

INTERNATIONAL CONTAINER TRANSSHIPMENT TERMINAL IN COCHIN PORT TRUST

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ABSTRACT

Cochin Port is a major port on the Arabian Sea - Laccadive Sea – Indian Ocean sea-route and is one of the largest ports in India. The port lies on two islands in the Lake of Kochi. Willington and Vallarpadam, towards the Fort Kochi river mouth opening onto the Laccadive Sea. The International Container Transshipment Terminal (ICTT), part of the Cochin Port, is the largest container transshipment facility in India's. The port is governed by the Cochin Port Trust (CPT), a government of India establishment. The modern port was established in 1926 and has completed 86 years of active service. The Kochi Port is one of a line of maritime-related facilities based in the port-city of Kochi.

KEY WORDS : TRANSHIPMENT, CONTAINER, LOGISTIC

1. INTRODUCTION

PORT

Cochin Port is a major port on the Arabian Sea - Laccadive Sea – Indian Ocean sea-route and is one of the largest ports in India. The port lies on two islands in the Lake of Kochi. Willington and Vallarpadam, towards the Fort Kochi river mouth opening onto the Laccadive Sea. The International Container Transshipment Terminal (ICTT), part of the Cochin Port, is the largest container transshipment facility in India's. The port is governed by the Cochin Port Trust (CPT), a government of India establishment. The modern port was established in 1926 and has completed 86 years of active service. The Kochi Port is one of a line of maritime-related facilities based in the port-city of Kochi. The others are the Cochin Shipyard, the largest shipbuilding as well as maintenance facility in India. the SPM (single point mooring) facility of the Kochi Refineries, an offshore crude carrier mooring facility; and the Kochi Marina. The littoral drift phenomenon, which is associated with the movement of substantial quantity of sand, predominantly from the north, has been widely held to be responsible for the coastal erosion off the coast of Cochin. This phenomenon is also thought to be principally responsible for the fact that 95% of the siltation to the south of Cochin Port is from the outer sea. At 21 million cubic metres per year Cochin Port has the highest siltation among Indian ports, necessitating year-round maintenance dredging.



2. PROFILE OF COCHIN PORT TRUST

INTRODUCTION

The Indian Navy has evinced interest in the reclamation of 650 acres inside the southern breakwater. There are also plans to connect this area with the Fort Kochi area through a 1.7 KM long bridge, which could be a landmark tourist attraction for Cochin. The 2,600 acres that could be reclaimed inside northern breakwater has been earmarked for the development of anyone of the following projects: Export Oriented Refinery Unit, Oil Trading Hub, Offshore Rig Fabrication Facility, Free Trade Warehousing Zone or Ultra Mega Power Plant.

Cochin Port is a major port on the Laccadive Sea – Indian Ocean sea-route and is one of the largest ports in India. The port lays on two islands in the Lake of Kochi Willington Island and Vallarpadam towards the Fort Kochi River mouth opening onto the Laccadive Sea the International Container Transshipment Terminal (ICTT), part of the Cochin Port, is the largest container transshipment facility in India. The port is governed by the Cochin Port Trust (CPT), a government of India establishment. The modern port was established in 1926 and has completed 86 years of active service. The Kochi Port is one of a line of maritime-related facilities based in the port-city of Kochi the others are the Cochin Shipyard the largest shipbuilding as well as maintenance facility in India;

It has been operated by Cochin Port Trust and Dubai ports world. And it is owned by Ministry of Shipping (Government of India), they are two Wharfs in the Cochin Port Trust one is Ernakulum Wharf and other one is Mattancherry Wharf. There are totally Nine Berths available in Ernakulum Wharfs and four Berths in Mattancherry Warf's. The total Statistical Measures value of cargo is 17.43 million tones.

PROFILE OF THE COCHIN PORT

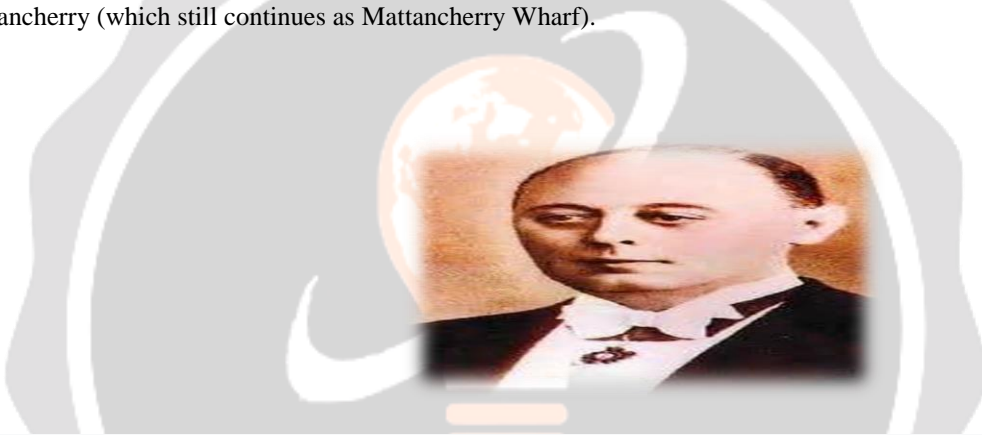
Cochin port is administrated by a statutory autonomous body known as Cochin port trust under the government of India and it's managed by a board of trustee consti

tuted under major port trust act 1963 by government of India. The board is headed by the chairman who Acts As the chief executive officer the trust is an ISO 9001-2008 certified organization in terms of quality services it complies with all provisions of ISPS code and Cochin port trust is a regular member of the international association of ports and harbor's. The port trust board consists of chairman and deputy chairman appointed by the government of India representing;

- ❖ The Indian navy
- ❖ Customs department
- ❖ Cochin refineries
- ❖ Indian railway
- ❖ Ministry of transports
- ❖ Government of Kerala
- ❖ Sea food industries
- ❖ Ship owners association
- ❖ Chamber of commerce and industries
- ❖ Laborrepresentive

HISTORY

formed naturally due to the great floods of Periyar in 1341 AD, which choked the Muziris port (near present-day Kodungallur), one of the greatest ports in ancient world. Ever since, Kochi became one of the major ports with extensive trading relations Romans, Greeks and Arabs, all lured by the traditional spice wealth of the state. The port further attracted European colonialists like Portuguese, Dutch and finally British who extended their supremacy over the Kingdom of Cochin and the port city of Fort Kochi. The traditional port was near Mattancherry (which still continues as Mattancherry Wharf).



COCHIN-PORT-TRUST-ON1948

The need of a modern port was first felt by Lord Willingdon during his governorship of Madras Province of British India. The opening of the Suez Canal made several ships pass near the west coast and he felt the necessity of modern port in the southern part. He selected the newly joined Sir Robert Bristow^[2] who was a leading British harbor engineer with extensive experience with maintenance of the Suez Canal. Bristow took the charge of chief engineer of Kochi Kingdom's Port Department in 1920. Ever since then, he and his team were actively involved in making a greenfield port. After studying the sea currents, observing tidal conditions and conducting experiments, he was convinced about the feasibility of developing Kochi. He believed that Kochi could become the safest harbour if the ships entered the inner channel.

The challenge before the engineers was a rock-like sandbar that stood across the opening of the Kochi backwaters into the sea. It was a formidable ridge of heavy and densely packed sand that prevented the entry of all ships requiring more than eight or nine feet of water. It was thought that the removal of the sandbar was a technical impossibility. The potential consequence on the environment was beyond estimation. The harm could be anything like the destruction of the Vypeen foreshore or the destruction of the Vembanad lake. Bristow, after a detailed study, concluded that such data was history. He addressed the immediate problem of erosion of the Vypeen foreshore by building of rubble granite groynes nearly parallel with the shores and overlapping each other. The groynes first produced an automatic reclamation which naturally protected the shore from the monsoon seas. Confident at the initial success, Bristow planned out a detailed proposal of reclaiming part of the backwaters at a cost of 25 million (US\$390,000). An ad-hoc committee appointed by the Madras government examined and approved the plans submitted by Bristow.

The construction of the dredger 'Lord Willingdon' was completed in 1925. It arrived at Kochi in May 1926. It was estimated that the dredger had to be put to use for at least 20 hours a day for the next two years. The dredged sand was used to create a new island to house Cochin Port and other trade-related establishments. Around 3.2 km² of land was reclaimed in the dredging. The strong determination of Sir Bristow and his team

was successful when the large steamship *SS Padma*, sailed into the newly constructed inner harbour of Kochi. Speaking to the BBC on that day, Bristow proudly proclaimed his achievements with the following words: "I live on a large Island made from the bottom of the sea. It is called Willingdon Island, after the present Viceroy of India. From the upper floor of my house, I look down on the finest harbour in the East." The Willingdon Island was artificially created with the mud sledged out for the harbour construction.



3. MISSION AND VISSION

MISSION:

- The Mission of the Cochin Port Trust is to provide dependable, cost-effective Port services through modern and efficient infrastructure coupled with high quality, customer friendly services.
- The Port shall manage its assets and resources for optimal economic use to the Nation and the community.
- The Port shall strive to be the main catalyst for the economic development of the region, with a strong commitment to environmentally sound policies and safe practices.
- The Board of Trustees, the employees and all stakeholders of the Port shall work as a team in an open, positive, collaborative and cooperative manner.
- In pursuit of this Mission, the Port Trust shall be guided by the principles of integrity, ethical behavior, professional excellence, service to the community and respect for every individual.

VISION:

- A public service provider
- An economic development facilitator
- A business enterprise
- Education and training of all the employees
- Implementation of ISO 9001:2015 Quality Management System
- Attending to customer complaints and take corrective actions to avoid recurrences.
- Carrying out internal audits and take corrective actions
- Continual Improvement in all the areas of services.
- Complying with all statutory & regulatory requirements

TYPES OF PORT

INLAND PORT

An **inland port** is a port on a navigable lake, river (fluvial port), or canal with access to a sea or ocean, which therefore allows a ship to sail from the ocean inland to the port to load or unload its cargo. An example of this is the St. Lawrence Seaway which allows ships to travel from the Atlantic Ocean several thousand kilometers inland to Great Lakes ports like Duluth-Superior and Chicago.

FISHING PORT

A **fishing port** is a port or harbor for landing and distributing fish. It may be a recreational facility, but it is usually commercial. A fishing port is the only port that depends on an ocean product, and depletion of fish may cause a fishing port to be uneconomical. In recent decades, regulations to save fishing stock may limit the use of a fishing port, perhaps effectively closing it.

DRY PORT

A **dry port** is an inland intermodal terminal directly connected by road or rail to a seaport and operating as a centre for the transshipment of sea cargo to inland destinations.

WARM-WATER PORT

A **warm-water port** is one where the water does not freeze in wintertime. Because they are available year-round, warm-water ports can be of great geopolitical or economic interest. Such settlements as Dalian in China, Vostochny Port, Murmansk and Petropavlovsk-Kamchatsky in Russia, Odessa in Ukraine, Kushiro in Japan and Valdez at the terminus of the Alaska Pipeline owe their very existence to being ice-free ports. The Baltic Sea and similar areas have ports available year-round thanks to icebreakers beginning in the 20th century, but earlier access problems prompted Russia to expand its territory to the Black Sea.

SEAPORT

A **seaport** is further categorized as a "cruise port" or a "cargo port". Additionally, "cruise ports" are also known as a "home port" or a "port of call". The "cargo port" is also further categorized into a "bulk" or "break bulk port" or as a "container port".

CRUISE HOME PORT

A **cruise home port** is the port where cruise-ship passengers board (or embark) to start their cruise and disembark the cruise ship at the end of their cruise. It is also where the cruise ship's supplies are loaded for the cruise, which includes everything from fresh water and fuel to fruits, vegetables, champagne, and any other supplies needed for the cruise. "Cruise home ports" are a very busy place during the day the cruise ship is in port, because off-going passengers debark their baggage and on-coming passengers aboard the ship in addition to all the supplies being loaded. Currently, the *Cruise Capital of the World* is the Port of Miami, Florida, closely followed behind by Port Everglades, Florida and the Port of San Juan, Puerto Rico.

PORT OF CALL

A **port of call** is an intermediate stop for a ship on its sailing itinerary. At these ports, cargo ships may take on supplies or fuel, as well as unloading and loading cargo while cruise liners have passengers get on or off ship.

CARGO PORT

Cargo ports, on the other hand, are quite different from cruise ports, because each handles very different cargo, which has to be loaded and unloaded by very different mechanical means. The port may handle one particular type of cargo or it may handle numerous cargoes, such as grains, liquid fuels, liquid chemicals, wood, automobiles, etc. Such ports are known as the "bulk" or "break bulk ports". Those ports that handle containerized cargo are known as container ports. Most cargo ports handle all sorts of cargo, but some ports are very specific as to what cargo they handle. Additionally, the individual cargo ports are divided into different operating terminals which handle the different cargoes, and are operated by different companies, also known as terminal operators or stevedores

MAJOR SEA PORTS IN INDIA

CONTAINER NHAVA SHEVA- MAHARASHTRA

Nhava Sheva now known as Jawaharlal Nehru Port is the largest container port in MAHARASHTRA, situated at the mainland of Konkan area across the Navi Mumbai Maharashtra. Jawaharlal Nehru Port is the king port of Arabian Sea at west coast. The major exports are textiles, carpets, boneless meat and main imports are machinery, vegetable oils and chemicals.

NHAVA SHEVA- MAHARASHTRA

I feel proud to present the 4th edition of Containers MAHARASHTRA Market Report 2016 to all stakeholders of maritime industry. Previous year we have estimated that container market in MAHARASHTRA will see 10 per cent growth. But reality turned out to be different. Weak global demand and continuous downtrend in exports have impacted trade. Government's policy decisions could not provide the expected fillip for the industry.

Maharashtra Container Market has witnessed 6.1 per cent growth in FY16 with combined traffic handled at all MAHARASHTRA ports at 12.53 Million TEUs. There have been new capacity additions on both eastern and western coasts of MAHARASHTRA to ease the congestion at the major ports and also to serve the ever increasing demand from the industry. In spite of bleak global shipping scenario, industry was able to register modest growth during last financial year.

Containerization levels are also on upward trend. There has been sustained attention from the central government to aid the shipping industry by announcing better policies and amending the existing policies. In this backdrop, this year's report focusses on major commodity profiles, container terminals data along with perspectives of some experts on industry trends. We appreciate Drewry's continued association and efforts in bringing out this report.

MAHARASHTRAN CONTAINER MARKET:

CONCOR view MAHARASHTRAN container ports handled 11.9 Million TEUs of Exim container traffic in FY 2015-16, which was 3.83 per cent higher than 2014-15. It is expected that the current trend will be continued with modest increase in the first quarter of 2015-16 wherein the total handled volume was 3.16 Million TEUs, which is 7.37 per cent higher than the corresponding figure of 2015-16. Usage of rail transportation for containers movement to/from terminals decreased in the first quarter of the current Financial Year. For example, JNPT's rail coefficient is down from 18 per cent in 2014-15 to 17.6 per cent in 2015-16 and 16 per cent in the 1st Quarter of 2016-17. This downward trend not only creates a situation of underutilization of ICDs in the hinterland but also create congestion at the port side CFSs. However, various initiatives like Double stack rakes, rationalization of empty containers tariffs can spur the industry,



CONTAINER MARKET VIEW

The growth is flat as there is still excess supply of tonnage. And with no major rise in consumption globally, the growth patterns are not going to change. So from what we see, we are going to have a similar situation of depressed freight rates in the next six months to a year.



ORGANISING THE SECTOR

GST will change the transportation sector as the warehousing and storage patterns will change. Two, they are looking at introducing the e-pass system at toll gates. Three, the government is pushing skill development and so in a few years from now, we will probably have better quality truck drivers. All this is going to bring in efficiency and sophistication in the transportation system. But these initiatives being successful will depend on the success of the GST coming through.

4. GROWTH OF THE PORT TRUST

Cochin Port Trust (CPT) has announced a slew of measures to generate container traffic and increase revenue. CPT has announced an outer harbor project next year and it hopes to capitalize on the increasing number of passenger liners, likely to touch port this year, with better passenger amenities and infrastructure facilities. CPT is also aiming for a smart industrial port at the southern end of Willingdon Island to boost business.

CPT officials said that IIT-Madras, which is preparing the sedimentation status of the sea, will submit their report by June to the ministry of environment

SURGE IN ARRIVAL OF CRUISE VESSELS

- Kochi: The Cochin Port handled a total traffic of 25.01 MMT (million metric tonnes) in the financial year that ended on March 31, registering a growth of 13.2 % over the previous year. It also recorded 17% growth in container handling, which rose from 4.2 lakh TEUs (20-ft equivalent units) to 4.91 TEUs.
- It clinched a record of sorts by handling 45,346 TEUs in March alone. A total volume of 15.79 MMT petroleum oil and lubricants (POL) was handled by it this financial year, as compared to 13.77 MMT in the last fiscal. There was also a surge in the arrival of cruise vessels (46 of them, as against 33 in the previous fiscal).
- Tentatively, the port recorded an operating income of ₹486.57 crore, with a net loss of ₹46.99 crore. While it completed the refurbishment of the Cochin Oil Terminal, the refurbishment of the North Tanker berth will be taken up in September this year. It is estimated to cost 19.95 crore.
- The Port undertook a slew of initiatives during the Swachh Bharat Pakhwada between March 16 and 31. The Ministry of Shipping had sanctioned it ₹3.5 crore for the same, using which it held cleaning drives on office premises and wharfs, besides pest control and beautification of premises.

CPT GROWTH

CPT officials said that IIT-Madras, which is preparing the sedimentation status of the sea, will submit their report by June to the ministry of environment and forests through the environment impact assessment agency L&T Infra. "IIT-Madras is doing the study in three phase: Looking at the real-time data of pre-monsoon, monsoon and post-monsoon periods. Once we get the report, we will appoint a committee to study the financial viability of the project. It will have two parts, northern and southern backwaters. The entire project will entail an expenditure of Rs 3,050 crore. The MAHARASHTRA Navy is likely to support the south part of the project. We need to look at funding options for the other part," said CPT's chairman in-charge A V Ramana, adding that CPT will approach the state environment impact assessment agency to get clearance by December. CPT activities are expected to get a boost as the increase in operating surplus is expected to touch Rs 128.54 crore this fiscal against the Rs 70.9 crore in 2015-16. The operating income has touched Rs 96.4 crore. Officials said that the traffic up to December was 18.23 MMT (million metric tonnes) and it is expected to touch 23 MMT this fiscal. The total number of containers handled during 2015-16 was 4.20 lakhs TEUs (twenty-foot equivalent unit). This figure is expected to cross 5 lakh TEUs this fiscal. "We have cut down dredging costs through need-based dredging. The sand from the dredged sediment is being sold to oil companies. The port will seek expressions of interest for selling it to other private companies," Ramana said. The arrival of passenger liners is expected to boost the tourist arrival in Kochi. While the total number of cruise vessels that called at the port in 2015-16 was 33. Around 45 vessels are expected in 2016-17. To attract tourists, a host of schemes are being introduced under the 'ease of business' initiative by the central government.

GROWTH OF VESSELS HANDLING

COMMODITY	2008-2009	2009-2010	2010-20011
Liquid bulk	441	494	502
Dry bulk	441	446	308
Containers	710	703	812
Break bilk	486	489	559
Total	2078	2132	2181

5. MILESTONE, AWARDS AND ACHIEVEMENTS

AWARDS AND ACHEIVEMENTS:

- On May 20 Cochin Port Trust has received two Best Performance Awards from Ministry of Shipping for the highest growth in operating surplus and also for achieving third highest growth in cargo traffic among the major ports in the year 2016-17.
- The awards were received from Union Minister for Road Transport and Highways and Shipping NitinGadkari by P Raveendran, Chairman and A V Ramana, Dy Chairman, Cochin Port Trust at a function held at Goa,
- They said Cochin Port Trust has registered an operating profit of Rs. 127.72 crore during 2016-17 as against Rs. 70.89 crore during 2015-16 recording a growth of 80 per cent.
- Operating profit during 2014-15 was Rs. 19.55 crore.
- The Port handled 25.01 MMT cargo during 2016-17 with a growth of 13.2 per cent over 22.10 MMT handled in 2015-16.
- The containers handled during 2016-17 are 4.91 lakh TEUs with a growth of 17.0 per cent over 4.20 lakh TEUs in 2015-16.

AWARDS OF TERMINALS IN COCHIN PORT

- Certificate of Excellence for outstanding achievement in pollution control by Kerala State Pollution Control Board
- Green Manufacturing Excellence Award 2014' by M/s Frost & Sullivan for the year 2014
- Safety Award 2013 for the meritorious performance in the field of Safety, in Category-A among very large industries, from Factories & Boilers Dent- Government. Of Kerala.

6. UNIQUE SELLING PROPOSITION

- Cochin port trust awarded with certification of ISO 9001-2008

- Cochin port is an ISPS (International Ship and Port Facility Security) compliant Port.
- 24 Hours (around the clock) working of port
- Container parking space
- Cost effectiveness compared to neighboring port
- Close godown facility for keeping food articles.
- Excellent railway facility to carry the goods.
- The factor or consideration presented by a seller as the reason that one product or service is different from any better than that of the competition. The proposition must be one the competition cannot or does not make. It must be unique either in brand or in a claim the rest of that particular advertising area does not make. The proposition must be strong enough to move the masses i.e attract new customers as well as potential customers.

8. SPECIALIZED DEPARTMENT

TRACKING OF SHIPMENT AND BARCODE GPS TRACKING

INTRODUCTION

DTDC Web Tracker is Web based shipment tracking Solution which is generally suitable for low volume and non frequent customer. No software installation is required to track the shipment. Any system connected with Internet will be enough to track the shipment. Maximum of 25 consignments, separated by comma can be tracked at a time. Customer can track the You are authorized to use this tracking system solely to track shipments tendered via DHL by, for, or to you. No other use may be made of the tracking system and information without DHL's written consent shipment using DTDC Consignment No. or corresponding Reference No.

Electronic Proof of Delivery

- Now available for more deliveries worldwide. When documented confirmation of delivery is required, just click on the Get Proof of Delivery link for the shipments you track.
- Get up to 25 Proofs of Delivery at Once
- More about Electronic Proof of Delivery

PROOF OF DELIVERY

(POD) is a method to establish the fact that the recipient received the contents sent by the sender. When the sender sends multiple documents through the mail there is a possibility of some not reaching the intended recipient. Generally post offices provide additional service of guaranteed delivery, known as an Avis de réception (advice or acknowledgment of receipt), wherein they require the recipient to sign a paper and that paper is filed by the postal service for a specified number of days.

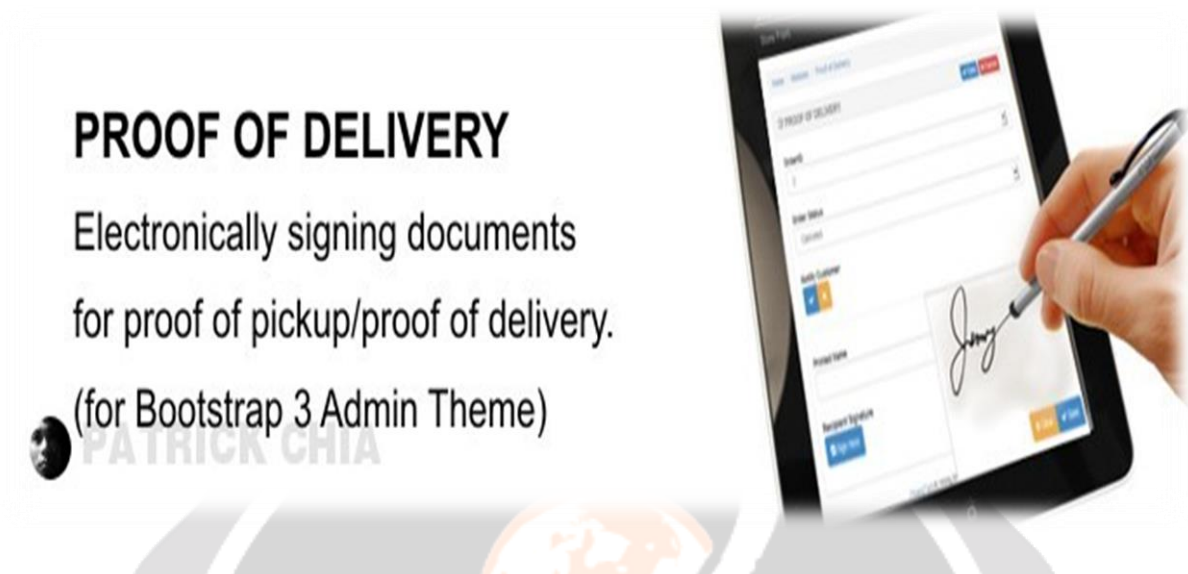
Proof of delivery becomes very important when legal and financial documents are to be exchanged between two parties. In the United States, DHL, UPS and FedEx as well as the US postal service (USPS) provide proof of delivery. Commercial fleet operators also need to be able to confirm proof of delivery of goods to their customers.

In e-commerce, businesses exchange millions^[citation needed] of electronic documents to track delivery information using computer to computer communication techniques like email, FTP and EDI. These documents contain a variety of transaction details, including information regarding purchase orders, invoices, shipping details, product specifications, and price quotes. Electronic documents can exchange new data as well as corrections to previously transmitted messages.

Legal complications can arise if the recipient company refutes receiving a corrected product specification or a message about a delayed shipment. Both companies could be at loggerheads, each proving/not proving the existence of that particular communication.

Message-oriented middleware (MOM) is a class of software used to implement computer based business document exchange. Such systems provide proof of delivery services by employing techniques such as logging each send/receive activity.

Companies also employ intermediate data brokers to exchange information. Employing such services provide not only proof of delivery but also other services like data integrity, multi-point delivery, and single point of contact for data exchange.



ALTERNATE WAYS TO TRACK

- DHL eTrackDHL eTrack
- DHL ExpressSMSDHL ExpressSMS
- DHL ExpressWAPDHL ExpressWAP

DHL Express

It is a division of the German logistics company Deutsche Post DHL providing international courier, parcel and express mail services. Deutsche Post DHL is the world's largest logistics company operating around the world,^[3] particularly in sea and air mail.

Founded in the United States in 1969 to deliver documents between San Francisco and Honolulu; the company expanded its service throughout the world by the late 1970s. The company was primarily interested in offshore and inter-continental deliveries, but the success of FedEx prompted their own intra-US expansion starting in 1983.

In 1998, Deutsche Post began to acquire shares in DHL. It reached majority ownership in 2001, and 100% ownership by December 2002. The company then absorbed DHL into its Express division, while expanding the use of the DHL brand to other Deutsche Post divisions, business units and subsidiaries. Today, DHL Express shares its DHL brand with business units such as DHL Global Forwarding and DHL Supply Chain.

The DHL Express financial results are published in the Deutsche Post AG annual report. In 2016, this division's revenue increased by 2.7 per cent to €14 billion. The earnings before interest and taxes (EBIT) increased by 11.3% over 2015 to €1.5 billion.

ORIGINS

While Larry Hillblom was studying law at University of California, Berkeley's Boalt Hall School of Law in the late 1960s, he accepted a job as a courier for the insurance company Michael's, Poe & Associates (MPA). He started running courier duty between Oakland International Airport and Los Angeles International Airport, picking up packages for the last flight of the day, and returning on the first flight the next morning, up to five times a week.

After he graduated, Hillblom met with MPA salesman Adrian Dalsey and they planned to expand MPA's concept of fast delivery to other business enterprises. They flew between Honolulu and Los Angeles, transporting bills of lading for their first client, Seatrain Lines.

THE INITIALS

Hillblom put up a portion of his student loans to start the company, bringing in his two friends Adrian Dalsey and Robert Lynn as partners, with their combined initials of their surnames as the company name (DHL). They shared a Plymouth Duster that they drove around San Francisco to pick up the documents in suitcases, then rushed to the airport to book flights using another relatively new invention, the corporate credit card. As the business took off, they started hiring new couriers to join the company. Their first hires were Max and Blanche Kroll, whose apartment in Hawaii often became a makeshift flophouse for their couriers.

DOMESTIC EXPANSION

In the 1970s, DHL was an international delivery company, and the only one offering overnight service. The only major competitor in the overnight market was Federal Express (FedEx), which did not open its first international service until 1981, expanding to Toronto, Ontario, Canada. Nevertheless, the domestic market was extremely profitable, and DHL was the third largest courier behind FedEx and UPS.

DEUTSCHE POST PURCHASE

Deutsche Post began to acquire shares in DHL in 1998, reaching majority ownership in 2001. By the end of 2002, Deutsche Post owned 100% of DHL and absorbed the operation into its Express division. The DHL brand was expanded to other Deutsche Post divisions, business units and subsidiaries. Today, DHL Express shares its DHL brand with other Deutsche Post business units, such as DHL Global Forwarding, DHL Freight, DHL Supply Chain, and DHL Global Mail.

All US domestic flights were handled by DHL Airways, Inc. which in 2003 was renamed ASTAR Air Cargo following a management buyout. DHL's first airline still remains with over 550 pilots in service, as of October 2008.

DHL FOLLOWING DATA

- 2001: Deutsche Post acquires a majority (51%) of DHL's shares, and the remaining 49% in 2002. The new DHL is launched by merging the old DHL, Danzas and Securicor Omega Euro Express.
- 2001: The Packstation, an automated delivery booth, is introduced as a pilot project in Dortmund and Mainz.
- 2002: Bashkirian Airlines Flight 2937, a Tupolev Tu-154 passenger jet, collides with DHL Flight 611, a Boeing 757-200 cargo jet, at 35,000 ft (11,000 m) over Überlingen, Germany. The 69 people aboard the Tupolev (consisting mainly of Russian schoolchildren) and the two pilots of the Boeing were killed.^{[15][16]}
- December 2002: Introduces red and yellow new color scheme and logo.
- August 2003: Deutsche Post acquires Airborne Express, and begins to integrate it into DHL. The Airborne Express Airline named ABX Air is to provide contract ACMI service until 2011.
- 22 November 2003: DHL shutdown incident in Baghdad wherein Iraqi insurgents fire an SA-7 "Grail" surface-to-air missile at a European Air Transport Airbus A300 operating on behalf of DHL. The aircraft takes off from Baghdad airport and the missile strikes the left wing, disabling all three hydraulic systems and setting the wing on fire. The aircraft begins a dangerous phugoid (vertical oscillation) but the crew manages to land safely at the airport, despite being able to control the aircraft only by adjusting the engine thrust.
- September 2004: a planned expansion by DHL at Brussels Airport creates a political crisis in Belgium.
- 21 October 2004: DHL Express announces that it will move its European hub from Brussels to Leipzig, Germany (Vatry, France was considered and rejected). DHL's unions call a strike in response, paralyzing work for a day.
- 8 November 2004: DHL Express invests €120 million in MAHARASHTRA domestic courier Blue Dart and becomes the majority shareholder in the company.
- September 2005: Deutsche Post makes an offer to buy contract logistics company Exel plc, which had just acquired Tibbett & Britten Group.

- On 14 December 2005, Deutsche Post announces the completion of the acquisition of Exel plc. When integrating Exel into its Logistics division, it adds its well-known DHL brand acquired with the purchase of DHL Express to form the name DHL Exel Supply Chain. Following the latest deal, DHL has a global workforce of 285,000 people (500,000 people including DPWN and other sister companies) and roughly \$65 billion in annual sales.
- September 2006: DHL wins ten-year contract worth £1.6 billion, to run the NHS Supply Chain (part of the UK's National Health Service). DHL will be responsible for providing logistics services for over 500,000 products to support 600 hospitals and other health providers in the United Kingdom. As part of this new contract, in 2008 DHL will open a new 250,000 sq ft (23,000 m²) distribution centre to act as a stock holding hub for food and other products, with another distribution centre opening in 2012. The two new distribution centres will create around 1,000 new jobs.
- September 2007: DHL Express co-founds new cargo airline AeroLogic, based at Leipzig/Halle Airport, in a 50:50 joint venture with Lufthansa Cargo. The carrier will operate up to 11 Boeing 777Fs by 2012.
- December 2007: DHL becomes the first ever carrier to transport cargo via wind powered ships flying MS Beluga Skysails kites.
- May 2008: DHL Aviation moves its central depot to Leipzig; Germany, resulting in a significant positioning for improved service and timeliness to the European Union.
- 28 May 2008: DHL Express announces the restructuring plans for its United States network, including terminating its business relationship with ABX Air and entering into a contract with competitor UPS for air freight operations. Its cargo hub shifts from Wilmington to Louisville. The Air Line Pilots Association, International protests. October 2008: Two DHL Express Middle East senior executives, David Giles and Jason Bresler, are assassinated in Kabul, by one of their own Afghan employees; they receive military honors by the U.S. military, the first of such kind in Afghanistan.^[26]
- 10 November 2008: DHL announces that it is cutting 9,500 jobs as it discontinues domestic air and ground operations within the United States to deal with economic uncertainty. It is retaining international services, and is still in talks with UPS to transport DHL packages between U.S. airports.



DHL G-BIKC: ex British Airways Boeing 757, converted to cargo type in 2001 - Landing at Madrid Airport(Spain) - Old DHL color scheme and logo .

- 30 January 2009: DHL ends domestic pick up and delivery service in the United States, effectively leaving UPS and FedEx as the two major express parcel delivery companies in the United States. Limited domestic service is still available from DHL, provided that the packages are tendered to USPS for local delivery. Newegg and RockAuto are companies that use this option as of March 8, 2016.
- April 2009: UPS announces that DHL and UPS have ended negotiations for an agreement for UPS to provide airlift for DHL packages between airports in North America. DHL says in a statement, "We have not been able to come to a conclusive agreement that is acceptable to both parties." DHL continues to use its current air cargo providers, ASTAR Air Cargo and ABX Air for now.
- On 18 March 2010: A DHL Antonov An-26 aircraft makes an emergency landing on the frozen Lake Ülemiste, close to Lennart Meri Tallinn Airport. Initial reports indicate problems with the landing gear and one of the engines. The flight is operated by Exin on behalf of DHL. The aircraft involved is SP-FDO and the flight departed from Helsinki Airport. Two of the six crew members were injured.

- June 13, 2013 in Erlanger, Kentucky, USA – The company's newly expanded and upgraded global hub is opened at the Cincinnati/Northern Kentucky International Airport.



DHL van in Tokyo

DHL Express's global headquarters are part of the Deutsche Post headquarters in Bonn.

Headquarters for the Americas are located in Plantation, Florida, USA, while its Asia-Pacific and emerging markets headquarters are located in Singapore, Malaysia, Hong Kong and China. The European hub is in Leipzig, Germany.

Most of DHL Express' business is incorporated as DHL International GmbH.

Major competitors include FedEx, UPS, TOLL, TNT and national post carriers such as United States Postal Service (USPS) and Royal Mail. However, DHL has a minor partnership with the USPS, which allows DHL to deliver small packages to the recipient through the USPS network known as DHL Global Mail, now known as DHL eCommerce. It is also the sole provider for transferring USPS mail in and out of Iraq and Afghanistan.

DHL offers worldwide services, including deliveries to countries such as Iraq, Afghanistan, and Myanmar (formerly Burma). As it is German-owned, DHL is not affected by U.S. embargoes or sanctions and will ship to Cuba and North Korea. However, there are strict codes for delivering to North Korea, as the country has shaky relations with the West.

As DHL is no longer a United States company, it is not allowed to make domestic flights between U.S. airports. DHL contracts these services to other providers.

16. CONCLUSION

Strategic location in the International shipping Highway and also near to the main waterways to Singapore and West Asia puts Kochi Port in a very commanding Position to serve the massive East West Ocean trade. Total exports at Kochi Port have experienced a gradual rise and the future projections are also showing a positive growth. Imports from the major share of goods handled at the port. POL product imports are registered the highest comprising 80% imports. Exports from the port are increasing but total exports comprise of only 17.22% traffic handled. The port has to insist on the faster completion of modernization plans to increase its capacity, so as to efficiently handle the growing traffic.

The port has to concentrate more on container handling, as container traffic is being growing rapidly across the world.