INLAND WATERWAY
CONNECTIVITY TO INTERNATIONAL
TRANSHIPMENT TERMINAL
competitiveness of Export
competitiveness of a Seaport

• Seamless and rapid flow of containers and improves utilization of available capacity.
• positive impacts on the gross supply chain cost.
• The connectivity supports economic spin off effects like ancillary industrialization and generation of employment.
UNPARALLELED GEO-STRATEGIC LOCATIONAL ADVANTAGE
INTERNATIONAL CONTAINER TRANSSHIPMENT TERMINAL

• BOT Project Investment – Rs. 2200 crores.
• Capacity to accommodate large size container vessels of 8000 TEU.
• Annual capacity – initially 12 lakhs increasing to 30 lakhs TEU (Present Traffic – 3 lakhs TEU).
• Scheduled for commissioning – June 2010
• Hinterland movement – presently by Road & Rail.
• ICTTT will increase pressure on Road & Rail traffic.
• Inland waterway will provide the alternative
ICTT BEING DEVELOPED AT VALLARPADAM WITH AN INVESTMENT OF RS.2000 CRORES
65% of India’s export/import containers are transshipped through neighbouring country ports.
THE COCHIN OPPORTUNITY
EXPORT LOGISTIC COMPETITIVENESS

CUMULATIVE COST

Marine Transit

Freight Advantage due to larger vessel

Loading port

Unloading port

DESTINATION

NOTE: IMPACT OF ICTT