

LOGISTICS NEWS4U



100-day agenda: Commerce ministry proposes to create separate department for logistics



The commerce ministry has proposed creation of a separate department for trade facilitation and logistics for better coordination among different government units, an official said. Currently, there is no single department to look at all the aspects related to logistics covering various modes of shipment such as sea, roads and railways. The proposal is part of a 100-day action plan prepared by the ministry for the new government, which will take office on May 30.

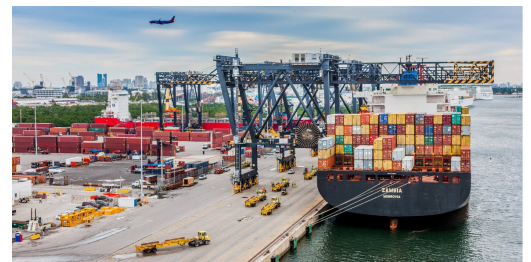
"Creation of a separate department for trade facilitation and logistics will lead to better coordination," the official said.

At present, a logistics division is functioning under the department of commerce and headed by a special secretary-level officer.

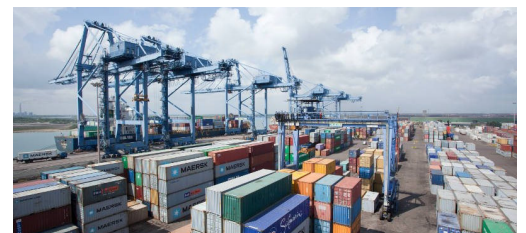
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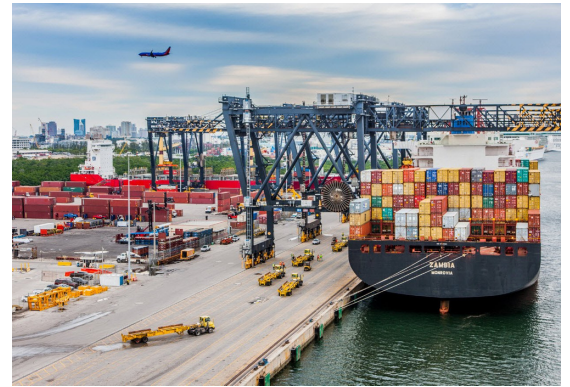
Major ports cargo traffic rises 6 pc to 60 MT in Apr

India's 12 major ports recorded 5.65 per cent rise in cargo handling to 60.07 million tonnes (MT) in April this fiscal, mainly due to higher demand for coal, petroleum, oil and lubricants, industry body IPA said.

These top ports, under the central government, had handled 56.86 MT of cargo in April last year.

Increased demand from various sectors, including coal, POL (petroleum, oil and lubricant) and containers, was the main reason behind the growth in traffic, as per the latest data from the Indian Ports Association (IPA).

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Wanted: New ports of call

he continued global slowdown and the increasing share of services in GDP means that growth in merchandise exports from India has been steadily slowing. It fell to an anaemic rate of 1.7 per cent per year in the past five years, impacting performance of export-oriented firms and even job creation. Since 2011-12, India's exports have stayed at around \$300 billion. Global export volumes, too, saw a slowdown in this period.

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Adani Ports to set up first container terminal outside India in Myanmar



Adani Ports and Special Economic Zone will set up its first container terminal outside India in Myanmar at an estimated cost of USD 290 million (over Rs 2,000 crore).

The company signed an agreement Thursday to develop and operate a container terminal at Yangon Port in Myanmar.

Construction for phase one of the project will commence next month and will be completed by June 2021. It is a two-phase project.

"Total project cost for both phases would be USD 275-290 million. The investment is in line with APSEZ strategy to have a footprint in Southeast Asia and expand the container terminal network," Adani Ports and Special Economic Zone (APSEZ) said in a statement.

Also, the terminal will be integrated with APSEZ ports/terminals along the east and south coast of India, unlocking synergies by offering multiple entry/exit points for shipping lines, APSEZ, the logistics arm of Adani Group, said.

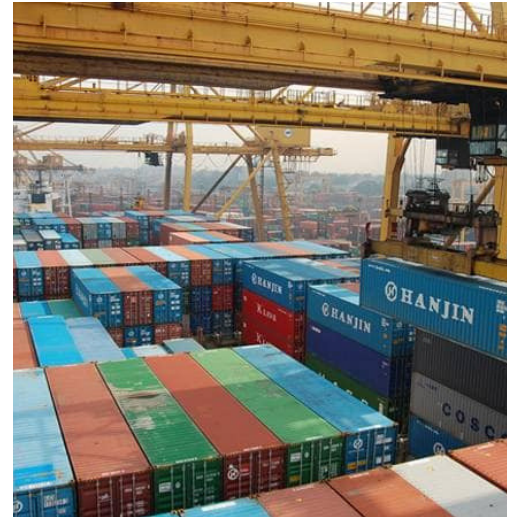
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Sri Lanka in talks with India, Japan to build container terminal in Colombo

Sri Lanka is in advanced talks with India and Japan to construct a container terminal at the port in Colombo, next to a Chinese terminal built as part of Beijing's Belt and Road Initiative, government officials said.

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The involvement of India and Japan is the latest sign that Sri Lanka wants to neutralise the growing influence of China, which has poured money into the South Asian island under its mammoth Belt and Road Initiative (BRI) infrastructure plan, to the alarm of other Asian powers.



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Vallarpadam terminal aims to handle 6 lakh containers in 2019

Buoyed by the 14 per cent growth rate achieved within the first three months of the calendar year, Dubai Port World (DP World), which operates the International Container Transshipment Terminal (ICTT) at Vallarpadam, aims to cross the six lakh mark in container handling this year.

"We have maintained a compounded annual growth rate of 13 per cent in past three years. This year, we achieved 14 per cent growth each month from January to March. With 14 percent market share, Kochi is second among 12 ports in south India and our competitor has 18 per cent market share. We are confident of growing to the first position within a short period," DP World chief executive officer Praveen Thomas Joseph told Express here on Friday.

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PSA's Bharat Mumbai Container Terminals And Chennai International Terminals Hold Hyderabad Trade Meet

PSA International's subsidiaries Bharat Mumbai Container Terminals Private Limited (BMCT) and Chennai International Terminals Private Limited (CITPL) hosted a trade meet at Hyderabad, India on 10 May 2019. This is the first time port operators from Mumbai have visited Hyderabad to hold a trade meet. The trade meet was attended by around 80 exporters, importers, freight forwarders, shipping lines and trade associations.

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Inland services of APM Terminals to be folded into Maersk Logistics & Services

The seven inland service facilities run by APM Terminals in India will be integrated into Maersk Logistics & Services from August 1 as part of a global strategy rolled out by the Danish transport giant, AP Moller-Maersk Group, to offer end-to-end solutions to customers.

APM Terminals is the port operating unit of AP Moller-Maersk Group A/S, which also runs Maersk Line, the world's biggest container shipping company.

The inland services portfolio -- currently housed under APM Terminals -- is a network of inland terminals around the globe, consisting of 36 business units spread over 100 locations.

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Maersk adds two major shipping companies in its blockchain platform

Mediterranean Shipping Co (MSC) and CMA CGM, two of the world's biggest container shipping groups, are to join market leader Maersk in a blockchain platform aimed at limiting a costly paper trail in the industry. With MSC and French-based CMA CGM, the second- and fourth-largest container shipping companies, joining the platform, nearly half of all cargo being shipped by sea - which accounts for 90% of traded goods worldwide - will be tracked using it.

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CONCOR to invest Rs 1k cr to develop dry ports, other infra

The Container Corporation of India Ltd. (CONCOR), a Navratna Public Sector Unit under the Ministry of Railways, will invest Rs 1,000 crore for in the current financial developing dry ports and other infrastructure, said its Chairman and Managing Director V Kalyana Rama here on Monday.

"Of the total Rs 1,000 crore, 30 to 40 per cent will be spent for developing infrastructure for dry ports such land and buildings and around 60 to 70 per cent for buying wagons and materials. In four years we are planning to buy 270 rakes," Rama said while speaking to reporters. The state-owned logistics company has around 343 rakes and each rake has a life of 35 years.

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V Kalyana Rama, Chairman and Managing Director, CONCOR

"Ports In India Need Overhaul" - Agam Berry, Quantified Commerce

India has an extensive 7,500 km coastline with 12 major ports and just under 200 minor ports, of which 139 are functioning. Primarily, the major ports deal with, by volume, 95% of India's total foreign trade. But, across the board, these ports are underperforming because of serious infrastructure and connectivity problems. Due to India's inadequate infrastructure, many investors are wary of getting involved in business in the region. We spoke to Quantified Commerce about how they circumnavigate the problems associated with India's ports.

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NMPT move to introduce anchorage charge will discourage trade: KCCI

Kanara Chamber of Commerce and Industry (KCCI), Mangaluru, has said that the New Mangalore Port Trust's (NMPT) proposal to TAMP (Tariff Authority for Major Ports) on introducing anchorage charge and increasing container related charges at the port will discourage the trade from doing business with the port.

KCCI, which has submitted its recommendations to TAMP on the revised proposal of NMPT for the revision of scale of rates (SoR) at the port, said the introduction of anchorage charges would be disadvantageous to the port.

KCCI plea

In a representation to TAMP, PB Abdul Hameed, President of KCCI, said anchorage charges are levied from the vessels using the inner anchorage in order to carry out designated activities without interruption. However, the vessels are allowed to use the outer anchorage without any additional charge as the port is duty-bound to provide safe anchorage to the vessels calling at the port.

In the case of NMPT, anchorage was designed and developed during the commissioning of the port, and the expense incurred on this account was computed in the vessel-related charges being collected from the ships since the inception of the port.

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