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- a Hot Topic?

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Milestone

Maximum Moves in a day:
-1304 on 27th May '07

Maximum Productivity of
MHC2 in a shift:
-177 on 5th April '07. 3rd shift

Maximum throughput of
trucks in a day (RGCT):
-1737 on 16th May '07

My beloved IGT Family members,

As we start the third year of operation of the Rajiv Gandhi Container Terminal we can be proud that we have succeeded in substantially changing the manner in which the customers are serviced at Cochin Port. While scientific vessel and the yard management has improved productivity, user friendly processes and better availability of equipment have all gone to showcase the Cochin Port as a 'happening place'. I have no doubt in my mind that such a turnaround of the fortunes of the Cochin Port would not have been possible without the unstinted efforts of each and every member of the India Gateway Terminal family. I am sure that all the family members will pull together to further improve productivity and turnaround so that we meet the throughput target of 280,000 TEUs and productivity target of 17 gross moves per hour in 2007-08.

While we continue to give off our best at the Rajiv Gandhi Container Terminal, the dream of the International Transshipment Terminal at Vallarpadam is also steadily moving towards realization. The tender papers for civil works was issued on the 5th of June, 2007 to 6 pre-qualified tenderers. The contract for civil works is expected to be awarded in September, 2007 with a time line for commercial commissioning of the terminal in the first half of 2009. The 600m of quay to be commissioned in the first phase will be supported by 6 quay cranes, 15 RTGs and 5 Reachstackers. Crucial to the successful commissioning of the ICTT are the connectivities of rail and road as well as the deeper draft of 14.5m. The rail connectivity work undertaken by RVNL is moving at a fast pace. The 8.2km rail link from Idappally is expected to be completed by March, 2009. The National Highway Authority of India has awarded the contract for construction of the 17.5km connectivity between Kalamasery and ICTT. The deeper draft of 14.5m will be provided by Cochin Port in time for the commercial commissioning of the ICTT. All in all, the project is on track and the international shipping fraternity is keenly watching the developments that will catapult Cochin Port into the big league of shipping and logistics. I am certain that the efforts of every member of the Cochin Port Trust family will secure for its future generations an economic opportunity that has not been seen thus far in Kerala.

Suresh Joseph
General Manager, DP World Cochin

