

## Jute from Bengal being brought to Kochi thru coastal shipping route

Weekly Far East container service begins operation



Kochi port has lined up several plans to boost coastal shipping movement, especially in containerised form at KK Mustafah

**Kochi, November 23:**

After rice shipments from Andhra Pradesh, the coastal shipping route is now being used for the movement of jute from Bengal to Kerala.

The first vessel operated by Shreyas Shipping and Logistics has brought raw jute to Kochi Port and the cargo is meant for coir product exporters in Alappuzha. Shreyas has been operating regular services connecting Kolkata and Kochi ports moving both coastal and transshipment cargoes from the North-East to be shipped through ICTT at Vallarpadam.

Alappuzha, the coir hub of Kerala, has been manufacturing value-added coir products by blending jute and coir fibre. At present, the jute movement from Bengal is over 50,000 tonnes a year and depends on roadways, which is costly.

### **Advantages**

Besides, the limitation of 11 tonnes per cargo truck for a single journey has resulted in the deployment of more trucks for moving jute, which has become time-consuming and costly, a senior port official said.

The port management has taken the initiative to bring together shipping companies and coir exporters to push for a modal shift to transport the jute using coastal vessels. The port has lined up several plans to boost coastal shipping movement, especially in containerised format, which would substantially reduce cargo seepage while loading and unloading.

### **Container service**

Meanwhile, the first ship of the weekly Far East container service connecting Kochi with ports in China and Korea called at ICTT, benefitting exporters from Pollachi, Dindigul and suburbs focussing on coir fibre exports to destinations near intermediate ports such as Ningbo and Chiwan.

The maiden service handled 872 containers in its first call. The ship on its east-bound route will call at ports at Shanghai, Ningbo, Chiwan (all in China), Busan in Korea, Singapore and Port Klang.

According to the port official, the direct sailing saves four days of transit time and overall cost of transport besides providing logistic competitiveness to Pollachi exim sector.

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