The world reach Kottayam

Presentation

Movement of Containers through NW111 by Kottayam Port

A view of the main block

THE PROJECT

Kottayam Port is

 # A multi-modal Inland Container Depot (ICD) & Port utilizing Inland waterway catering to Central Travancore

 # Connected to the Cochin Port by road and by an inland waterway through NW III at a distance of 85 Kilometres.

 # Estimated 6000 containers/ year will be diverted from road to waterway.

The company

Public Private Partnership (PPP) Company named

Kottayam Port & Container Terminal

(A Project under ASIDE Scheme of Ministry of Commerce)

Initiated by

South Indian Chamber of Commerce & Industry (SICCI)

And

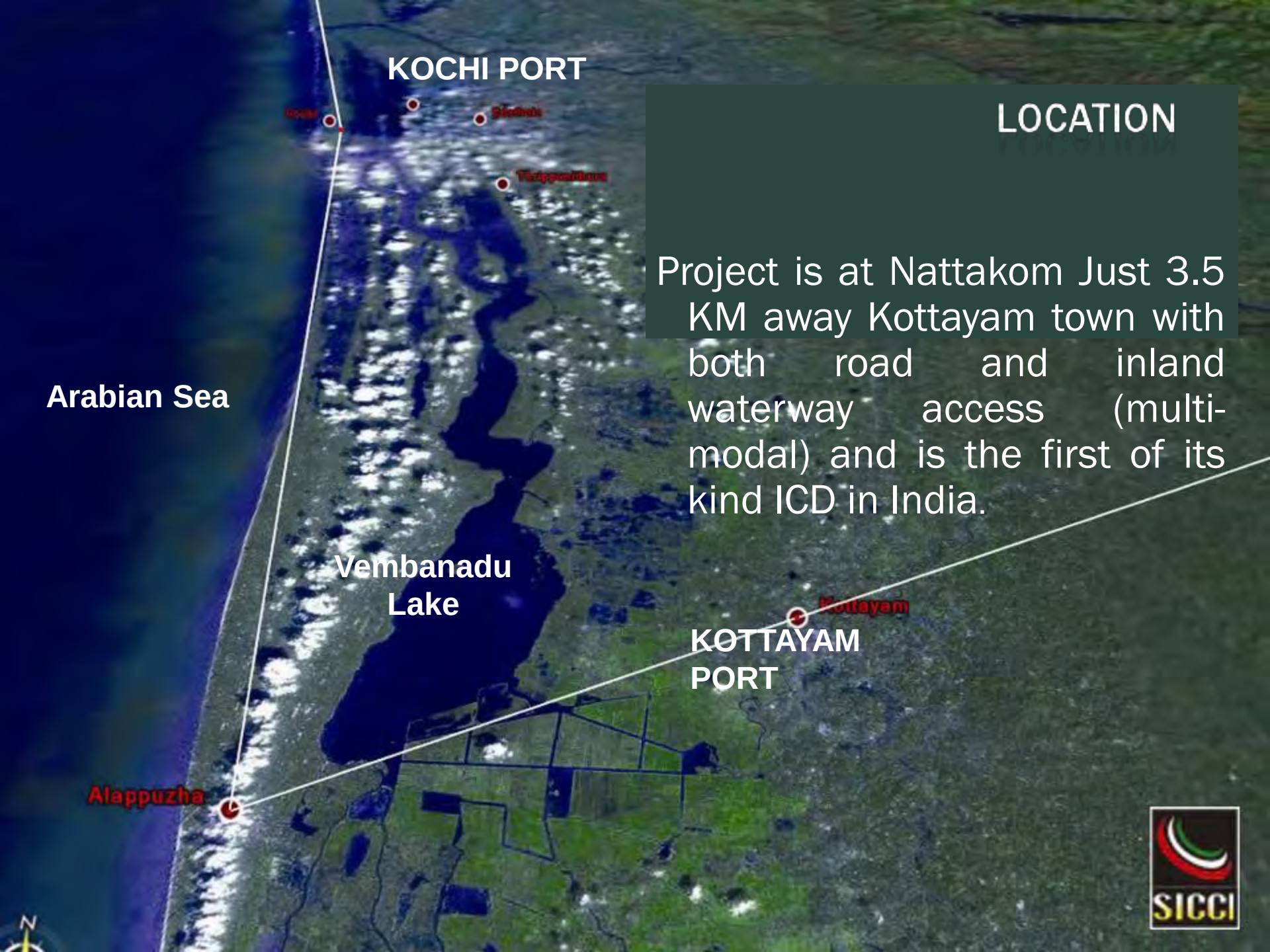
KINFRA

(A statutory body of Govt. of Kerala) and Nodal Agency for Govt of India for Infrastructure Development

OBJECTIVES

To facilitate and induce
#quick
#cost effective
#trouble free and
#custom cleared
exports and imports from Idukki, Kottayam and Pathanamthitta.

Promotion of cargo consolidation and Inland water transport.


KOCHI PORT
LOCATION
Project is at Nattakom Just 3.5 KM away Kottayam town with both road and inland waterway access (multi-modal) and is the first of its kind ICD in India.
Arabian Sea
Vembanadu Lake
Kottayam
KOTTAYAM PORT
Alappuzha
SICCI

LAYOUT

OPERATIONS

The Kottayam Port will use the Inland water way, NW III and the road from Kottayam to Cochin Port to ship its containers

The cost effective option is to transport containers in barges

For those requiring quick deliveries containers are transported through road

THE BARGE OPERATION

- The entire operation would be based on Roll-on-Roll-off (Ro-Ro) concept
- The empty containers are lifted from the yard and placed on the trolleys & pulled to the warehouse using prime movers.
- The containers are stuffed at the warehouse, sealed by customs & then transported on to the barge.
- Barge carrying 10 trolley mounted containers will ply between Kottayam Port and Cochin port on daily basis through NW111 will take 6-7 hours
- The containers will be transferred to and from stack points at Cochin port and then shipped

THE BENEFITS TO EXPORTERS & IMPORTERS

Simpler processes in container movement with Customs facility

Easy and cheap documentation

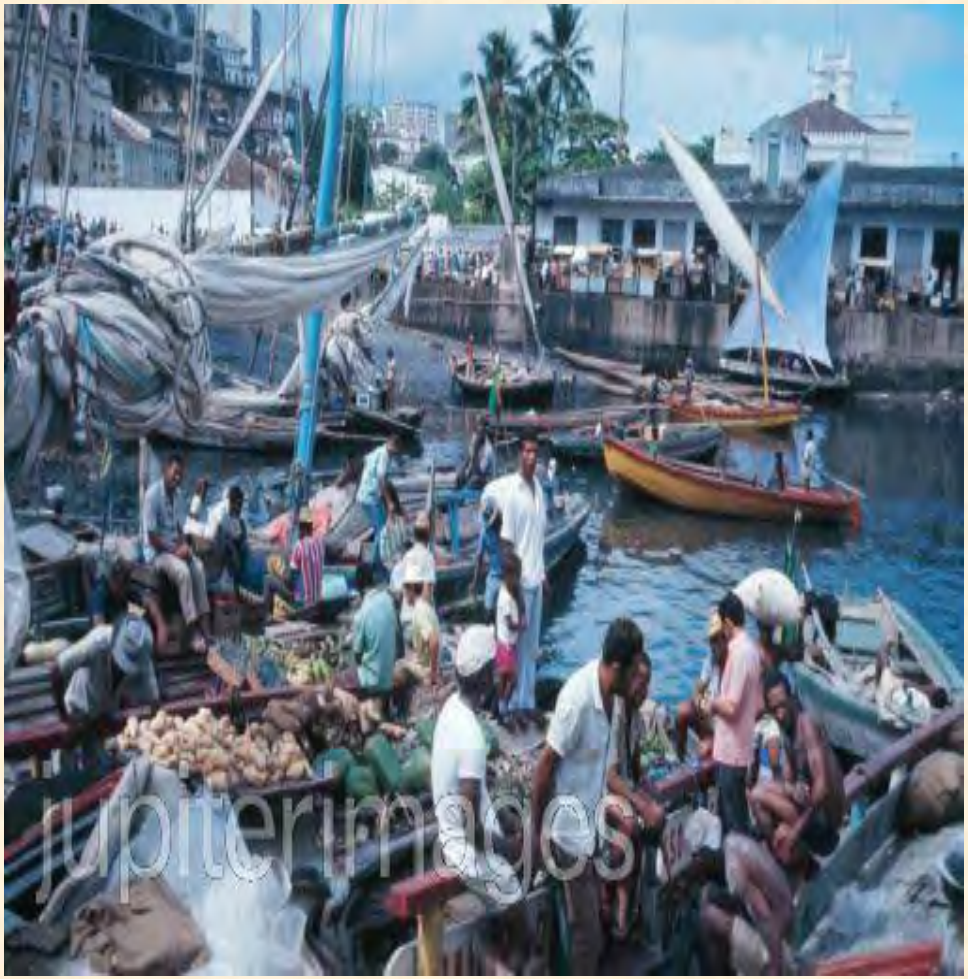
Leading to faster inventory turn over

The financial saving at 40% for exports and 50% for imports

KOTTAYAM ICD & NW-III

- Kottayam port – The only organization in south Kerala directly contributing IWT to NW-111.
- The goods moved by road from Alleppey & Quilon can also be directed through Kottayam ICD to reduce the road congestion and cost of IMPEX trade.
- With this the cost of transporting containerized cargo from Cochin to Central Kerala will be reduced by 40-50% of the present cost of transporting through road.
- Out of total volume of 18,500 TEUs , Estimated 6000 containers/ year will be diverted from road to waterway in the first year itself.

CONTAINER TRAFFIC AND NW-III



- Due to years of neglect market places have been shifted from waterfront to interiors.

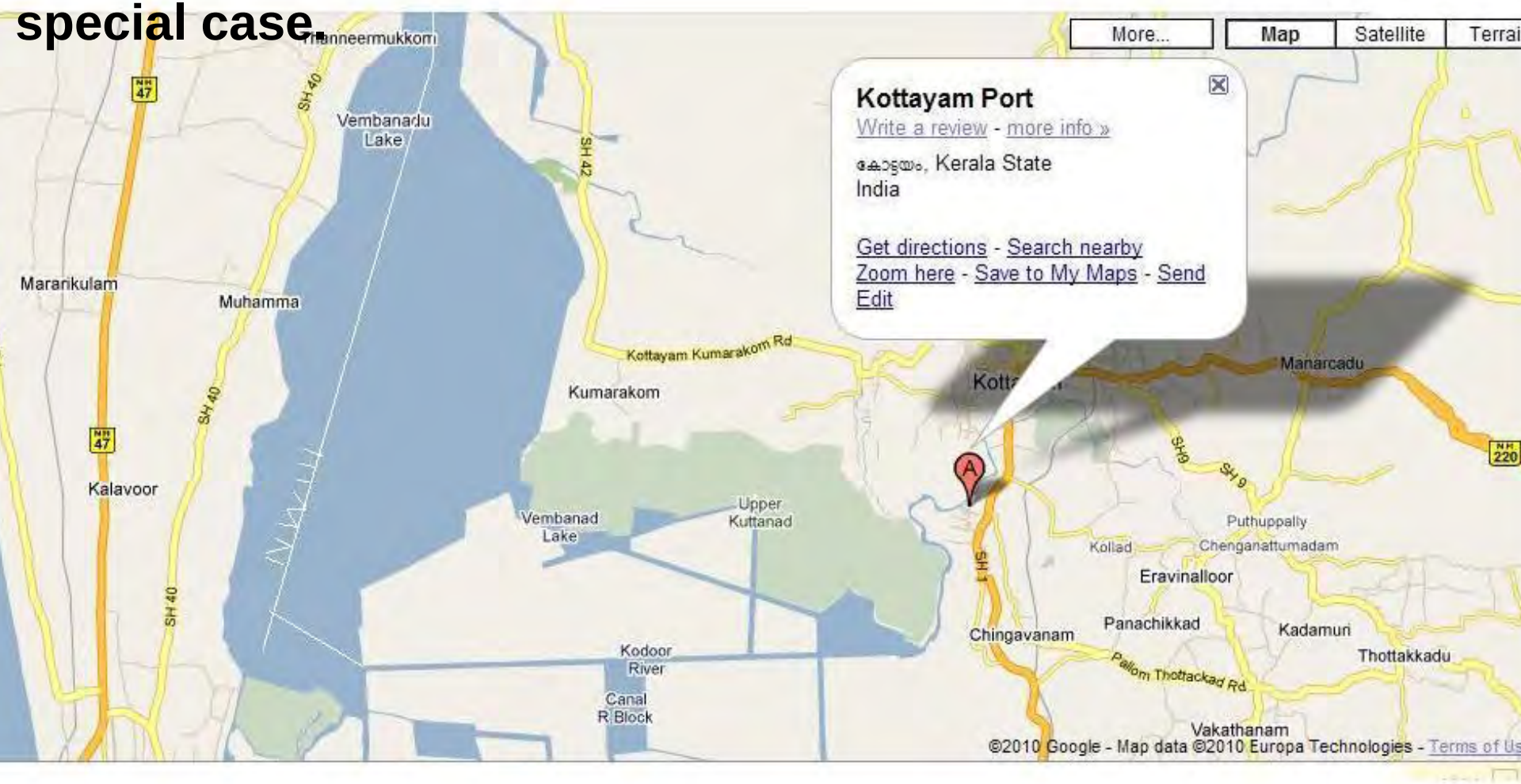
- For 100% utilization of NW111, Terminals are to be built as close as possible to important trade centers and connected to NW111 by well maintained feeder canals to avoid secondary transportation and handling from NW111 terminals to trade centers.

NW III -A BRIDGE INCOMPLETE ?

- NW III is far away from all the Important trade centers
- NW.111 bypasses All Important trade centers .
- NW111 is incomplete without the development of feeder canals from trade centers to NW111.

PLYING IN PLIGT ?

For eg. Barges of kottayam ICD have to travel 18 K.M to reach NW-1111 through a feeder canal namely Kodoor river, which is not maintained at all for last few decades. IWA may regulate NW111- Nattakom water bridge as a special case.



RIGHT PLACE

- NW-3 should attract both domestic and IMPEX containers.
- Barges should deliver the cargo and containers right at the market place and trade centers.

RO-RO & LO-LO

- RO-Ro and LO-LO Facilities should be introduced exclusively at all such terminals catering IWT to NW III and also at the ports.

SAVINGS!

- Separate berths shall be built at ICTT, Vallarpadam for barges.
- Direct transshipment of containers to barges from Vallarpadam itself.
- South bound import containers may be transshipped from Vallarpaddam ICTT directly to Kottayam ICD and other water bridged locations along NW-3.
- So that, to a certain extent, It is not necessary that containers be brought from Vallarpadam barge terminal to Rajiv Gandhi Container Terminal to disperse the cargo by road

SAVINGS! SAVINGS !

- The proposal for moving containers from I.G.T by Airport –Seaport road to other highways can be avoided.
  - Avoid traffic congestion.
  - Avoid environmental pollution and other hazards in thickly populated areas.
  - Cost reduction by way of avoiding lift on, lift off and other incidental charges at multiple locations.
- Maximum utilization of NW-III
  - To prevent siltation in NW III
  - To save by transportation through waterways using barges.

SAVINGS! SAVINGS! SAVINGS!

- Savings by way of reduced documentation as well as delays in transshipment at multiple locations.
- Reduction in the wear and tear of highways and reduced maintenance cost.
- Facilities available at Kottayam port can absorb the traffic of entire south bound containers.
- Export cargo from the south may be delivered at Kottayam ICD to double the benefits.

NW-3 AND THANEERMUKKAM BARRAGE

A BARRAGE OR A BLOCKADE ?

- The clearance height and width of Thaneermukkam barrage located in NW111 is 6.5 Mts and 12.5 Mts respectively.
- The insufficient size of the bund clearance make it impossible for bigger size barges to ply between South bound districts of Kerala and Cochin Port.
- The maximum number of containers that could be brought through in a barges subject to the above limitation is 10-15 TEU's/trip.
- The size of the barrage clearance should be invariably thrice the current size so as to enable larger vessels and cruise ships to pass through

OPPORTUNITY!

Proposals for the extensive renovation of Thanneermukkam barrage at a cost of 110 crore.

Approved under Kuttamadu development scheme by Govt of India

MOST URGENT

ENLARGE THE BARGE CLEARANCE

And

For 100% utilization of NW111, less expensive Terminals with RO-RO and LO-LO are to be built as close as possible to important trade centers and connected to NW111 by well maintained feeder canals

KOTTAYAM PORT

ICD & MINOR PORT

Thank You

SICCI kinfra INSPIRING GROWTH