

VISAKHAPATNAM PORT AUTHORITY
TRAFFIC DEPARTMENT

To

ITRA/SHP/ChPA/CIR
DT: 01.10.2026

All Port Users

CIRCULAR NO : 1996 /2026

Sub: - Best Practices adopted by Chennai Port Authority (CHPA) for Reduction of Liquid Bulk Vessel Turnaround Time – Circulation for Information and Consideration of Adoption at Visakhapatnam Port Authority – Reg.

The Ministry of Ports, Shipping and Waterways (MoPSW) had directed Chennai Port Authority (ChPA) to submit a detailed note outlining the measures undertaken by it for reduction of Turnaround Time (TRT) of Liquid Bulk vessels, with a view to identifying and disseminating best practices to other Major Ports for adoption, wherever feasible.

ChPA has accordingly furnished a detailed note on the structured, data-driven measures undertaken by it, aimed at reducing Liquid Bulk vessel turnaround time, minimising non-productive time and improving cargo-handling productivity. The salient features of the said note are circulated hereunder for information of all concerned terminal operators and stakeholders of Visakhapatnam Port Authority (VPA), for examination of feasibility of adoption of similar measures, as applicable.

Data-driven assessment of vessel performance: ChPA analysed cargo and vessel performance across Container, Liquid Bulk, Dry Bulk and Break Bulk segments, with Liquid Bulk performance further analysed commodity-wise (Crude, POL Products, Edible Oil and Other Liquid Cargo).

The overall TRT was decomposed into four stages – Inward Pilotage, Pre-Commencement Activities, Cargo Operations and Outward Pilotage – and the cargo-operation component was further examined across the ship-to-shore transfer cycle, to identify whether delays were attributable to the vessel, terminal, cargo facility, regulatory formalities, operational coordination or other external factors.

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Measures undertaken by ChPA:

A. Reduction in pre-commencement time

Remote Entry Inward was implemented in line with the objectives of the One Nation One Port Process (ONOP). Boarding by regulatory bodies such as Customs, Immigration and PHO was de-linked from cargo operations, and risk-based selective boarding of Immigration and PHO was implemented. These interventions reduced pre-commencement time by approximately 45 minutes, enabling earlier commencement of vessel operations.

B. Monitoring and reduction of idle time

Vessel-wise idle time was systematically tracked, reasons consolidated and reviewed with concerned stakeholders, and instructions issued to minimise avoidable delays, with field-level officers directed to maintain close monitoring and intervene wherever avoidable idle time was observed. This resulted in a reduction in overall berth idle time for Liquid Bulk vessels from 16.75% to 14.20%.

C. Improving cargo-operation readiness and productivity

Operational performance of Liquid Bulk vessels was reviewed across the cargo-transfer cycle, including readiness of shore facilities, pipelines and cargo-transfer arrangements, connection of loading arms/hoses, valve line-up, commencement and completion of cargo operations. Regular review facilitated identification of operational constraints and better coordination among the vessel, terminal and other stakeholders.

D. Stakeholder coordination

Multiple meetings were conducted with trade and operational stakeholders to obtain feedback on bottlenecks affecting Liquid Bulk vessel turnaround, which was assessed alongside vessel-wise performance data to identify issues relating to operational preparedness, coordination and process sequencing, facilitating targeted interventions.

E. Digitisation of sail-out clearance

e-Port Clearance in alignment with ONOP was introduced through a digital platform developed in coordination with Customs, facilitating electronic processing of clearance-related activities, reducing dependence on manual movement of documents and supporting faster completion of sail-out formalities.

F. Continuous vessel-wise monitoring

TRT, productivity and idle time are regularly reviewed on a vessel-wise and commodity-wise basis, with reasons for abnormal delays or deviations examined and corrective action taken in coordination with concerned stakeholders, enabling a continuous performance-management approach focused on the underlying causes of delay.

Performance achieved: The above measures have contributed to the improvement in Liquid Bulk vessel performance at CHPA during April-June 2026-27 vis-a-vis the corresponding period of 2025-26:

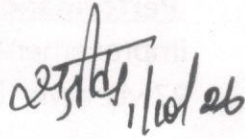
The improvement particularly significant when viewed together with productivity, while average TRT reduced by 1.80 hours, average output per ship berth day increased by approximately 6.7%.

Commodity and vessel-mix analysis also formed part of the assessment: the number of less productive POL Product vessels reduced from 56 to 46, foreign Crude Tankers (generally more productive) increased from 20 to 22, and Coastal Crude Tankers (comparatively less productive) reduced from 7 to 4.

Key practices considered by CHPA for replication at other Major Ports, wherever feasible, are as under:

- Data-driven, commodity-wise and vessel-wise TRT analysis to identify specific bottlenecks.
- Decomposition of TRT into operational stages to locate the actual source of delay.
- Digitalisation and process simplification of vessel-related formalities.
- Systematic recording and reason-wise analysis of idle time.
- Monitoring of Liquid Bulk cargo-operation readiness and productivity.
- Real-time field-level intervention to minimise avoidable delays.
- Regular stakeholder consultation for identification and resolution of operational bottlenecks.
- Continuous vessel-wise performance monitoring with corrective action based on identified deviations.

All concerned Departments of VPA and stakeholders handling Liquid Bulk vessels are requested to peruse the above best practices and examine the feasibility of adoption of similar measures at Visakhapatnam Port, with a view to reducing Liquid Bulk vessel turnaround time and improving overall port productivity.


TRAFFIC MANAGER

C/- P.S to Chairperson for favor of information of Chairperson.

C/- P.S to Dy. Chairperson for favor of information of Dy. Chairperson.

C/-Jt. Director (R&P) for information and request to post the circular in Port Website.

C/- President, Visakhapatnam Steam Ship Agents Association for information please.

C/- President, Visakhapatnam Stevedores Association, for information please.

C/- President, Visakhapatnam Customs Brokers Association for information please.

C/- Shipping Asst. (Traffic Department), to circulate the above to Trade through e-mail.