

LOGISTICS NEWS4U



Govt set to dump direct port delivery scheme

The direct port delivery (DPD) scheme that was introduced as a panacea to cut cargo dwell time and costs is set to be dumped, with the government working on a plan to restore the role of container freight stations (CFS) in the evacuation system, a top ministry official said on Friday.



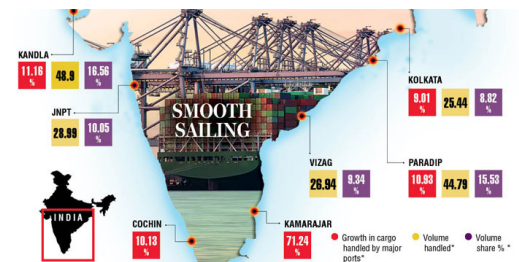
DPD scheme, which was implemented by the government last year with great vigour to promote the ease of doing business and improve India's ranking in the logistics performance index of the World Bank, had started to hurt the business of CFSs servicing Jawaharlal Nehru Port Trust.

Some of the CFSs, including listed entities, have started shedding staff to deal with the decline in business with one of them even shutting shop last week following an attack on buses carrying employees by a group that were retrenched.

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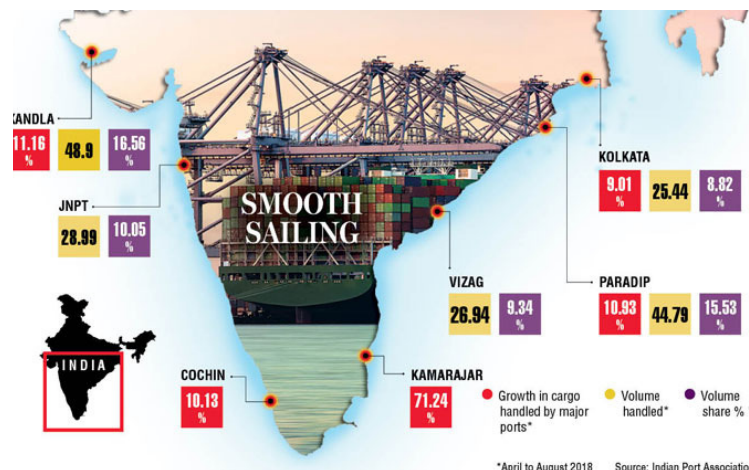


Inland waterways transport proving to be a game changer

On August 31, 1,233 tonne of fly ash set sail from Ganga to Brahmaputra for a 2,085 km long haul from National Thermal Power Corp's (NTPC) Kahalgaon power plant in Bihar off National Waterway 1 to Pandu in Assam meant for Star Cement's plant.

And on September 18, the two barges of 1,000-tonne capacity each reached Pandu Island port near Guwahati via the Indo-Bangladesh Protocol route, completing the country's longest hauls in inland waterways movement sticking close to its 20-days travel schedule.

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How Inbound Logistics Networks Can Be a New Source of Savings

In an age where customers are expecting faster deliveries and increased flexibility, consumer packaged goods (CPG) companies are constantly looking to evolve their supply chains.

This requires companies to examine their end-to-end supply chains to find opportunities to optimize both cost and visibility. Oftentimes, companies focus on their outbound logistics network to find such opportunities. However, there are also many available ways to improve and streamline the inbound logistics network.

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Krishnapatnam port to nearly double its container capacity

Krishnapatnam Port Co Ltd which runs a private port at Andhra Pradesh's Nellore district, is expanding the capacity of its container terminal to handle 2 million twenty-foot equivalent units (TEUs) from next year.

The container terminal, recently rebranded as Navayuga Container Terminal Pvt Ltd to reflect the name of the holding company, the Navayuga Group, can currently handle 1.2 million TEUs.

The terminal, earlier called Krishpatnam Port Container Terminal Pvt Ltd, recently started container transshipment operations. The expansion involves adding 250 metres of berth-length to the existing 650 metres and erecting three more quay cranes, Vinita Venkatesh, Director, Navayuga Container Terminal, told BusinessLine.

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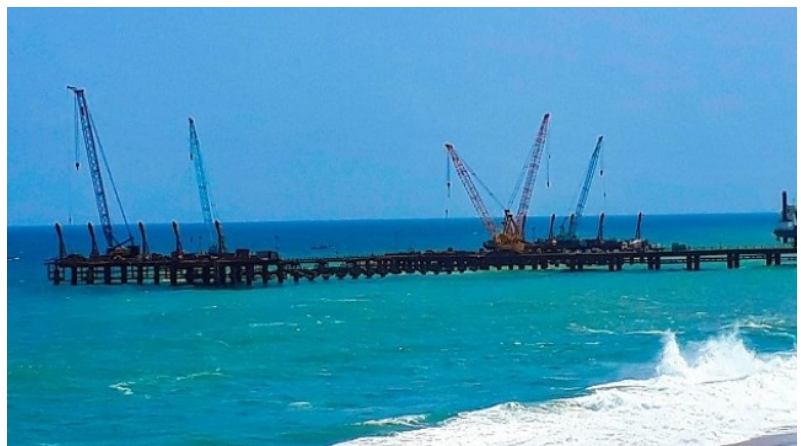
Major Ports Register Growth of 5.13%

The Major ports in India have recorded a growth of 5.13% and together handled 288.38 million tons of cargo during the period April to August, 2018 as against 274.32 Million tons handled during the corresponding period of previous year, according to the government. For the period from April-August 2018, nine ports Kolkata (incl. Haldia), Paradip, Visakhapatnam, Kamarajar, Chennai, Cochin, New Mangalore, JNPT and Deendayal have registered positive growth in traffic. [Read more...](#)



The Challenge and Promise of India's New Container Super-Port

Inter-city transportation in India includes coastal shipping that carries freight at very competitive tariffs. While container ships of 23,000 TEUs are now entering international service between Asia and Europe, India has yet to open a port capable of berthing and providing service for such ships. Work is underway in the Kerala region of Southwestern India to build a container super-port, under very challenging



weather conditions, at Vizhinjam that offers over 18 meters of natural water depth.

Introduction

Following the upheaval and partial collapse of North America's high-tech sector some 20 years ago and migration of a segment of that economy to overseas location that included India, the economy of India has been growing and transforming. [Read more...](#)

India: Muted cargo growth making port companies cautious on investment

Since the last few years, a narrow-ranged port cargo growth of 4-5 per cent has made the domestic port sector cautious about its short-term investment plans.

“At this juncture, (from the industry perspective) it is difficult to think of building port capacity entirely for the third-party cargo. With the muted cargo growth that we (industry) have had it would be risky,” said an official with JSW Infrastructure. “A right mix of captive and third-party improves chances of survival, in the sense, shows better utilisations for the port. This, in turn, means better revenue visibility for the port as part of cargo (captive cargo) is assured,” he added.

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DLDS UPDATES

LDB Container Tracking Service Hits 10M Milestone

In a massive boost to India's rapidly growing logistics sector, Logistics Data Bank (LDB), the award-winning container tracking solution from DMICDC Logistics Data Services (DLDS), has reached yet another milestone by tracking 10 million EXIM containers till date since the commencement of its operations in July 2016. The container tracking services had started from Jawaharlal Nehru Port (JNPT) from July 2016 and extended to Adani Ports and Special Economic Zone (APSEZ) in May 2017.

The double-digit milestone of EXIM containers tracked at all container terminals of these two ports in India's western corridor coincides with a directive to DLDS for implementing the LDB services pan India. The directive, issued by Ministry of Shipping's Tariff Authority for Major Ports (TAMP), will soon make LDB services available across all major port terminals of India.

“DLDS' milestone of 10 million EXIM containers is testimony to the positive transformation of India's logistics sector, which is constantly working towards bringing efficiency in the supply chain and valuable information to the stakeholders through the utilization of ICT.

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