



FACILITIES OF V.O.CHIDAMBARANAR PORT TRUST, TUTICORIN

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Abstract: *In this paper, an attempt has been made to assess the facilities performance of V.O.C Port. Port it is 3rd largest container terminal in India and second largest port in Tamil Nadu and third international port overall. The inner harbour has 14 berths, including 3 coal and oil jetties and 2 container jetties. In order to move cargo more efficiently, port infrastructure needs to be assess the ports efficiency. Government of India should provide more financial support to V.O.C Port to further increase the infrastructure.*

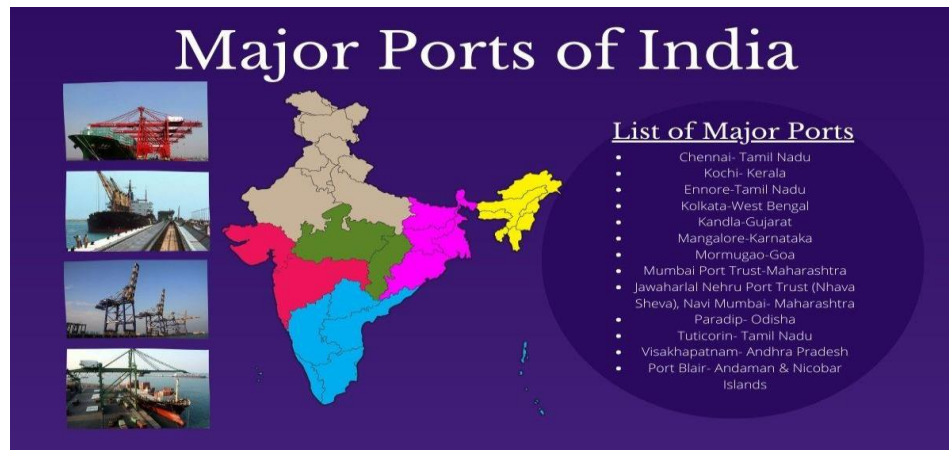
Keywords: *V.O.C Port, Major Ports, Port Facilities, Port Efficiency.*

INTRODUCTION

The global trade of goods has significantly increased as a result of the globalization of the international economy. Not only is the shipping sector essential to global trade, but it also raises peoples standards of living. The social and economic growth of nations is significantly influenced by maritime transportation. India's imports and exports depend heavily on ports. The 13 major and 200 minor ports in India are very important for international trade. The capacity for handling cargo and vessel turnaround time are two indicators of a ports development.

INDIAN MAJOR PORTS

The nine coastal state of India – Kerala, Karnataka, Maharashtra, Goa, Gujarat, west Bengal, Odisha, Andhra Pradesh and Tamil Nadu are home to all of the country's ports. India's extensive coastline is one of the largest pieces of land that protrudes into a body of water. The nation's 13 major ports handle a substantial amount of container and cargo traffic.



EASTERN COAST

PORT	STATE	YEAR OF ESTABLISHMENT	FEATURES
CHENNAI	TAMIL NADU	1881	Artificial port Second busiest port.
ENNORE	TAMIL NADU	2001	India's First corporatized port.
HALDIA	KOLKATA	1967	India's only major Riverine port situated on Hugli river.
PARADIP	ODISHA	1966	Natural Harbour deals with the export of iron and aluminium.
TUTICORIN	TAMIL NADU	1974	A major port in south India deals with the fertilizers and petrochemical products.
VISAKHAPATNAM	ANDHRA PRADESH	1933	Deepest port of India deals with the export of iron ore to Japan.

WESTERN COAST

PORT	STATE	YEAR OF ESTABLISHMENT	FEATURES
KOCHI	KERALA	1928	Sited in the vemband lake Exports of spices and salts.
KANDLA	GUJARAT	1955	Tidal port Acknowledged as Trade Free Zone Largest port by volume of cargo handled.
MANGALORE	KARNATAKA	1974	Deals with the iron ore exports.
MARMUGAO	GOA	1885	Situated on the estuary of the river Zuari.
MUMBAI	MAHARASHTRA	1875	Largest natural port and harbour in India.
JAWAHARLAL NERU PORT TRUST	MAHARASHTRA	1989	Largest Artificial port It is the largest container port in India.

BAY OF BENGAL

PORT	STATE	YEAR OF ESTABLISHMENT	FEATURES
PORT BLAIR	Andaman & Nicobar Islands	1789	The port connected to the mainland of India through ship and flight. This port is situated in between two

			international shipping lines namely Saudi Arabia & US Singapore.
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HISTORY OF TUTICORIN PORT

The name tuticorin is currently V.O.C. By 88AD, the Greek work Periplus of the erythrean Sea had already made reference to Chidambaram port. One of the 13 major ports in India is the V.O.Chidambaranar port Authority, which is located in Thoothukudi, Tamil Nadu. On July 11, 1974, it was deemed to be a major port it is the 3rd largest container terminal in India and second largest port in Tamil Nadu. The port at V.O.Chidambaranar is artificial. This is Tamil Nadu's second all-weather port and third international port overall.

The inner harbour has 14 berths, including 3 coal and oil jetties and 2 container jetties. The port manage both cruise ship and containers. Currently, PSA Sical is charge of running the containers. A sizable area is available at the port for storage space. A passenger terminal for cruise ships is also present at the port.

OBJECTIVES OF THE STUDY

- ❖ To analyse the Cargo handling facilitates of V.O.C Port
- ❖ To analyse the Traffic performance of V.O.C port.

STATEMENT OF THE PROBLEM

Cargo can be handled extensively by reducing ship turnaround times. In order to move cargo more efficiently, ports infrastructure needs to be assess the ports efficiency. V.O.C. port should be compared with other major ports and increase its development.

TURN AROUND TIME OF VOC PORT

The amount of time a ship spends in port from the time it arrives until the time it departs is known as the vessel turnaround time (VTT). An average turnaround time for a container ship at VOC port is 20 hours.

FACILITIES OF VOC PORT**CARGO HANDLING EQUIPMENT CAPACITY**

S. No	Details of the equipment installed	Quantity	Rated Capacity	Specification	Remarks
1.	Electrical level luffing wharf cranes	3 Nos.	20 T	Min Radius 9m Max Radius 32m	
2.	Electrical level luffing wharf cranes	1 No.	10 T	Min Radius 9m Max Radius 26m	
3.	Electrical level luffing wharf cranes	1 No.	6 T	Min Radius 6m Max Radius 26m	
4.	Floating crane	1 No.	35 T	6T@19.81 m radius 32.66T@4.57m radius	
5.	Harbour Mobile Crane 124 T Capacity	2 Nos.	124 T	Min Radius 10.5m Max Radius 48m	Deployed by M/s. IMCOLA under Concession Agreement
6.	Container Quay Cranes	3 Nos	40 T	---	Deployed by M/s.PSA SICAL under Concession Agreement
7.	Gantry Rubber Tyre cranes	8 Nos	40 T	---	Deployed by M/s.PSA SICAL under Concession Agreement

Sources: V.O.Chidambaranar Port Authority

BERTHING FACILITIES

Sources: V.O.Chidambaranar Port Authority

SI No	Berth	Quay length	Parameters			Remarks
			Permissible LOA (in m)	Permissible Draught (in m)	DWT (in m)	
1	VOC I	168	183	9.3	25000	
2	VOC II	168	183	9.3	40000	
3	VOC III	192	245*	11.5**	50000	Draught without tide = 11.0m
4	VOC IV	192				
5	AB - I	168	183	8.6	40000	
6	AB - II	168	200*	9.3	40000	
7	VII	370	270	11.7	50000	For container vessels only
8	VIII	345	310	14.2****	93000	For container vessels only
9	IX	334.5	235	14.2****	93000	
10	Coal Jetty I	301	225	13.0	60000	Under upgradation
11	Coal Jetty II	318	225	13.0	65000	
12	Oil Jetty	150	150 - 228	13.0	40000	
13	North Cargo Berth I	306	245	14.0**	80000	
14	North Cargo Berth II	306	245	14.0**	80000	
15	Coastal Berth West (CBW)	185	160	9.0	15000	
16	Shallow Water Berth	140	120	5.85	6000	
17	Eastern Arm	140	100	7.4	-	

PASSENGER TERMINAL FACILITIES

- 300 Sq.m. hall for arrival
- 710 Sq.m. baggage halls for outgoing (departure) passengers
- 4 cabins for immigration formalities

- 4 counters for customs checking
- 612 Sq.m. customs examination hall
- 70 Sq.m. VIP lounge
- The passenger terminal spread over an area of 3816 Sq.m.

OTHER FACILITIES

- Bunkering
- Supply of fresh water to ship
- Vessel survey
- Cargo survey
- Fire service
- Crew transportation
- Port safety
- Storage facilities
- Navigation facilities

SUGGESTIONS OF THE STUDY

- ❖ Due to the issue of long turnaround times and a severe lack of berth facilities, the V.O.C Port trust need to improve the berth facilities.
- ❖ One of the major issues that V.O.C port trust is dealing with is lack of funds. Central and state governments should provide financial support to upgrade facilities to global standards.

CONCLUSION

India's economy is starting to emerge as modern after globalization. Transporting goods by water, importing commodities internationally, and exporting goods from one nation to another are all part of the international shipping and port freight business. Additionally, this has increased V.O.Chidambaranar port trust's daily tonnage production. Government should provide more financial support to V.O.C Port to further increase the infrastructure.

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