Dear Colleagues,

I am delighted to inform you that the financial year 2019-20 has been an exciting year for V.O.Chidambaranar Port as our portfolio continued to deliver steady volume, which is encouraging despite the challenging global backdrop caused by disputes between global trade giants and COVID-19 Pandemic.

We handled 36.08 Million Tonnes of cargo in the last financial year, registering an increase of 5.05%. In terms of containers, we have registered the highest ever record throughput of 8.03 Lakh Twenty Foot Equivalent Units (TEUs) in the year 2019-20, clocking a growth of 8.72% over previous year’s container traffic. It’s also a matter of pride that our Port has surpassed the Ministry of Shipping’s target of 36.00 million Tonnes after a gap of 3 years. The Port has recorded operating income of 625.08 Crores in 2019-20, up 20 percent as compared to 2018-19, adding the Port’s PAT of 161.05 Crores, up 256.85 percent, year-on-year.

We have set a target of 36 Million Tons of throughput for this financial year and have set the ball rolling to accomplish this goal through our multi-pronged strategies.

Of late, the threat posed by the COVID-19 pandemic has triggered uncertainties around the world. The maritime industry is contributing to its essential role of transporting most-needed items such as food grains, medical supplies & equipment, raw materials and manufactured goods in spite of the Pandemic.

In complete compliance with the measures stipulated by the Indian Government, having the primary objective of protecting public health due to the current medical emergency, the cargo handling operations in VOC Port are being carried out with adequate safety measures.

A big thank you to all our employees, stakeholders and customers for their contributions in 2019-20. We have made and are making major advances in our journey to make V.O. Chidambaranar Port, a gateway to South India.

T.K. Ramachandran, IAS
"That's one small step for man, one giant leap for mankind" is one of my favorite quotes which was actually uttered when Neil Armstrong set his foot on the moon. Honestly, VOC Port & stakeholders have taken many such steps which may seem small, but are actually giant leaps which contribute significantly to the shipping industry as well as the trade. It is my privilege to share few of such steps by VOC Port & stakeholders.

Facilitation by VOC Port for allowing vessels with LOA up to 270 meters.
Prior to October 2017, the Length overall of the ships which were allowed to call VOC Port was maximum 230 meters. A Bold and timely decision by Port Management & efficient navigation by the Marine team of VOC Port, berthing and un-berthing vessels with LOA up to 270 metres without any hassle during the first few voyages quickly gained the confidence of the Ship owners. This decision paved the way for a weekly Direct Mother Vessel Service resulting in significant economies of scale for the ship owner and the importer. Today, as we look back, more than 200 calls of ships with LOA more than 230 meters (container ships as well as bulk carriers) have called VOC Port Tuticorin since the relaxation in Oct 2017.

CODEX by TCFSA
This is a brilliant initiative by Tuticorin CFS Association partnering Kale Logistics developed India’s first Containerised Digital Exchange Platform – CODEX in 2016, to automate and digitally streamline the container movement from CFSs & ICD at Tuticorin to the two container terminals namely DBGT & PSA Sical. This bar-coded pass help to track the movement of shipment right from the port entry to shipment loading point for exports. The implementation of CODEX fulfilled its vision of Safe, Secure and timely movement of export containers from CFS the terminals and got due recognition & laurels at National and International level.

EGM Pro by TCBA
Tuticorin Customs Brokers Association partnering with Inspire came up with a IT enabled solution EGM Pro in 2018 which provided a remarkable solution to the exports to avail IGST refund in a timely manner which no other Indian Port could provide till date.

VOC Port Balanced approach COVID -19
Never in our lifetime we have had faced such an unprecedented challenge. Even in this challenging times, VOC Port and its stakeholders rose up to the challenge. Port Management took the every possible step in the right direction in order to ensure containment of COVID-19 spread. At the same time, since Port, Customs, Transport activities are categorized as "Essential Service" VOC Port management facilitated in every aspect.

Now we have come closer to one month of lockdown. While all other Ports and Terminals are having huge pile of cargo and containers causing congestion and having a mountain of a problem, both the import and the export traffic at VOC Port Tuticorin is still moving seamlessly without any issue. That’s the magic of VOC Port Tuticorin.

P. Jeyanth Thomas, a proud logistician @ VOC Port for the past 2 decades.
The shipping industry, which operates container ships and other carriers, have continued to move the cargo on which the world relies despite the global pandemic. As Governments, companies, individuals, and institutions respond to the COVID-19 crisis, the first focus is and must be on protecting health and human life.

Both activities – meeting basic human needs and supporting global economic activity – depend heavily on international maritime supply chains, and those supply chains are dependent upon the movement of ships and the cargo they carry. The range of items moved through ship is incredibly varied, from fresh and frozen food, agricultural products, clothes, medicines and finished electronics, to chemicals, paper and industrial supplies that support manufacturing around the world. The front-line colleagues that keep the ships moving and delivering supplies to populations around the world are the seafarers who serve on the industry’s ships. In many cases these men and women have extended their contracts onboard to keep ships moving, making it possible to keep store shelves stocked and essential supplies moving. Shipping companies know that seafarers are the backbone of international supply chains, and companies are working to keep seafarers safe and to find ways amidst travel restrictions and quarantine requirements to plan for rotating ships’ crews as it becomes safe to do so.

Seafarers and the ships they guide across the oceans are essential to the delivery of critical consumer products and industrial goods; however, they do not deliver those goods by themselves. In order for cargo to get from its origin to the port and from the port onto the ship – and at the end of the sea voyage to be unloaded and moved to its ultimate destination – there are many essential professionals that form what we refer to as the “supply chain.”

That supply chain is made up of multiple businesses and individuals, each of which has a hand in making sure the goods get where they are going. These people include warehouse workers, truck drivers, train operators, longshore workers, customs officers, documentation specialists, and many more. These people are as critical as seafarers to keeping goods moving, and they must also continue to be recognized as “essential workers” and provided with the appropriate workplace protocols and supplies to allow them to continue to work as safely as possible.

In many parts of the world, back-ups at warehouses, shortages of truck drivers, and scheduled deliveries of goods that importers cannot sell are causing cargo owners to leave cargo at the ports. A delay or disruption in one part of the supply chain becomes a bottleneck and will trigger another delay or disruption elsewhere – ultimately affecting the movement of critical food and supplies. The integrity of the international supply chain is dependent upon the continuous flow of goods. Recognizing that the solutions to these problems are physically difficult and economically costly for everyone involved, the fact remains that if the ports become congested, then the entire system breaks down.

The world and every part of society are being tested in ways that we have not seen in many decades. What does not change is that each of us engaged in this collective maritime transportation enterprise must remain focused on two things: (1) protecting and supporting the people that keep goods moving, and (2) keeping cargo moving through the world’s ports so that food, medicine, and supplies can reach their destination.

Source: World Shipping Council
Port Performance
during the Financial Year 2019-20

Traffic handled : 36.08 Million Tonnes
Cargo volume growth : 5.50%
Achieved highest ever Container volume : 8.04 Lakh TEUs
TEUs Container volume growth : 8.72%
Last 5 years CAGR for Containers : 7.06 %
Ships handled : 1447
Container moves / hr. : 29
Operating Income : Rs. 625.08 Crores
Net Surplus after tax : Rs. 161.05 Crores
Operating Ratio : 39.89%

Overall Cargo Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>MT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015-16</td>
<td>36.85</td>
</tr>
<tr>
<td>2016-17</td>
<td>38.46</td>
</tr>
<tr>
<td>2017-18</td>
<td>36.58</td>
</tr>
<tr>
<td>2018-19</td>
<td>34.54</td>
</tr>
<tr>
<td>2019-20</td>
<td>36.08</td>
</tr>
</tbody>
</table>

Container Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Lakh TEUs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015-16</td>
<td>6.11</td>
</tr>
<tr>
<td>2016-17</td>
<td>6.42</td>
</tr>
<tr>
<td>2017-18</td>
<td>6.98</td>
</tr>
<tr>
<td>2018-19</td>
<td>7.39</td>
</tr>
<tr>
<td>2019-20</td>
<td>8.04</td>
</tr>
</tbody>
</table>

Vessels Handled

<table>
<thead>
<tr>
<th>Year</th>
<th>Nos</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015-16</td>
<td>1588</td>
</tr>
<tr>
<td>2016-17</td>
<td>1662</td>
</tr>
<tr>
<td>2017-18</td>
<td>1482</td>
</tr>
<tr>
<td>2018-19</td>
<td>1370</td>
</tr>
<tr>
<td>2019-20</td>
<td>1447</td>
</tr>
</tbody>
</table>
The Port created a new record by handling a vessel of parcel size 93,353 Tonnes which was docked at the Berth-9 on 19.01.2020.

The Port created a record by handling 7.41 Lakh TEUs of containers on 02.03.2020, surpassing previous year container traffic of 6.76 Lakh TEUs.

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Description</th>
<th>Unit</th>
<th>Record</th>
<th>Earlier Record</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Unloading of Coal in 24 Hours</td>
<td>Tonnes</td>
<td>55,105</td>
<td>55,020</td>
</tr>
<tr>
<td>2</td>
<td>Highest Container Traffic</td>
<td>Lakh TEUs</td>
<td>8.04</td>
<td>7.39</td>
</tr>
<tr>
<td>3</td>
<td>First transhipment of dry bulk Cargo (Coking Coal)</td>
<td></td>
<td></td>
<td>30.03.2020</td>
</tr>
<tr>
<td>4</td>
<td>Vessel with Highest Parcel size</td>
<td>Tonnes</td>
<td>93,353</td>
<td>89,777</td>
</tr>
<tr>
<td>5</td>
<td>Vessel with Highest DWT capacity</td>
<td>DWT in Tonnes</td>
<td>1,06,355</td>
<td>95,708</td>
</tr>
<tr>
<td>6</td>
<td>Highest Container Handled in the single month</td>
<td>Lakh TEUs</td>
<td>80,474</td>
<td>73,027</td>
</tr>
<tr>
<td>7</td>
<td>Highest tonnage Handled in single day</td>
<td>Tonnes</td>
<td>1,80,597</td>
<td>1,77,639</td>
</tr>
<tr>
<td>8</td>
<td>Highest single day record for Rock Phosphate</td>
<td>Tonnes</td>
<td>27,546</td>
<td>26,527</td>
</tr>
<tr>
<td>9</td>
<td>Highest volume for Thermal Coal Cargo single day</td>
<td>Tonnes</td>
<td>59,839</td>
<td>51,413</td>
</tr>
</tbody>
</table>
Events

Shri T.K. Ramachandran, I.A.S., Chairman, V.O.Chidambaranar Port Trust, unfurled the National flag during the Republic Day Celebrations on 26.01.2020

Shri T.K. Ramachandran, I.A.S., Chairman, V.O.Chidambaranar Port Trust, released the Port’s Digital Newsletter ‘Korkai’ in the presence of the Heads of Departments on 26.01.2020

Shri Bimal Kumar Jha assumed charge as Deputy Chairman on 07.02.2020
Training Programmes

Shri C. Balakrishnan, Executive Engineer, Civil Department, attended 17th Annual Conference on ‘Ports in India’ at Mumbai organized by Infrastructure publishing Private Limited, New Delhi, from 28.01.2020 to 29.01.2020

Shri A. Seenivasan, Accounts Officer Gr-I, Finance Department, attended training on EPF & Major Ports Act, 1952 organized by National Productivity Council, Chennai, from 30.01.2020 to 31.01.2020

Shri S. Ganesan, Assistant Executive Engineer, Civil Department, attended training on advancements in waste water treatment plant (WWRPS) & Maintenance of waste water treatment plants organized by National Productivity Council, Chennai, from 26.02.2020 to 28.02.2020

Promotions

Shri C. Ramasamy as Senior Deputy Traffic Manager
Shri G. Hari Kumar as Senior Mechanic
Smt A. Vidhya as Senior Deputy Secretary
Shri S. Charles Vasanth as Senior Mechanic
Retirements

January
Mr. V. Karmegam - Senior Lascar
Mr. I. Paul Pandi - Operator Special Grade
Mr. G. Paulraj - Winch Man
Mr. N. Karuppasamy - Signalman
Mr. V. Perumal - Signalman

February
Mr. M. Muhtupandian - Executive Engineer
Mr. S. Pattusamy - Assistant Traffic Manager Gr-II
Mr. K. Selvaraj - Senior Electrician
Mr. R. Seharanantham - Tally Clerk
Mr. S. Thangavel - Winchman
Mr. K. Muthukrishnan - Mazdoor

March
Mr. V. Maharajah - Head Clerk
Mr. R. Chellappa - Operator (E & M)
Mr. G. Natarajan - Safety Inspector
Mr. T. Kaleeswaran - Winch Man
Mr. A. Mariappan - Winch Man
Mr. G. Mani - Winch Man
Mr. N. Chella Durai - Signal Man
Mr. I. Jesuanthony - Signal Man
Traffic Performance Award for the year 2018-19

M/s. Hari & Co Tuticorin
Handling highest number of Break Bulk Vessels as Steamer Agent

M/s. GAC Shipping (India) Private Limited, Tuticorin
Handling highest number of Dry Bulk Vessels as Steamer Agent excluding Thermal Coal

M/s. Sical Logistics Limited Tuticorin
Handling highest Tonnage of Cargo including Thermal Coal as Stevedore

M/s. Omega Shipping Agencies Private Limited, Tuticorin
Handling highest TEUs as Container Mainline Vessel Operator

M/s. Yentop Manickavel Sons Edible Oils Private Limited, Tuticorin
Importing highest volume of Edible Oil as Consignee

M/s. Pearl Shipping Agencies Tuticorin
Handling highest number of Break Bulk Vessels as Steamer Agent

M/s. Atlantic Shipping Private Limited, Tuticorin
Handling highest number of Liquid Bulk Vessels as Steamer Agent

M/s. Seaport Logistics Private Limited, Tuticorin
Handling highest Tonnage of Cargo excluding Thermal Coal as Stevedore

M/s. LM Wind Power Blades (India) Private Limited, Bengaluru
Exporting highest volume of Machinery Cargo

M/s. Agarwal Coal Corporation Private Limited, Tuticorin
Importing highest volume of Coal and Coke as Consignee

M/s. Poompuhar Shipping Corporation Limited, Tuticorin
Handling highest number of Dry Bulk Vessels as Steamer Agent including Thermal Coal

M/s. Transworld Shipping Agencies Private Limited Tuticorin
Handling highest number of Container Vessels as Steamer Agent

M/s. Bengal Tiger Line (India) Private Limited, Tuticorin
Handling highest TEUs as Container Vessel Operator

M/s. Mohan Mutha Exports Private Limited, Tuticorin
Exporting highest volume of Break bulk Cargo

M/s. Indian Potash Limited Chennai
Importing highest volume of finished Fertilizers as Consignee
Traffic Performance Award for the year 2018-19

M/s. Greenstar Fertilizers Limited, Tuticorin
Importing highest volume of Fertilizers raw materials as Consignee

M/s. The India Cements Limited Thalaipuram
Importing highest volume of other dry Bulk cargo as Consignee

M/s. ATC Tires Limited Tirunelveli
Importing highest number of TEUs as Consignee

M/s. Hi Tech Fly Ash Tuticorin
Importing highest number of TEUs as Consignee

M/s. Siva Agencies Tuticorin
Handling highest volume of cargo at Zone B as stevedore Agent

M/s Snow Agencies Tuticorin
Handling highest volume of cargo at Zone B as stevedore Agent

M/s. Tuticorin Thermal Power Station, Tuticorin
Excellence as Business Support Partner

M/s. NLC Tamilnadu Power Limited (NTPL), Tuticorin
Excellence as Business Support Partner

M/s. Southern Petrochemical Industries Corporation (SPIC) Limited, Tuticorin
Excellence as Business Support Partner

M/s. DCW Limited Sahupuram
Excellence as Business Support Partner

M/s Dakshin Bharat Gateway Terminal Private Limited, Tuticorin
Excellence as Business Support Partner

M/s. PSA SICAL Terminals Limited Tuticorin
Excellence as Business Support Partner

M/s. GE India Industrial Private Limited, Bengaluru
Exporting highest volume of Machinery Cargo

M/s. Sri Ram & Company Dindigul
Importing highest volume of other Break Bulk cargo as Consignee

M/s. Subam Papers Private Limited, Tirunelveli
Importing highest number of TEUs as Consignee

M/s. Tamil Nadu Newsprint & Papers Limited, Karur
Importing highest number of TEUs as Consignee
Contributions made by the Port to fight COVID-19

- Rs.2 Crores for Prime Minister’s Citizen Assistance & Relief in Emergency Situations Fund (PM CARES Fund)
- Rs.50 Lakhs for Chief Minister’s Public Relief Fund
- Port officers and staff have contributed their one day’s salary of Rs.14.79 lakhs towards PM CARES Fund

Initiatives to combat Coronavirus infection

- Body temperature checks are conducted for all personnel entering and exiting Port’s administrative office and operational areas.
- Social distancing is adhered at all places of congregation like canteens and bus stops.
- Pamphlets are issued periodically to sensitize the Port users.
- Port Fire Service personnel spray disinfectants regularly along the Administrative office, Port residential complex and operational areas.
- Videos are screened periodically sensitizing the measures to avert the COVID-19 infection.
- Disinfectants are sprayed regularly at operational areas using fogging machine.
- Handwashing facility made available at the entrances of Administrative office and all sub divisions.
- All the statutory documents in ships are checked by Port Health Officer as per SOPs.
- Body temperature of Ship’s crew are checked by Port Health Officer as per SOPs.
- Pilotage activities are performed by Pilots with full PPE kit as per SOPs.
हिन्दी अनुयादक का अस्थाियत ताड़े जा के, जयकुमार, हिन्दी अवधारक, सूची हैं मलता, हिन्दी अनुयादक ओर सूची उज्ज देवी, हिन्दी अशुर्षितकी की स्निग्धता से बना। कुछ एक वर्ष में ही, हिन्दी शिल्पक योजना के साकार बनाने प्रदर्शनन पिल्ले, को बताते हिन्दी अवधारक (अ शक्तिक) एवं सूची एस. कृष्णा को हिन्दी टंक (अ शक्तिक) के रूप में नियुक्त किया गया। फिर वह, इन पिल्लों ने, हिन्दी का कार्यान्वयन में एक नया जान दाला।

पत्तन ने अपने ही हाव-भाव से, हर वर्ष हिंदी विद्या मनाना शुरु किया। इस पव से चार वर्ष डिल खास, हिन्दी एस. चेन्नाई, जयपुरी, जयपुरी परिवर्तन मंत्रालय (बूटपूड़ी का जल बूटपूड़ी मंत्रालय) से -- श्री राजकुमार, श्री सीता, उप निदेशक (शासक), श्री राजकुमार, नारायण, मायापारोपकार (संयुक्त सचिव), श्री शांति रावण, हिन्दी प्रशासक, द्वितीय भारतीय प्रवासी समा-संगठन, श्री अशोक दुरोपार, उप निदेशक (शासक), श्री केकुमार, जयपुरी, निदेशक (सचिव), श्री सीता, राजपुरी, मायापारोपकार (संयुक्त सचिव), श्री नारायण, रहस्यमय रहस्यन, संदर्भ, हिन्दी साहित्यकार संगठित, पोत परिवर्तन मंत्रालय, श्री राजपुरी, रहस्यन संबंध, संयुक्त निदेशक (शासक), राजपुरी, द्वितीय योजना, उप निदेशक (कार्यालय), के शिविर, श्री उत्तरी राजपुरी, निदेशक (शासक) ओर जीआईसी एस. के. रंगेय, कृष्णा अर्थव्यवस्था, मार्गदर्शी। इससे हमने बढ़े प्रातिनि में ही ना सही, पर अपने हिंदी विद्या को हर वर्ष, अपने ही अंडरक दर स हय आ रह्ये है। भारत की दलित घाट जिसे शिंत सुशुकुप्त, शिंत कां है, देश के नक्षे में बस, रहने के महा पत्तन की वजह से ही पहचान पाते हैं, वर्तन ह्या तो यह शहर, बस मात्र इलाहाबाद का एक पाना ही बना रहा।

गद्दी हिन्दी की ताला मैं ने फिल्में देव-सुरम, पर या ममी की हिंदी के बाद, अगर प्रापण में ही दुशुकुप्त, हिंदी पत्तन न्यास में 1994 में हिंदी अनुयादक के रूप में शिंत अस्तित्व हाने के साकार सुने है। मैं ने अपने प्रयासों के दृष्टि विभिन्न केंद्रीय विभागों में पूरी की। जब मैं ने हिंदी की उच्चारण सुनाए, अपनी हेतु को हस्ता बुझाने की को शिखा करती, पर अलौकिक कर हस सव थ। संशय करते हैं नालान जों देखती, कोल्हापुर की पढ़ाई करती ही नौकरी जाने से मिल गई। फिर एक दिन हमारे हिंदी अधिकारी ने मुझे समझाया कि ऐसे हैं त्योहार है। मैं ने उस दिन से लोगों की हिंदी कुनकर हैं, उसे समझने लगी और जान पाया कि दलित उनकी ना, यह तो सफलता बनी है हिंदी व अग्नि जो बोल रहे है। उनसे दुसरे ही सफल हिंदी बोल पा रहे थे। \x26; खर समय बिता दिया गया और मैं, ना जाने कब इन सब बातों का मुल गई, मुझे ही पथ नहीं बना।

फिर एक मुसीबत मैं रहा सामान आई और वो था भारतीय उच्चारण। मेरे सहकारी ग्रेड हिंदी व अर्थ सरकार के हिंदी उच्चारण में भी द करते हैं और मुझे पकड़ कर प्रश्न करते जैसे कि मैं ना उच्चारण सही है, हम किसे सीखते, आप ऐसे से बोलती है \x26; आ "आय रो ऐसे... इत्यादि। इस आय बीती को मैं ने कैसे संभाला, पिढ़ी अगले अंक में।

आगे की कहानी आगे अंक में।
श्रीमती एस.एस. मीना
हिन्दी अनुयादक

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V.O.Chidambaranar Port Trust, Harbour Estate,
Tuticorin – 628 004.
Email id: sasiraj.ms@vocport.gov.in

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KORKAI
JAN-FEB-MAR 2020