

## **KAMARAJAR PORT LIMITED**

### **EASE OF DOING BUSINESS- REFORMS UNDERTAKEN**

- I. Improvement of Infrastructure**
- II. Simplification of processes**
- III. Digitization of activities**

Aligning with the direction of the ministry, Kamarajar Port Limited has initiated various activities under **Ease of doing Business (EoDB)** and as a result, significant improvements were achieved in reducing cost and time for EXIM trade.

#### **I. Improvement of Infrastructure**

For the efficient performance of a port, the effective internal network of road and rail as well as external connectivity to the national highway and trunk railway routes are essential to ensure faster receipt and evacuation of cargo. Accordingly, Kamarajar Port has undertaken the following road and rail connectivity projects.

##### **A. Road Connectivity**

###### **1. Internal Roads with KPL**

#### **Construction of Internal Road, Truck Parking Bays, Rest shelter etc inside the port**

This road improvement (2 lane to 4 lane) from West Gate of KPL to North Break water entry and road improvement leading to South Break water, new road to General Cargo Berth and Construction of Truck parking bays and Rest shelters etc. KPL awarded the work during March 2018 for Rs.51 Crores and expected completion date is 31.03.2021.

###### **2. External roads in immediate vicinity**

#### **Development of Southern Port Access road from Vallur Junction to Port Main Gate (from existing 2 lane to 4 lane concrete road)**

Considering the increasing road traffic movement of import / export of cargoes, KPL has envisaged interest for widening of the existing two lane road starting from Vallur Junction (TPP road) to Kamarajar Port Main entrance to four lane road as Southern Port Access Road (SPAR) Connectivity. The total length of the road is 7.1 kms i.e., 4.8kms length of North Chennai Thermal Power Station (NCTPS) road (Phase-1) and 2.3kms length of Port Access Road (Phase-2).

KPL appointed M/s. Tamil Nadu Road Development Company (TNRDC) as the Implementing Agency on deposit basis and signed the Contract Agreement during March 2018. The estimated project cost is Rs.195 Crores. Project is implemented in 2 stretches. Stretch-1 – From Vallur Junction to NCTPS Junction (4.8km) and Stretch-2- From NCTPS Junction to Port Main Gate- 2.3 kms. The works for both the stretches are in progress and expected to complete by June 2022.

## **B. Rail Connectivity**

Kamarajar Port is connected by rail to the mainline at Attipattu and Attipattu Pudunagar Stations located in the Chennai – Gudur section of the Southern Railway on the Chennai – Delhi/Kolkata route. The southern connectivity takes off from Attipattu Pudunagar Railway Station. The northern connectivity takes off from Attipattu Railway Station. These two lines merge at the Apex Point and run as a single line to the NCTPS Yard. To meet the increasing demand in cargo evacuation through rail mode, KPL has undertaken the following rail connectivity projects.

### **1. Development of Southern Rail Connectivity**

The Southern Rail Connectivity project (i.e. doubling of railway line between holding yard No.1 at Ch: 2240m (Bridge No.5) to entry of Container Terminal Rail yard of KPL is proposed to ease out the congestion in the rail traffic (present and projected as part of augmentation of existing rail network) especially from the newly constructed CTRY of KPL. KPL has signed agreement with IPRCL (Implementing agency) during March 2018 for approval of DPR and Implementation of the project on deposit basis. The Proposed Length of rail alignment is 2.62 kms which includes construction of Three Major bridges and four minor bridges. The Estimated Project cost in DPR is Rs.75.00 Crores. Works are in progress and expected completion by June 2022.

## **II. Simplification of processes**

Under simplification of the process, the Port commenced the implementation of RFID and Container tracking system to ease the process involved in cargo movements inside and outside the port. The Port also focused to increase the Direct Port Delivery (DPD) and Direct Port Entry (DPE).

### **1. DPD and DPE**

The Direct Port Delivery (DPD) was implemented at Kamarajar Port with the objective to expedite the delivery of import containers and reduce the cost of the transaction. The DPD facilitates the delivery of a container directly from the

terminal without the conventional steps of transferring to a Container Freight Stations (CFS) where the Customs procedures are performed and the container is given 'Out of charge'

- The Direct Port Entry (DPE) is the facility created for exporters to bring in the export containers directly to port instead of routing it through CFS.
- The DPE / DPD system for containers handled at KPL has been implemented by the Terminal operator with effect from October 2018 and well received by the trade.

The percentage of containers cleared under DPD and DPE are 35% and 39% respectively in 2020-21.

### **III. Digitization of Activities**

Under Digitization, the port has implemented the following systems:

#### **1. RFID based Terminal Gate transaction**

KPL has implemented the RFID based Gate control system with effect from November 2016. With this facility, the port gate operation is fully online and automated which has significantly enhanced the security of the port, faster vehicle movement, prevents any malfunctions at the gate. The implementation of RFID system is one of the initiatives of "Ease of Doing Business" under the Ministry of Shipping.

#### **2. Container Scanner System at KPL:**

Installation of Mobile X-Ray Container Scanner system is one of the major initiatives of Ease of Doing Business under the Ministry of Shipping. The total project cost for the installation of Mobile X-Ray Container Scanner system at KPL is Rs. 34.41 Crores. The trial run operations were completed with the nominated six customs officials from 17.08.2020 to 16.09.2020. "License to Operate" submitted to AERB through E-lora on 08.12.2020. The commissioning of Container Scanner is expected by end of January 2021.

#### **3. Online tracking of Container Movement**

An agreement for providing Logistic Data Bank's (LDB) services at KPL was entered on 28.11.2019 between KPL, M/s Adani Ennore Container Terminal Pvt. Ltd (AECTPL) and National Industrial Corridor Development Corporation Limited (NICDC). KPL has accorded permission for the installation of RFID readers at KPL to track and trace of containers entry/exit of KPL handled at M/s AECTPL. Accordingly, M/s NEC Technologies India Pvt. Ltd. has installed the RFID readers at KPL & capturing the real time data of container movement is in live.

#### **4. Upgradation of PCS System**

PCS 1x has been launched with effect from 11.12.2018 which enables all stakeholders to exchange data/ transactions on the PCS 1x platform on a real-time basis. It offers a database that acts as a single data point to all transactions. PCS 1x consists of Vessel, Cargo, Container, Transport and Finance Modules. Presently, KPL has implemented the Vessel, Cargo and Finance Modules. Transport and Container modules are being pursued with M/s AECTPL.