

Mundra Port and Special Economic Zone Limited

By - Mukesh G. Parikh,

Senior Vice President, Mundra Port and SEZ
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Gujarat Adani Port Ltd. has been rechristened as Mundra Port and Special Economic Zone Ltd. The move indicates its free-port status and being the first port based SEZ.

It is the largest privately developed and managed port of the country and is at the forefront of path-breaking infrastructure developments, leveraging the power of modern technology and advanced management techniques and is well on the way to becoming a new generation world-class port.

Mundra Port is strategically located to be the natural gateway port for the vast land locked northern and western Indian hinterland, comprising 30% of the Indian land mass.

It offers time and cost saving by virtue of its distance advantage of 100-300 kms compared to other competing ports on the West Coast of India.

Logistics and Connectivity

Mundra is well connected to the rest of India by :

Rail : Well connected to the Indian Rail network and has developed a 64 km long private rail line to the nearest railhead.

Palanpur : Samkhiali broad gauge rail link conversion shortens the distance to the northern hinterland by 135 kms. The port handles double stack container trains. It also owns two diesel locomotives

Road : Is well linked to the National Highway grid by NH 8A, NH 15 and state highways. Situated in the Kutch district, 60 km from Bhuj and 350 km from Ahmedabad.

Air : A private airstrip of 1550 m is constructed within Mundra Port & SEZ

Two airports in the vicinity of the port Bhuj and Kandla as well as an airstrip at Mandvi

Marine Terminal facilities available for customers : Multi Purpose Terminal

- 24/7 X 365 with no tidal or weather restriction.
- 5 multi-purpose berths with 17m alongside draft
- Capable of handling Super Post Panamax and Cape Size vessels
- Single window clearance for seamless customer servicing

Container Terminal

- 2 berths with a quay length of 632m and alongside depth of 17.5m capable of handling 1.2 million TEUs per annum
- 6 Super Post Panamax, 2 Mobile harbour cranes, 20 rubber/rail gantries

Single Point Mooring

- One operational SPM with a draft of 32m can handle VLCCs and ULCCs
- Capable of handling 18 MMT pa
- Port can accommodate 4 SPMs

Cargo Handling facility @ Mundra :

Dry Bulk Cargo Handling Systems

- 4 Gottwald and 2 Liebherr mobile harbour cranes.
- Spreader with Teflon coated 'C' hook can be attached with the above mentioned cranes to efficiently handle all types of steel cargo
- Port is equipped with 4 Forklift of Kalmar which facilitates in handling all types of Steel Cargo and project cargo in a speedy and efficient manner and helps in faster turnaround of vessel
- Railway siding inside the port area enables in transporting the steel cargo to all parts of India in a cost effective manner
- Special Orange peel grabs designed for handling of scrap
- 3.6 km long import and export conveyor system capable of handling 1,500 TPH of import and 1,000 TPH of export cargo
- 2 mobile hoppers for direct discharge into the import conveyors

Storage facilities

- 21 closed Godowns and measuring 1,49,000 sq.m., for wheat, rice, sugar, DOC, fertilizer, FRM
- 5, 71,000 sq.m. of well demarcated open storage space for steel sheets, plate, coils, pipes, TMT bars, scrap, coal / coke & Project Cargo

- 26,000 sq.m of open storage, alongside rail siding for steel cargo
- Wheat cleaning facility with a capacity of 1,200 MT/day
- Rice sorting and grading with a capacity of 500 MT/day
- 7 weigh bridges for dry cargo
- India's only port with 2 in-motion rail weighbridges

Liquid Cargo

Handling Systems

- 8 pipelines with diameters from 8" to 24" connecting liquid berths to tank farm
- India's only port with bulk bitumen handling facility
- Automatic fischer rosemount tank gauging system
- 74 loading bays with sophisticated volume dispatch systems
- Fire fighting , nitrogen, hot water circulation, ETP and Oil-Water separator systems
- 7 pump houses and 5 electronic weighbridges in the liquid terminal
- Direct rail connectivity
- Export pumps of 2 x 500 CBM capacity

Storage facilities

- Tank farms with 75 tanks and a storage volume of 3,50,000 KL
- Storage of liquids like edible oils, speciality and corrosive chemicals, Classes A,B and C of petroleum products in different tanks

IT Infrastructure :

Mundra port has implemented seamless software integration for its entire information and operations channels through highly sophisticated applications, for real time capturing of all the events and data.

Some of the key software applications being utilized by the port include :

Integrated Port Management System (IPMS) :

The port has implemented the IPMS for Single Window port operation software, which caters to all the needs of the port operations. The IPMS system is best suited to the real time operations, reducing the vessel turnaround time, increasing the efficiency of cargo handling which results in lower operational costs. It computerizes the Dry Bulk, Liquid Bulk, and General Cargo operations of the cargo terminal.

Computerized Maintenance Management & Asset management System, Maximo 5.1 is the world leader in CMMS packages. It provides a centralized database to the port, for its inventory and purchase planning.

Human Resource Management System (HRMS) :

This application covers mainly the job recruitment, organization management, Performance management system, event management, Payroll & reports related to Human Resources activity of the port.

Financial Management :

The port has also implemented Oracle Financial and Tally to meet the needs of its day-to-day financial consolidations. This system is seamlessly integrated with other systems with on-line interfaces.

Executive Information System (COGNOS Tools) :

Through this system, information from all the areas of the port is summarized and presented in a suitable form to help the port management in taking effective decisions.

Weather Forecasting Software :

This software provides data of wind speed, wind direction, wind atmosphere, wind pressure, humidity on an hourly basis.

Tide Calculation Software :

This software is a tidal prediction software and aids the port in taking vessel-berthing decisions accordingly.

Support Services :

Customs, Banking & Port Users Building

- Full service customs establishment for smooth statutory clearances
- Nationalized and Private Banks inside port limits
- Well equipped Port Users Building with modern amenities to service daily business requirements

Social & Environmental responsibilities :

Mundra features prominently in the rich maritime history of India, ever since the town was established in the time of Raja Bhojrajji (1633-1645). With its strategic location along the Gulf of Kutch, making it a western gateway into India, Mundra has always had an international orientation. Amongst the stalwarts in Mundra's history, Kanji Malam, who was associated with Vasco da Gama, and Ladha Damji who was an advisor to the Sultan of Zanzibar, are most prominent. The traditional maritime activity in the area includes shipbuilding, of which Mandvi has been a major centre.

The infrastructure in Mundra is being rapidly developed, with the basic amenities having been put in place. The economic activity in the area has received an added impetus with the arrival of the Port, and other business organizations

like MICT, Mundra SEZ, Adani Wilmar, Jindal Saw, IOCL, Mundra CFS, HPCL Aashapura Industries as well as service providers like Skanska, ECC, L&T, and Simplex have set up shop in and around Mundra since the arrival of the Port in 1998.

Facilities like schools, colleges, hospitals, polyclinics, hotels, etc. and recreational needs like sports complex, sport clubs, gardens, etc. has been developed at Mundra. The proposed commercial facilities at Mundra include Library and Auditorium, Cultural Center, Fire Station, Telephone Exchange, Post and Telegraph, Petrol Pump, Parking Stand and Open-Air Theater.

The charitable activities of the Adani Group are managed under the auspices of Shri Shantilal Budharmal Adani Charitable Trust led by the Managing Trustee, Dr. Preeti Adani

Safety and Quality Standards :

Mundra Port and SEZ Ltd is committed to conduct port business by ensuring compliance to the requirements of our customer, quality management system and applicable statutory requirements to achieve customer satisfaction and continually improve the effectiveness of quality management system.

Attached ISO 9001:2000 certificate of approval & ISPS Compliance certificate

- Two fire fighting mobile units with rescue and safety equipment on standby
- F&S personnel posted at critical and hazardous areas

Growth Statistics and activities in the past year :

Mundra port is India's largest private sector port and one of the fastest growing. The port has grown today to handle almost 10 times of the cargo that it started with at its inception (1998). The port is well set on its path to handle 150 million tonnes of cargo by 2025 and become a major regional trans-shipment hub.

Cargo Handled in last 5 years in MT

	2001-02	2002-03	2003-04	2004-05	2005-06
Dry	2584511	3310427	3491201	5168518	6958876
Liquid	883691	885296	1092969	895759	1114580
SPM					60157
Total	3468202	4195722	4584170	6064277	8133613

Steel Cargo handled in last 5 years in MT

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07
						upto Aug-06
Steel Coil	23 257	26 776	19 067	59 309	339 913	90 333
Steel Plate	172 639	209 460	439 318	404 468	300 309	193 771
Steel Pipe	138 098	240 931	140 722	272 253	438 592	217 558
Steel Pipe (Import)					5737	3678
Steel Debars					5028	5080
Steel Billets					5023	
Total	334264	477167	599107	736030	1094602	510420

Future Development Plans :

The development plans at Mundra Port are concentrated primarily in the areas of advanced material handling systems, safe storage facilities and logistics

Multi-purpose Terminal II :

- 4 multi purpose berths, of which 1 is operational and 3 will be operational by December 2006
- Berths will be 575m long and 47.8m wide with an alongside draft of 17.5m
- Capable of accommodating Cape size vessels
- The above mentioned 4 new berths are designed in a manner to handle all types of steel / project cargo with large back up area

Container Terminal II :

- 2 more container berths with 632 m quay length and available draft of 17.5 m will be operational by mid 2007
- Vast back up area for storage and stacking of containers
- Capable of berthing the largest container vessels being built today

Cargo Handling Facilities :

- Additional 2 Liebherr cranes will be added in the multi-purpose terminal by December 2006
- Stacker-cum-reclaimer capable of 1,00,000 MTPD with automatic wagon loading system is planned
- The port management has ambitious plans of increasing capacity from 10MMT to 50 MMT by 2010.
- Conversion of Gandhidham to Palanpur rail link to broad gauge has been successfully completed.
- Long term plans include expansion of Single Point Mooring (SPM), gateway port catering to Central Asian Region, be a multi-modal transport operator, presence in all port traffic commodities by utilizing the vast waterfront.

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