

LOGISTICS NEWS4U



Adani Ports SEZ aims to double cargo handling to 400mt by 2025



Adani PortsNSE -0.97 % and Special Economic Zone (APSEZ) has set a target of doubling cargo handling to 400 million tonne (mt) by 2025 after it recorded 200 mt recently, becoming the first Indian port to reach this milestone.

The company, which was set up two decades ago, doubled its cargo handling last week from 100 mt reached in 2013-14.

"Currently, about 95% of India's trading volume is done through maritime transport and the total national traffic stands at about 1,200 mt. This gives us about 17% market share," Karan Adani, CEO, APSEZ told ET in an email. "We anticipate that we will be able to increase our market share by about 1% annually and have set ourselves a goal to double our cargo handled to 400 mt by 2025."

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VOC PORT TRUST PLANS THIRD CONTAINER TERMINAL



TEN CUSTOMS REFORMS THAT WILL LIFT OUR TRADE



ADANI PORTS & SEZ: TECH-DRIVEN INNOVATIONS LEAD THE WAY



Strategic disinvestment of Kamarajar Port in Chennai begins

Touted to be one of the biggest disinvestment deals, the Cabinet Committee on Economic Affairs said KPL-Chennai Port Trust deal would help to avoid duplication of capacity creation in the ports.

Department of Investment and Public Asset Management (DIPAM) of Union Finance Ministry has commenced the process of strategic disinvestment of Kamarajar Port Limited (KPL). Bids have been invited to appoint a legal adviser.

The Cabinet Committee on Economic Affairs (CCEA), chaired by Prime Minister Narendra Modi, on February 28 had given 'in principle' approval for strategic disinvestment of 100 per cent equity shares of Government of India in KPL to Chennai Port Trust in a single stage process, by following 'Arm's length' principles. Presently, the Government of India and Chennai Port Trust hold 67 per cent and 33 per cent of shares respectively in KPL.



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VOC Port Trust plans third container terminal

VO Chidambaranar (VOC) Port in Thoothukudi plans to have a third container terminal with current handling capacity set to reach its maximum by end of this fiscal at the two private terminals.

However, the Port Trust is in a fix on identifying the right concession model to be offered to the new operator considering that two different models — royalty and revenue share — are already in vogue at the Port.

PSA SICAL Container Terminal, which runs a container terminal since 1992, operates on a royalty-based model while the Dakshin Bharat Gateway Container Terminal (DBGT), operating since 2014, is on a revenue-sharing model.



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Ten customs reforms that will lift our trade

Expressing customs rules and codes in simple prose will go a long way in making foreign trade transactions less cumbersome

Here are 10 suggestions to improve Customs' functioning. Implementing these will have a significant impact. After all, every year, merchandise of value \$840 billion (2018 figure) equal to about 30 per cent of the GDP passes through Indian Customs before it could be exported or imported.

The first four suggestions relate to improving information flow. The remaining six are about making Customs processes more efficient. Here we go:



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Adani Ports & SEZ: Tech-driven innovations lead the way

Its tech-driven innovations have seen the Adani Group company become the first port operator in India to log traffic of 200 MT in a fiscal year.

When Adani Ports and Special Economic Zone Ltd (APSEZ) reached the milestone of 200-MT annual traffic late last month, it represented gains from the company's tech-driven innovations that have integrated conventional business processes with new-age digital technologies. A journey that began around a year ago for fleet and fuel management, asset monitoring, digitalisation of processes, mobility, operational intelligence and performance monitoring of applications is targeting cargo traffic of up to 400 MT by 2025, not too big an ask considering APSEZ, a part of the Gautam Adani-led Adani Group, had reached the 100-MT cargo mark only in 2013-14.

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SAP integrates Uber Freight into logistics platform

Dive Brief:

Uber Freight quotes and guaranteed capacity are now available to SAP Logistics Business Network users as part of a new partnership between the two, SAP announced Monday.

SAP Logistics Business Network is used by shippers, freight forwarders, carriers and other logistics partners to manage freight and share data and insights. This marks Uber Freight's first integration with a third-party software provider.

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Major Indian ports record nearly 3% growth in FY19 cargo handling

India's 12 major ports recorded 2.90 per cent growth in cargo handling at 699.04 million tonnes (MT) in the just concluded fiscal, as per ports body IPA. The growth at these ports, that had handled 679.37 MT cargo in 2017-18, was driven mainly by higher handling of coal, fertilisers and containers.

These ports had recorded 4.77 per cent growth in 2017-18 over the previous fiscal. The 12 major ports -- Deendayal (erstwhile Kandla), Mumbai, JNPT, Marmugao, New Mangalore, Cochin, Chennai, Kamarajar (earlier Ennore), V O Chidambarnar, Visakhapatnam, Paradip and Kolkata (including Haldia) -- handled 699.04 MT of cargo during 2018-19, as per latest data by the Indian Ports Association (IPA).

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Allcargo plans to invest Rs 1,000 crore in logistics park development

Allcargo Logistics, part of the Avvashya group, has no plans to set up more container freight stations or inland container depots. The company said it would focus on developing logistics parks that is witnessing growing demand.

“Today, there are sufficient container freight stations and inland container depots, and we do not need to put up more. We are up to the brim in this segment. Logistics park is the future,” Prakash Tulsiani, an executive director and CEO, told Business Standard. “Lack of rail capacity is increasing road cargo activities and, hence, we need to have logistic parks for the first- and last-mile delivery,” he said.

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‘Container freight stations set to face existential crisis’

The container freight station (CFS) industry will face an existential crisis sooner than later, starting with flat-lining of revenues this fiscal due to a surge in the share of direct port delivery (DPD) import containers, particularly at Jawaharlal Nehru Port Trust (JNPT), India’s biggest container gateway, located near Mumbai, according to Crisil Research.

The industry, which earned about ₹4,500 crore in FY 2018, has been growing at 6-8 per cent annually over the past five years.

India has some 169 CFSs and 67 inland container depots (ICDs).

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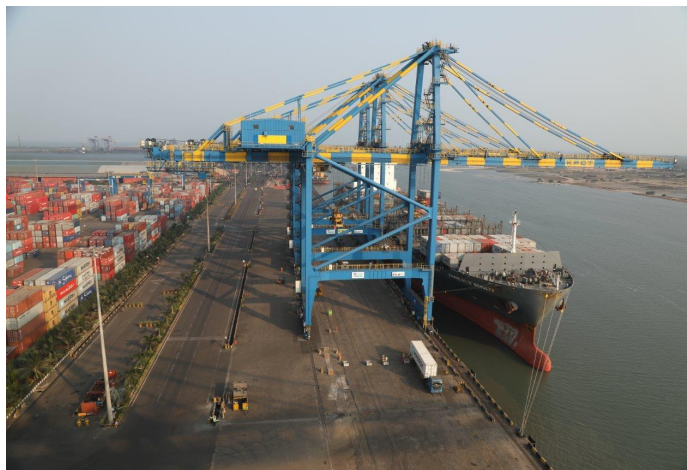
India’s private ports gain ground on public rivals

The pace of growth in cargo movement via India’s minor privately owned ports, armed with more modern infrastructure and unregulated tariffs, has been on the upswing in recent months, after signs of a slowing trend in the past year.

According to a JOC.com analysis, cargo tonnage at minor ports surged 10.1 percent year over year in fiscal year 2018-2019, which ended March 31, far outpacing the 2.9 percent growth at major government-owned competitors in the same 12-month period. By volume, throughput at private ports totaled 578.5 million metric tons (637.7 million tons) in fiscal 2018-2019, compared

with 699 million metric tons at state-run ports. That growth upsurge enabled private operators to make further inroads into the Indian freight market, pushing their share of the country’s total trade to 45.3 percent from 43.6 percent in fiscal 2017-2018. As a result, major ports’ market share slid from 56.4 percent to 54.7 percent, after having rebuilt their combined slice of the pie to a steady 57 percent in the previous three fiscal years.

Source: <https://www.joc.com/port-news/asian-ports/>





Delhi-Mumbai Industrial Corridor recognized as Runner Up in the Best RFID Implementation award category

The RFID Journal Awards recognize companies that have distinguished themselves by their successful use of radio frequency identification (RFID). An independent panel of judges is chosen each year to recognize the leaders in the RFID industry. To encourage adoption of RFID technologies, RFID Journal LIVE highlights the best deployments and products from around the world. As the most popular RFID forum for Fortune 500 companies including American Airlines, Apple, Boeing, Cardinal Health, Honeywell, Merck, Comcast, Exxon Mobile and GE to name a few, their participation is a testament to the value RFID is bringing to their businesses.

Delhi-Mumbai Industrial Corridor (DMIC) is a 2019 Runner Up finalist in the Best RFID Implementation (Other Industry) award category for its demonstration of the true value RFID technology has delivered to the transportation industry. As a global manufacturing and investment destination, DMIC saw a need to develop a Logistics Data Bank to address the issue of tracking and viewing the movement of containers across ports. Through its partnership with NEC, the systems integrator company and Omni-ID, the manufacturer and inventor of the Exo 800C tag, DMIC was instrumental in improving trade in a key growth area of the world by enabling infrastructure and increasing logistics efficiencies in the Indian Transportation and Logistics Corridor.

"DMIC's use of RFID across many sites throughout the country – airports, container terminals, railway depots and so on – makes this one of the broadest RFID deployments we have seen, and the judges rightly recognized that by nominating the project as a finalist for a 2019 RFID Journal Award. This project should serve as a model for other countries that want to boost efficiencies in their transportation infrastructure, which benefits businesses, consumers and customers alike." "We are certainly seeing how RFID has matured into a technology that is delivering real value to companies in different industries and different areas of the world.", Mark Roberti, Founder and Editor of RFID Journal.

About: RFID Journal Awards

The 12th Annual RFID Journal Awards recognize companies that have distinguished themselves by their successful use of radio frequency identification (RFID) or introduction of a valuable new RFID product or services.

The RFID Journal Awards were created to highlight the best RFID implementation across multiple industries. RFID journal readers around the world are invited to submit applications that provide details on their deployments, and RFID solution providers are asked to submit information for the Best New Product award. RFID Journal selects an independent panel of judges to evaluate entries and choose the winners. The goal of these awards is to recognize the leaders in RFID and to foster adoption of these technologies by highlighting the best deployments and product offerings.

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