Hub Port on East Coast
Krishnapatnam all set with world standard container terminal
The ambitious container terminal of Krishnapatnam Port Company Limited (KPCL) has recently been dedicated to the Nation by Nallari Kiran Kumar Reddy, Chief Minister of Andhra Pradesh at a ceremonial function, which was attended by the port officials and a large number of government and industry representatives. The terminal is expected to position the port as a transshipment hub for exim cargo on the east coast of India.

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With tremendous potential and recent developments pertaining to trade between India and East and South East Asian countries, Krishnapatnam Port has launched a world standard container terminal to facilitate export import trade, initially in its surrounding areas (the hinterland within 250 miles). The port is located in Nellore district of Andhra Pradesh, 80 km north of Chennai. It has a vast hinterland covering Southern Andhra Pradesh, North Tamil Nadu and Eastern Karnataka. The aim of the port is to position itself as a viable hub for shippers across the country, who are interested in strengthening their exim business from the east coast of the country.

“Our container terminal is one of the most technically advanced terminals in the world offering tremendous benefits not just to liner companies but also to the import and export trade community, because of its strategic locations and world standard container terminal facilities, available at low cost,” asserted Anil Yendluri, CEO, Krishnapatnam Port. According to him, Krishnapatnam Port will help accelerate the growth of this region as an industrial hub and also aims at bringing a paradigm shift in Indian shipping and container terminal operations.

**Present Facilities at KPCT**

- Terminal Capacity: 1.2 Mn TEUs
- 2 Berths
- Total Berth length: 650 metres
- Wharf: 650 metres (straight line); another 1370 metres to be added later
- Draft: 13.5 metres; to be increased to 17.5 metres
- Capabilities of handling Mother container vessels of up to 8000 TEUs
- State-of-the-art handling infrastructure with RMQCs, RTGs, Reach stackers, etc
- Large container yard with reefer storage facilities
- Rail siding details: On dock rail adjacent to CY
- CFS facility within port limits
According to the industry insiders, space availability and technically superior facilities certainly make the container terminal (KPCT) the port of the future on the east coast of India, unlike other ports that are challenged by congestion and poor connectivity. Krishnapatnam Port offers multimodal connectivity by road and rail to the national grid. It has a dedicated 4-lane road (25 km) connecting to National Highway 5, and 26 km of dedicated railway line to the national grid.

Meanwhile, container shipping lines like Maersk Line and Mediterranean Shipping Company (MSC) have started calling their own vessels at KPCT. In addition, the largest container feeder companies in the Bay of Bengal area – Bengal Tiger Line (BTL), FAR Shipping and Xpress Feeders (XCL) are also offering services from KPCT.

With a draft facility of 18m, KPCL/KPCT spans over an area of 6500 acres providing ample space for import and export cargo and containers as well as transhipment operations. The Container terminal is equipped with 5 state-of-the-art super post panamax quay cranes. The terminal is also well connected by rail and four lane roads to the national grid, making for swift access and evacuation of containers and cargo.

According to Vinita Venkatesh, Advisor, KPCT, the excellent connections offered by container liner companies from this terminal to all parts of the world is tremendously benefitting the importers and exporters in the immediate hinterlands of Guntur, Ongole, Vijayawada, Gadur, Kodur and Nellore. “The trade in these areas is enjoying reduced cost on transportation thereby increasing their competitiveness in the global markets,” she emphasised.

Agricultural commodities – maize, rice, groundnut, chillies, onions, raw cotton and tobacco can be stored in the port’s warehouses for container stuffing while granite, both rough blocks as well as finished slabs can be handled in open yards with the state-of-the art equipment available at the Port.

Venkatesh also informed that the seafood industry of Nellore has benefitted critically by shorter road transportation and faster transit via KPCT. Further the exim trade of Hyderabad and Bangalore have also commenced moving cargo through Krishnapatnam Port to avail of the advantages of lower transportation and handling costs, efficient and congestion-free operations at KPCT.

Yendluri further maintained that this all-weather container terminal will be operational round the clock, 365 days and is all set to boost the container terminal capacity to six million TEUs per annum within the next few years, handling the highest container volumes ever on the east coast. “We will add numerous strengths like maximum efficiency, minimum dwell time and maximum safety, thus making it one of the finest and most modern ports in the world,” he said.

Krishnapatnam Port Company was appointed by the Government of Andhra Pradesh to develop the existing minor port into a modern, deep water and high productivity port, with a concession period of 50 years. The port is being built in three phases. Krishnapatnam Port is promoted by the Hyderabad-based CVR Group. Navayuga Engineering Company Ltd. (NECL) is the flagship entity of CVR Group. CVR group is a highly diversified group dealing with power, steel, port establishment, spatial technology and applications, information technology and exports. Krishnapatnam Port has so far witnessed a total investment of nearly USD 1 billion. For the container terminal Rs 1400 crore has been invested in the Phase I, and Rs 500 crore and Rs 7300 crore will be invested in the Phase II and the rest of the container terminal project respectively. The port has a plan to be India’s largest port by 2016-17 with an annual capacity of 200 MTPA and 42 berths. Container terminal’s final capacity will be 6 Million TEUs per annum.