. Further ship loaders and unloaders, conveyers, stackers, reclaimers, wagon loaders and tipplers will be introduced. An integrated logistics park will be created within the port

Such facilities will enable the port to become the coal hub of India as in the future it will be handling nearly 80 million MT of coal, of which about 60 million MT is required for huge power plant projects that are coming up around Krishnapatnam Port.

Taking corporate social responsibility seriously

Along with economic development Krishnapatnam Port also believes in balanced and sustainable development with the surrounding environment. The port conducts corporate social responsibility activities as part of its commitment to the community and has taken up several socio-economic growth

initiatives besides other clean and green measures. It has rehabilitated and resettled local fishermen by building them 500 houses with green belt zones around them. It runs 27 schools in nearby villages along with providing hostel facilities for college students at Nellore. The port has also constructed a retirement home and conducts medical camps at nearby villages. New saplings have been planted, with more to come in and around the port area. Krishnapatnam Port has the potential to generate almost 150,000 jobs (direct and indirect) leading to the economic and social development of the region.

Future plans

Krishnapatnam Port's final plan will have a handling capacity of 200 million MT per year with 42 berths. The total quay length will be 12.5 kilometres with a draft of 20 metres, capable of handling 200,000 deadweight tonnes (DWT) super capesize vessels. It will have a mega container terminal, ro-ro terminal, liquid bulk terminal, world class bunkering, rig repairing and offshore facilities. It will play a catalytic role in bringing about an industrial revolution in its hinterland by becoming the gateway for exports from and imports to special economic zones, logistic parks, cement, steel and thermal power plants.

Krishnapatnam Port has just set sail and is already creating ripples in shipping circles around the world. This has only been possible due to its skill of building and operating the port to a very high standard giving the utmost value to all its customers. Its belief in innovating, improving and adapting to the needs of its customers is the successful formula in making it India's biggest multipurpose port with an infrastructure and logistic setup of international calibre. In time to come, Krishnapatnam Port will be India's largest port and will drive the economic growth of its region.

ABOUT THE PORT

Krishnapatnam Port is a Greenfield port strategically located on the East coast of India with a current handling capacity of 50 million tons. It is poised to become Coal Hub of India as in the future it will be handling nearly 80 Mn MT of coal. It recently commenced container operations by setting up an integrated container terminal. Krishnapatnam Port provides world-class facilities with outstanding services and state-of-art infrastructure. Although it is currently capable of handling capesize vessels but when fully developed port it will have a handling capacity of 200 Mn MTPA with 42 berths. The total quay length will be 12.5 km with a draft of 20 meters, capable of handling 200,000 DWT super capesize vessels.

ENQUIRIES

Customer Service Team

(Accessible 24 x 7)

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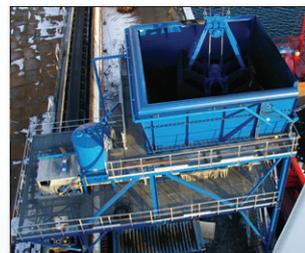
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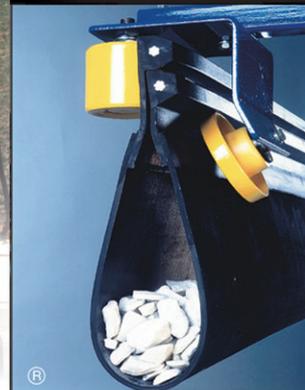
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