

# Proposal for Road and Port Improvement



Roads and Ports Infrastructure Committee

## 1. Roads in Chennai Area

- 1) Improve SH57 between NH4 and NH 45 / around Oragadam Area
- 2) Promote Key Trunk Roads for CBIC (Chennai Bangalore Industrial Corridor)

## 2. Ports in Chennai Area

- 1) Improve Operation related to Ports
- 2) Improve Service of Kamarajar Port

# 1-1) Improve SH57 between NH4 and NH45

## Current status of improvement on SH57

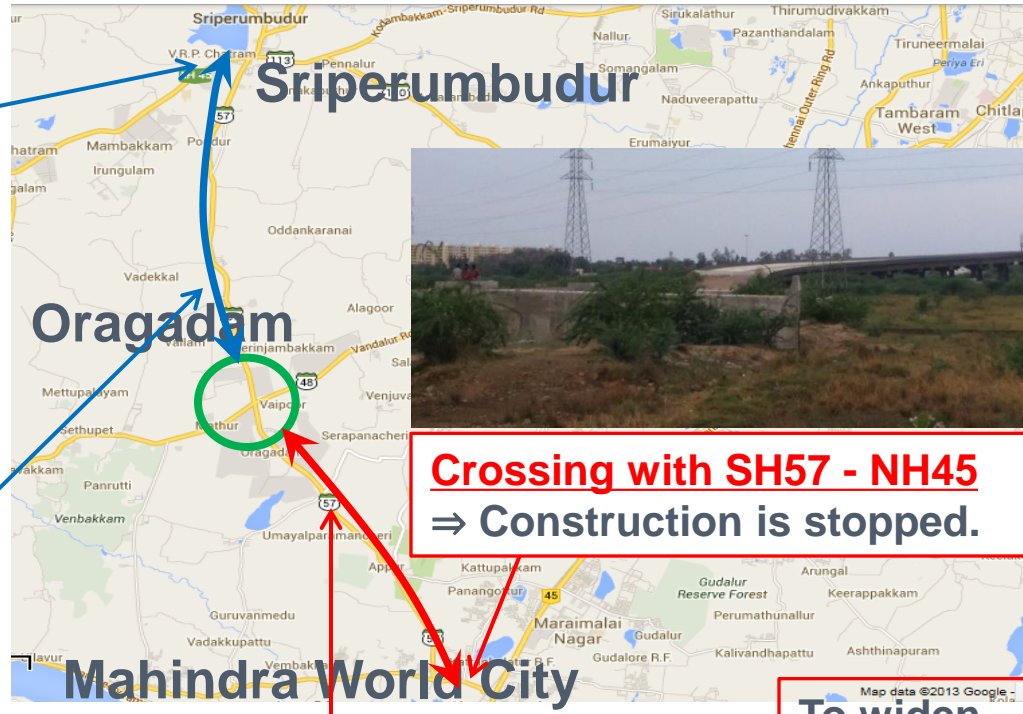
- <Top Priority> Widening development of each crossing with SH57 – NH4 and SH57 – NH45 (Please indicate the expected date of completion)



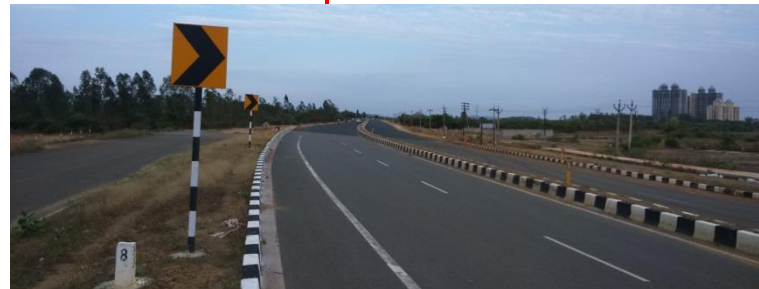
**Crossing with SH57 - NH4**  
⇒ Not started widening yet



**North side of Oragadam**  
⇒ Almost widening done



**Crossing with SH57 - NH45**  
⇒ Construction is stopped.

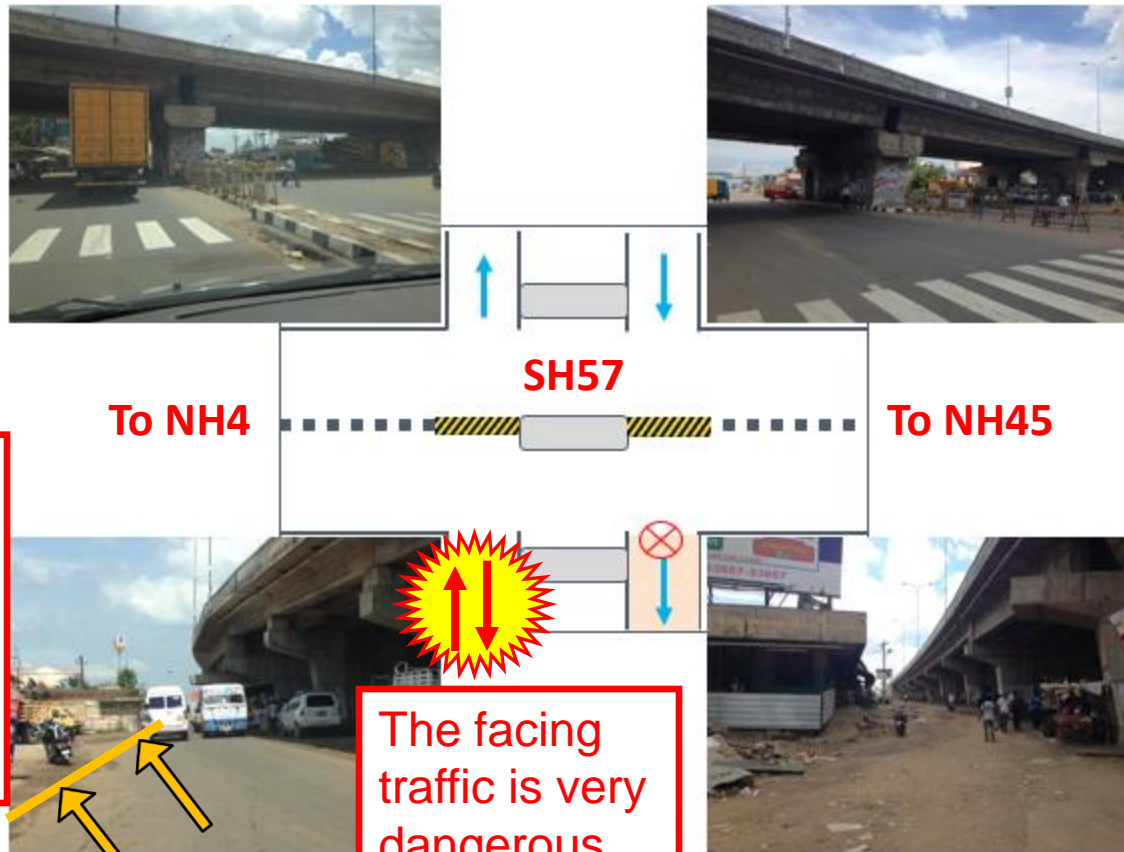


**To widen is under way, but partially not started yet.**

# 1-1) Improve SH57 around Oragadam Area

## Current status of Oragadam Junction - 1

- Flyover at Oragadam junction was completed in Dec. 2014.
- <Top Priority> Flyover byroad and crossing under the flyover  
(Please indicate the expected date of completion.)



Temporary pavement was done, but still not removed house and widening.

The facing traffic is very dangerous.

Not started widening and pavement. This is the cause of opposite road's congestion.

# 1-1) Improve SH57 around Oragadam Area

## Current status of Oragadam Junction - 2

- Excavator Machine (Product of Japanese company) hit the flyover bridge projection at Oragadam junction three times ( Aug., Oct. 2015 and Jan. 2016) in transit !
- The cause is narrow road due to land occupation by stores refusing eviction and projection of the flyover bridge beam.



**Damaged excavator machine**



- Request to take measures to prevent the accident ASAP.



# 1-2) Promote Key Trunk Roads for CBIC

- Under CBIC initiatives, **Early implementation of “Ring road”** is priority.
- **Connecting between Northern Port Access Road and ORR, and improvement of SH57** are priority sectors in Ring road project.

## Outer Ring Road

- **55% of Phase 2 (Nemmilicheri – Minjur)** work are completed.
- **Please ensure that the work will be completed as per GoTN committed, i.e. in Sep. 2016.**

## Peripheral Road

- **GoTN and JICA decided it will be early-bird project of CBIC. Early implementation is highly expected.**
- **Please indicate the expected date of completion.**



## Priority sectors

### Northern Port Access Road

- **Connecting to ORR is efficient for easier access to Kamarajar as well as Katupalli.**
- **JCCIC requests GoTN to ensure that the sector between Kamarajar port and Minjur becomes part of the Northern port access road.**
- **Please indicate the expected date of completion.**

### Improvement of SH57

- **Need to be widening of SH57 and complete construction of connecting between NH4 & NH45.**

## 2-1) Improve Operation related to Ports

### (A) Improvement of the customs clearance procedure

#### (a) Current situation

- Renewal procedure of ACP (Accredited Client Programme) license has been suspended with no reason since a few months.
- Procedure for import/export in ports around CHENNAI is so much obscure due to frequent modification of the rule which even officials in the port are not aware of.
- Some of on-line application for tariff exemption such as EPCG license scheme has not been operated in effective manner.  
(ex) An application submitted by on-line is appraised by manual basis. Officials in ports need to obtain each approvals by paper documents.
- Due to frequent system failure occurred, any cargo could not pass through customs clearance till system recovered.
- Officials in ports couldn't show up at the customs clearance in case of meetings and staff transfer (No support from other officials).

# 2-1) Improve Operation related to Ports

## Current situation 1 : Duration of receiving dry container in Chennai Port

### Example of a Japanese company (unit: day)

BOE Filed date (Bill of Entry)	Assessment by customs	Duty paid	Examination on cargo	Truck Departure	Site arrival	Total days
Average data from Apr 2014 to Sep 2014						<b>15.7</b>
6.3	5.4	0.8	1.3	0.9	1.2	
Average data from Jan 2015 to Aug 2015						<b>9.4</b>
<b>4.9</b>	1.1	1.4	0.5	0.4	1.1	

In Japan, Almost 3 hours to complete "Entry process"

In the Same case in Japanese port,  
Almost 2days to complete all process



# 2-1) Improve Operation related to Ports

## Current situation 2 : Record of Accident regarding customs clearance in Chennai

Survey by JCCIC

The time period of this survey is from 1<sup>st</sup> Jan. to 31<sup>st</sup> Aug 2015.

### System failure issue

Occur	Settle	Issue	Result
17-Jan	19-Jan	System failure in Airport Customs	Suspended import declaration process
28-Feb	2-Mar	ICE-GATE system update	Suspended Customs clearance process
4-Apr	6-Apr	ICE-GATE system failure	Suspended Customs clearance process
13-May	14-May	ICE-GATE system failure	Suspended Customs clearance process
23-Mar	23-Mar	System error in Port Customs	Delayed import / export declaration process
27-May	27-May	System failure in Airport Customs	Suspended import / export declaration process
1-Jun	1-Jun	ICE-GATE system failure	Suspended Customs clearance process
10-Jul	12-Jul	ICE-GATE system maintenance	Suspended Customs clearance process

### Strike

4-Mar	4-Mar	Strike against the privatization by airport staff	Delayed import / export process
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## 2-1) Improve Operation related to Ports

### (b) Existing problems

- Additional time and expenses are required due to the suspension of the renewal procedure of ACP license.
- Procedure for import/export has been stuck frequently due to the sudden complaint on tax payment.
- On-line application system is not working effectively for shortening time in customs procedure.
- Modification of the rules would not be disseminated to users as well as to officials in customs clearance
- Officials may not able to take on a lot of applications due to lack of number of officials.

### (c) Possible solutions

- Having a meeting with users and officials in customs clearance for explaining new/modified rules of procedure before it comes into effect.
- Review of on-line application system, and operate in effective manner
- Increasing number of officials in customs clearance for the purpose of user-friendly services

## 2-1) Improve Operation related to Ports

### (B) Simplification of Port Entry Regulation for Foreigners

#### (a) Current situation

- Foreign nationals who belong to port service company in the port are required to apply for obtaining “port entry pass” every time when they need to enter the port, despite the fact that they have to work inside the port almost every day.
  - Application has to be done 2 days before of entry to the Immigration.
  - Applicants must take 2 days gap after last entry to next entry.
  - Procedure is not disclosed in writing which causes different and arbitrary treatment for each application.
- Disable to enter the port without application even in emergency cases.
- Indian nationals are able to take 1 year entry pass

## 2-1) Improve Operation related to Ports

### (b) Existing problems

- There is no Multi-Entry-Pass towards foreigners who work in port regularly.

(Ref. Required Documents for every application)

Pass Port original / Immigration arrival stamp / Visa / Residential permission / Letter from company to assure the foreigners / Application form

### (c) Possible solutions

- Issuing Multi-Entry-Pass at least for a year for such regular workers likewise Indian nationals, as one of same employees of the port service company.
- Issuing Entry-Pass as soon as receiving the application, with no waiting time.

## 2-1) Improve Operation related Ports

### (C) Chennai Port - Current Status of Tiruvottiyur Trailer Parking Yard



**Tiruvottiyur Trailer Parking Yard**



- Around 400 trailers are to be parked. Sure to contribute to solve road congestion problem.
- **Need to utilize it effectively to organize each cars and trailers.**



Pass Section in the Parking Yard



## 2-1) Improve Operation related to Ports

### (D) Chennai Port - Improvement of Gate Operation

#### (a) Current situation



Source: JICA Study Team

- Only TWO gates (Gate No.1 & 10) are available in Chennai port
- Serious congestion happens in and around Chennai port due to gate operation as well as existing narrow roads in backyard of port.

#### (b) Possible solution for mitigating congestion

- Identify more gates for utilizing as “exit” only, though Gate No.2A is already open only for exit of empty vehicles from 11PM to 5AM.
- Allocate one gate to operating companies of container terminal and entrust them to manage the gate.



## 2-1) Improve Operation related to Ports

(c) JICA project

“The Project on Improvement of Chennai Port Operation”

“The Project by JICA on “Improvement of Chennai Port Operation” (Jul. 2014 – Jun. 2016), which includes improvement of gate management as mentioned above, has been started. Request ChPT to **cooperate with JICA to find and practice solutions** for gate operation to mitigate congestion around the port.



Source: JICA Study Team

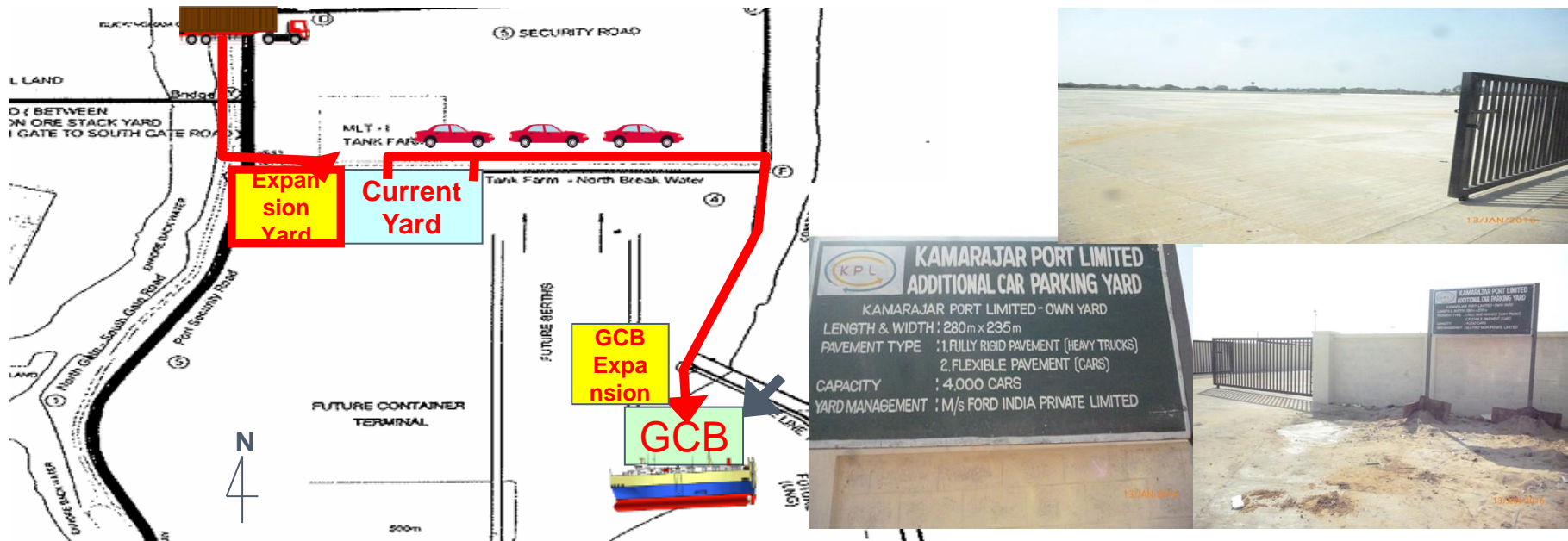


CCTL Yard Congestion from  
CTB IV TILL GATE 1

# 2-2) Improve Service of Kamarajar Port

## (A) Expansion of Car Parking Yard

- Car parking yard capacity is 10,000 vehicles.
- Facing congestion in the parking yard, especially each month end that causes unloading delay, deterioration of trailer flow, and finally vessel sail delay.
- Request to expand the car parking yard for 5,000 vehicles by the end of October 2015 as planned, since export volume is assumed to be increased in future. → almost completed as of the end of January 2016

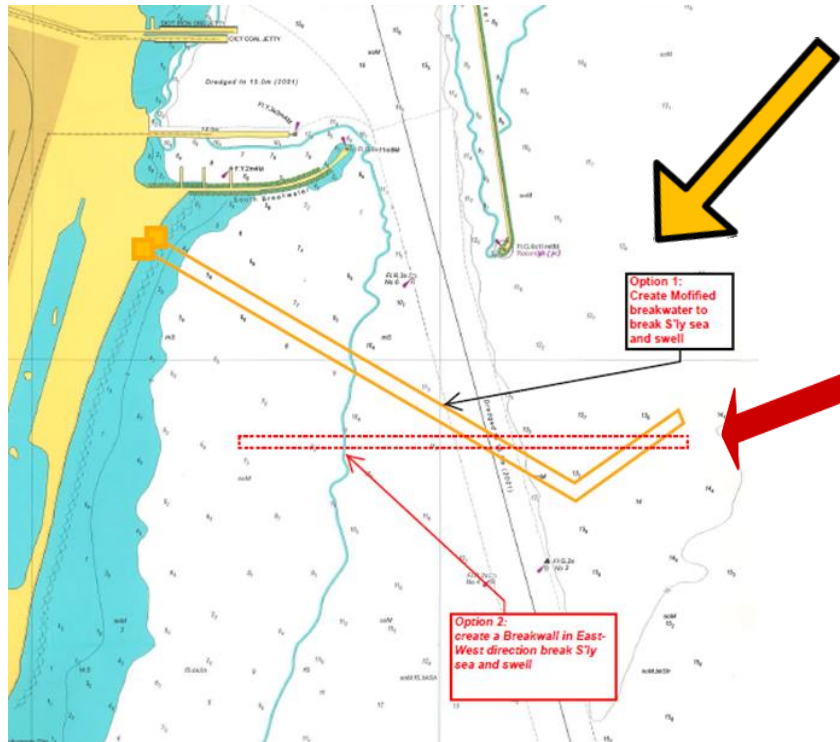




# 2-2) Improve Service of Kamarajar Port

## (B) Swell Problem

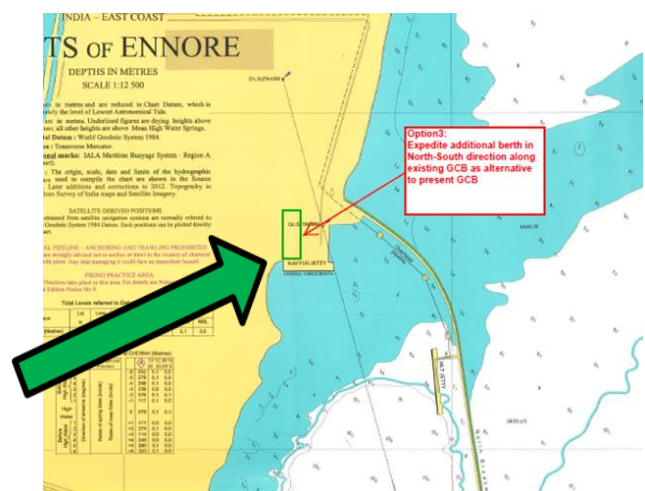
### Proposal for counter measures against Southerly sea and swell



**Option 1:**  
Create Modified breakwater to break S'y sea and swell

**Option 2:**  
create a Break-wall in East-West direction break S'y sea and swell

**Option 3:**  
Expedite CONSTRUCTION of additional berth in North-South direction along existing GCB as alternative to present GCB



## 2-2) Improve Service of Kamarajar Port

- According to the response to the follow-up sheet, KPL is considering two kinds of countermeasures. One is a construction of the additional berth along the existing GCB. Another is providing “floating wave breaker (Anchoring barge)” in front of GCB, in consultation with Central Water and Power Research Station (CWPRS) as short term / immediate measures.
- Request KPL to clarify (1) the expected schedule of approval, commencement, and completion of constructing the additional berth. (2) the effects of the floating break water with CWPRS’s data and estimated schedule of providing it in front of GCB and shifting shore line / dredging towards west of GCB.



Damaged GCB by swell