

# LOGISTICS NEWS4U



## Govt to form committee for development of minor ports

Minor ports could boost inland waterways and coastal shipping and "we will provide comprehensive plans for development", Shipping Minister Mansukh Mandaviya said.



The government is set to form a committee to assess the potential of over 150 non-major ports in the country, and link them with major ones to form a national grid for ports. The move will help increase India's exportimport (EXIM) cargo, Shipping minister Mansukh Mandaviya told reporters here on Tuesday. At the 17th meeting of the maritime state development council, the apex advisory body for the development of the sector, representatives from maritime states, shipping ministry came together to discuss ways to increase coastal shipping and develop minor ports, among other issues.

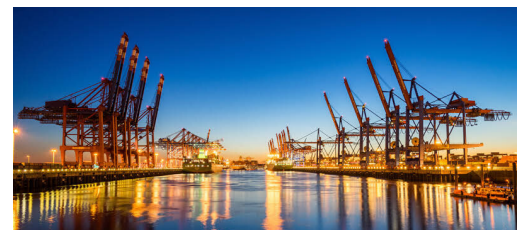
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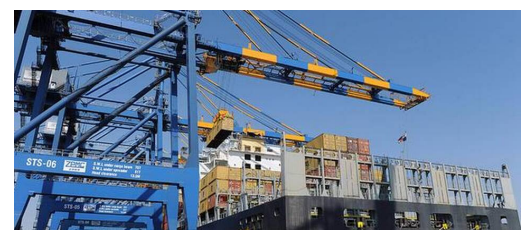
### WORKS ON BUILDING INLAND CONTAINER YARD AT KADAKOLA BEGINS



### SHIPPING MINISTRY TO DEVELOP A NATIONAL GRID FOR PORTS: MANSUKH MANDAVIYA



### GUJARAT BRINGS OUT NEW PORT POLICY



### INDIA LOOKS TO CONSOLIDATE OIL-SPILL HANDLING EQUIPMENT AT PORTS



# Works on building Inland Container Yard at Kadakola begins

Works on the proposed greenfield project for an Inland Container Yard by Container Corporation of India Ltd. (Concor) at Kadakola, between Mysuru and Nanjangud, has begun. The Rs 92 Crore project would include warehouse facility, bonded warehouse – a secured facility managed by the Customs that would facilitate importers to store the cargo till payment of Customs duty.

'This will be the third Container Yard in Karnataka by Concor after Whitefield and Mangaluru, but the latter does not have a warehouse but has only rail sidings, whereas the one at Kadakola will be a full-fledged facility', official sources said.

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# Shipping Ministry to develop a National Grid for Ports: Mansukh Mandaviya

Mansukh Mandaviya, Minister for Shipping and Chemical & Fertilizers, during the 17th Meeting of Maritime states Development Council (MSDC) on Tuesday, announced that the ministry is working on a plan to develop a National Grid for Ports based on the synergy between the major and minor ports in the country. Mr Mandaviya said that out of the 204 minor ports in the country, only 44 are functional. "All these ports have been centres of maritime activity in the past, and if revived, they can once again become important centres of sea trade," he pointed out. According to him, the development plan for ports and the National Grid for ports will be ready in six months. An extensive study in identifying the specific cargo linked to the ports and the downstream industry will be done for the revival of each port.

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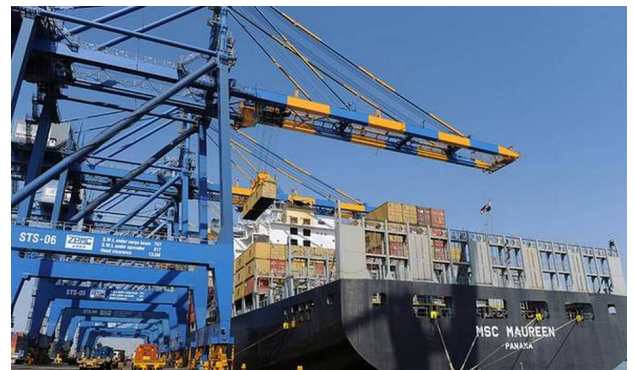


# Gujarat brings out new port policy

In a bid to boost infrastructure and attract investment in the port and logistics sector, the Gujarat government has revised its port policy brought out in 1995 and removed restrictions on 33 private jetties, allowing them to handle third party cargo. The new policy allows the captive jetties to be full-fledged commercial ports across the 1,600-km-long coastline in the State. Gujarat Maritime Board (GMB), a nodal agency and port sector regulator in the State, is aiming at attracting approximately ₹4,000 crore of new investments in port-related infrastructure in the State.

"Gujarat has a coastline of about 1,600 km. It has four private ports along the coastline and 33 captive jetties, which handle about 45% of cargoes, while private ports handle about 46% of total cargoes handled by GMB ports. Emphasis was given to utilise the in-place capacity of captive jetties which are underutilised," the preamble of the new policy stated.

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# India looks to consolidate oil-spill handling equipment at ports

India is bolstering its readiness to handle potential oil spill disasters along its 7,500-km coastline. It wants to consolidate its oil spill handling equipment at a few major centres for better upkeep. At present, the equipment lie scattered across 12 major ports and some of the 44 functional non-major ports and are often unutilised. At present, almost all major ports and some non-major ports have bought oil spill response equipment and trained their staff to deal with emergencies that arise from oil spills. However, as this is a non-core area for ports, the equipment are not being effectively utilised and are piling up at ports, according to shipping industry sources.

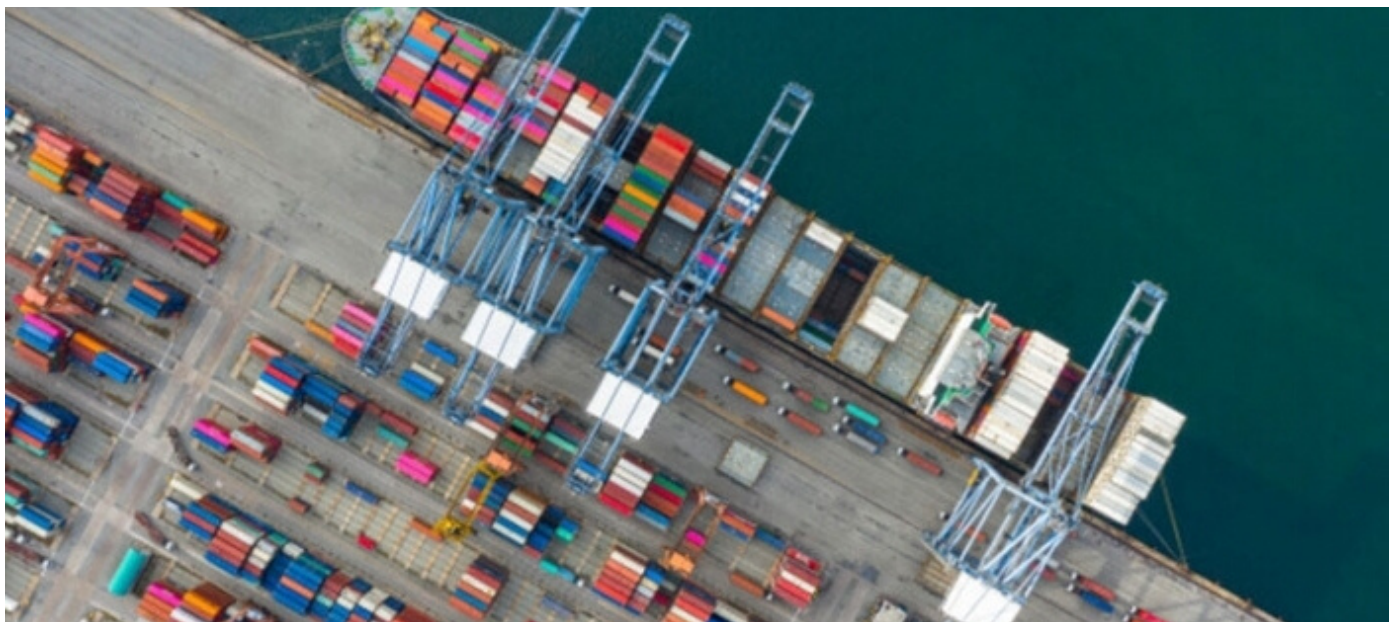


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## 12 Indian ports record 1.48% cargo volume growth in April-September 2019

The Indian Ports Association has revealed that the country's top-12 major ports handled 348.44 million tonnes (MT) in the April-September period of the current financial year, recording a marginal 1.48 percent upswing. The 12 ports had handled 343.37 MT cargo in the corresponding period of the previous financial year. IPA attributed the 1.48 percent growth to higher handling of coking coal, fertilisers and iron ore. The 12 major ports include Deendayal (erstwhile Kandla), Mumbai, JNPT, Mormugao, New Mangalore, Cochin, Chennai, Kamarajar (earlier Ennore), VO Chidambaram, Visakhapatnam, Paradip and Kolkata (including Haldia). Containers recorded a growth of 5.61 per cent in terms of TEUs (twenty-foot equivalent units). Figures revealed that Deendayal port handled the highest traffic volume at 61.04 MT during the April-September period, followed by Paradip at 55.55 MT, Visakhapatnam at 34.75, JNPT at 34.41 MT, Kolkata (including Haldia) at 31.64 MT, and Mumbai at 30.10 MT. Chennai port handled 24.74 MT of cargo, while New Mangalore handled 17.86 MT.

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# Centre to bring law to fix minimum distance between ports

The government will soon bring a law, which will empower the Centre to fix minimum distance between two ports or to alter the limits of any port in the country.

In recent years, competing ports have come up close to each other and it has become a major cause of concern, particularly for the government-owned ports. Ensuring minimum distance will help major ports under government compete with the private ones in the region.

“The New Indian Ports Bill will also specify the minimum quality standards or facilities that every new port has to ensure. The other features will include simplifying the regulatory and administrative mechanism for the ports, fixing of port charges and tariff,” said a government official.

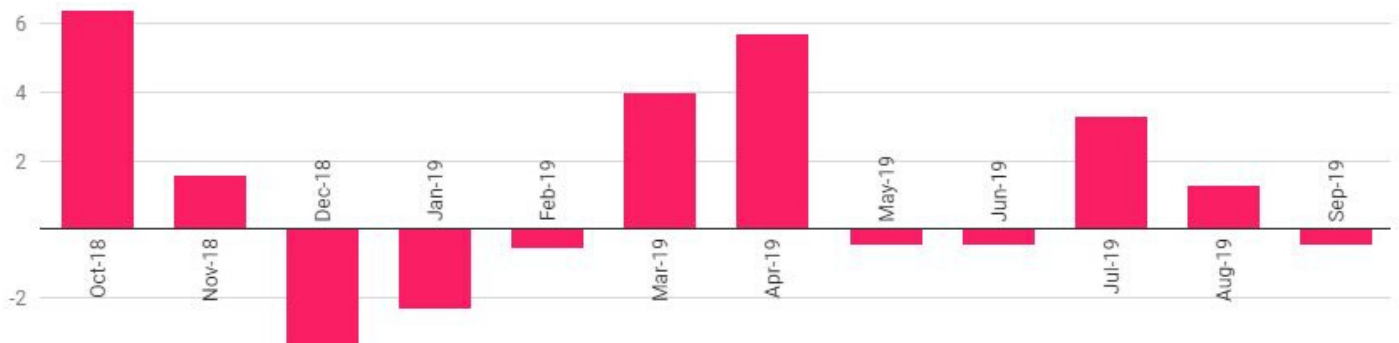
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## Cargo Volumes At Indian Ports Decline After Two Months Of Growth

Cargo handled by Indian ports fell in September after two months of growth as container and coal volumes dropped.

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## Merits of Cabotage Law relaxation on coastal shipping in India; how situation can be improved

Merits of Cabotage Law relaxation on coastal shipping in India; how situation can be improved  
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Operating costs for Indian shippers are about 20% higher than for foreign lines because of the higher cost of funding, fuel, training costs, wages tax, GST, etc. In May 2018, the government of India finally relaxed the Cabotage laws enabling the foreign-flagged vessels to carry coastal cargo in India. Suresh Sharma Since decades there has been a debate about the relaxation of Cabotage Law in India. It has often been referred to law to protect India's domestic coastal shipping businesses from foreign competition by heavily taxing imports. It is estimated that India would save 283 Million USD through the diversion of 5% of cargo from the road along with a reduction in pollutants by 6% and tons of savings in fuel.

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# Bharat Mumbai Container Terminals becomes fastest to reach one million container handling milestone

Bharat Mumbai Container Terminals (BMCT), the facility run by Singapore's PSA International Pte Ltd at Jawaharlal Nehru Port Trust (JNPT) near Mumbai, handled its one millionth twenty-foot equivalent units (TEUs) last week, becoming the fastest to reach the feat for a terminal in India. The milestone was achieved despite the problems related to the inter-terminal transfer of containers by rail which was resolved in August this year, an issue that led PSA to file a complaint with India's anti-trust regulator against its rival terminals in JNPT. The issue has since been closed.

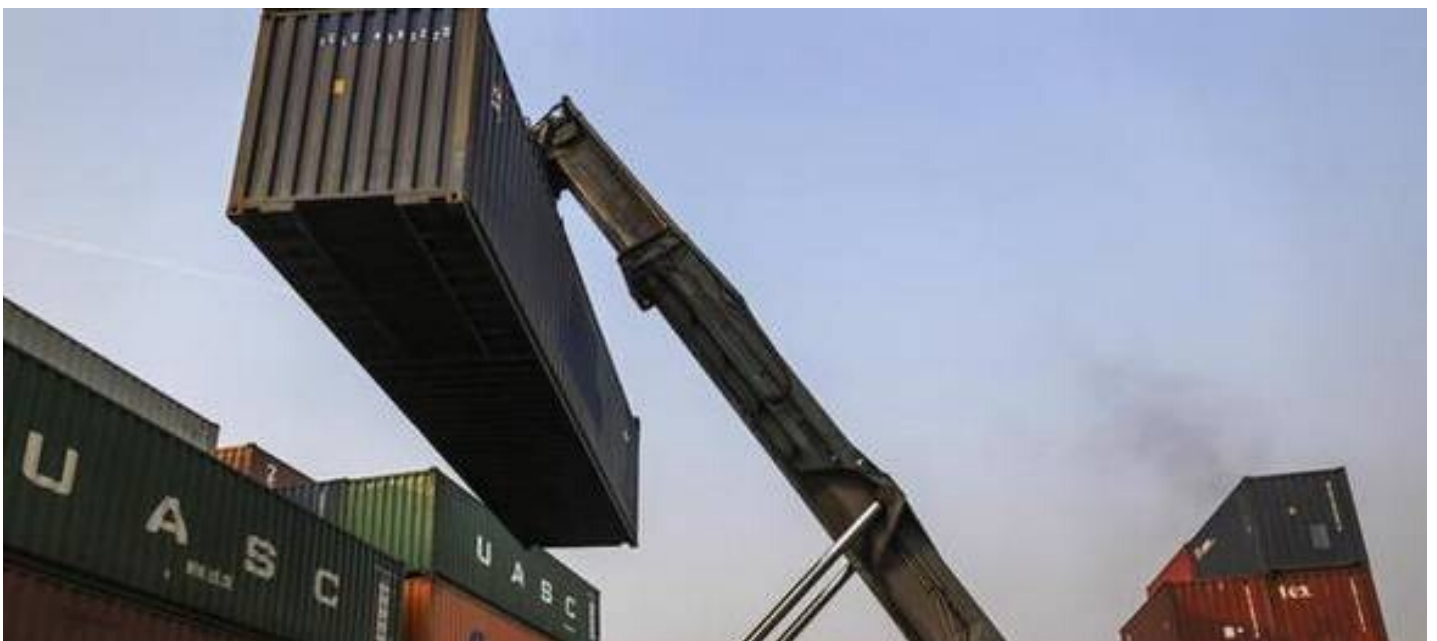
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## JNPT mandates BlackBuck to run an 'Uber-like' truck trailer e-market place to deliver containers

State-run Jawaharlal Nehru Port Trust (JNPT) has "authorised" on-line truck aggregator BlackBuck to roll-out a 'Uber'-like model for picking up and dropping cargo containers from and to some 34 container freight stations (CFS) located in a 50-km radius of India's busiest container gateway, as part of a plan to improve ease of doing business, cut costs and drive efficiency. The move follows a failed attempt last year to introduce a transport arrangement for moving direct port delivery (DPD) containers from JNPT to customers premises located along five different hinterland destinations spread across Maharashtra, Gujarat, Karnataka and Goa. That effort collapsed due to strong opposition from local transporters. This time around, JNPT is implementing the plan in a low-key manner to avoid controversy and confrontation with some 1,000 small local transporters who own about 17,000 tractor trailers that haul containers to and from the port. This will be BlackBuck's second such deal after striking a partnership with Maersk Line, the world's biggest container shipping firm, in August, to aggregate trailers for moving containers.

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## DLDS installs new Japanese platform to collect real-time data from IoT devices

The Delhi Mumbai Industrial Corridor Development Corporation (DMICDC) Logistics Data Services (DLDS) installed the newly launched smart cities software of NEC Technologies India (NECTI) to collect real-time data from the IoT devices for container tracking. The Japan-based NECTI announced the launch of the new platform on Friday and DLDS is the first customer of this platform. The new product is based on FIWARE Foundation's open source platform, which supports Next Generation Service Interfaces, a globally accepted open standard interface for data management. This makes the new platform ideal for smooth integration with smart city projects that accumulate and process data collected from a wide range of smart city applications.

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