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# Shipping Ministry Hosts Brainstorming Session in Gujarat, Vows To Regain India's Maritime Glory

**Chennai**  
Port Wings News Network  
The three-day 'Chintan Baithak' of Ministry of Ports, Shipping and Waterways held at The Tent City- Dhordo, Kutch, Gujarat, concluded on 23 January 2021.

ports in 'Smart Ports' and further 'Intelligent Ports' as envisioned in Maritime India Vision-2030.

## RESTRUCTURING INDIAN PORTS ASSOCIATION

Possibilities of restructuring Indian Ports Association, Creating India's first ever Maritime

Proposed domestic and international routes of Ro-Ro and ROPAX Ferry Services were reviewed. While reviewing new proposed locations of Seaplane operations, it was noted that Expression of Interest (EOI) of Seaplanes has received overwhelming response. The ways to improve the share of movement of coastal cargo were explored. The roadmap of Manpower Planning up to 2035 in all Major Ports was also examined.

In his closing remarks, Shri Mansukh Mandaviya said, "Our larger goal is to regain the India's maritime glory. With this Chintan Baithak, the coordination between all Major Ports will be more streamlined and will be able to work with more synergy to achieve common goals. On the concluding day of Chintan Baithak, I am happy as well as hopeful as Maritime India Vision-2030 is finalized and ready

Arbitration Center to resolve maritime disputes in India itself



instead of going to other countries were explored. Probabilities of establishing satellite Ports for reducing the congestion and burden on Major Ports and attracting more cargo were also discussed.

to be implemented soon. I advise chairpersons of all major ports and officials to work with optimism, dedication and motivation to put India on the world map as the maritime leader."

Chintan Baithak is an extensive brainstorming session, chaired by Shri Mansukh Mandaviya, Minister of Ports, Shipping and Waterways, with chairpersons of all Major Ports and senior officials of the ministry.

Various sessions included new Initiatives like Coastal routes were identified for urban transportation covering the entire coastline of India. Efficient utilization of core and non-core assets of Major Ports were deliberated. Various technologies like Artificial Intelligence, Machine Learning, Big Data, Geo Fencing, Data driven traffic management in the ports, IOT based truck platooning, GIS based cargo tracking etc., were discussed to simplify and smoothen the operations of major ports to convert

# Dakshin Bharat Gateway Terminal Signs Off 2020 in Style

**Tuticorin**  
Port Wings News Network  
Dakshin Bharat Gateway Terminal Pvt. Ltd., (DBGT) a container terminal at berth no. 8 of V. O. Chidambaranar Port Trust, Tuticorin, diligently completed the operational year 2020 in a positive note by handling 541,812 TEUs, through its enduring, enhanced customer service and productivity levels amidst the challenges faced by global pandemic COVID-19. For the same period,

**DBGT** connectivity to Far East & Chinese Ports.  
DBGT is continuously striving to achieve improvements in performance and productivity to attract more volumes of traffic. DBGT stands at the forefront of technological advancements with the prevalence of higher productivity levels which could be evidenced by the below indicate numbers achieved in 2020: Gross crane rate @ 31 moves/hour;



DBGT has handled 323 vessels to achieve the feat of handling 541,812 TEUs.

It was the double bonanza for DBGT as it has ended the year 2020 with the introduction of TMC Service operated by Smart Marine Services Private Limited connecting TUTICORIN - MALE/MALDIVES - COLOMBO and commenced the year 2021 with the resumption of CI2 service jointly operated by WAN HAI and IAL directly connecting Far East & Chinese Ports after interim suspension caused due to unprecedented delays in view of COVID19 regulations.

The re-introduction of CI2 Service at DBGT, Tuticorin from very first week of the calendar year 2021 is the evidence of commitment to the trade by the service operators and VOCPT for faster and direct

Berth productivity @ 69 moves/hour; Gross Ship Rate @ 84 moves/hour; Truck turnaround time (TTT) averaging Import @ 0.20 Minutes & Export @ 0.08 Minutes; Average Vessel Turnaround time @ 16.38 Hours' and Average Parcel Size per Vessel : 1677 TEUs.

Besides, DBGT also received three prestigious awards in the year 2020 - "BEST CONTAINER TERMINAL AWARD" by ET awards during February 2020; "BEST TERMINAL AND PORTS OPERATOR 2020" and "EXCELLENCE FOR BEST USE OF TECHNOLOGY IN CONTAINER HANDLING PORT" by Logitech awards during October 2020.

In a media note, the terminal management expressed sincere gratitude to the trade community for the support and trust they imposed upon DBGT. "Our achievement is gratifying and reflects the results of our relentless commitment towards accommodating growing requirements from our customers. DBGT wholeheartedly wish the trade to thrive to new pinnacle during coming days," said a media note from the terminal.

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## Will Biden Bend Over Backwards?

"This is America's day," Mr. Biden said as he began his Inaugural Address. "This is democracy's day."

Joseph Robinette Biden Jr. was sworn in as the 46th president of the United States on Wednesday, taking office at a moment of profound economic, health and political crises with a promise to seek unity after a tumultuous four years that tore at the fabric of American society.

With his hand on a five-inch-thick Bible that has been in his family for 128 years, Mr. Biden recited the 35-word oath of office swearing to "preserve, protect and defend the Constitution" in a ceremony administered by Chief Justice John G. Roberts Jr., completing the process shortly before noon.

The ritual transfer of power came soon after Kamala Devi Harris was sworn in as vice president by Justice Sonia Sotomayor, her hand on a Bible that once belonged to Thurgood Marshall, the civil rights icon and Supreme Court justice. Ms. Harris's ascension made her the highest-ranking woman in the history of the United States and the first Black American and first person of South Asian descent to hold the nation's second highest office.

After a deeply turbulent transition, including the storming of the Capitol by supporters of now-former President Donald J. Trump, "democracy has prevailed," Mr. Biden said, in a speech that immediately laid out the contrast between himself and his predecessor.

"Few people in our nation's history have been more challenged or found a time more challenging or difficult than the time we're in now," Mr. Biden said, before explicitly acknowledging the devastating toll of the coronavirus in a way Mr. Trump never did.

"To overcome these challenges, to restore the soul and secure the future of America, requires so much more than words," Mr. Biden added. "It requires the most elusive of all things in a democracy: unity."

Mr. Biden's plea for the country to come together echoed a defining theme of his presidential campaign, a message that has only taken on greater urgency in recent weeks.

"We must end this uncivil war that pits red against blue, rural versus urban, conservative versus liberal," he said. "We can do this if we open our souls instead of hardening our hearts."

And four years after Mr. Trump spoke of "American carnage" in his Inaugural Address, Mr. Biden seemed to offer a direct rebuttal.

"Politics doesn't have to be a raging fire, destroying everything in its path," he said. "Every disagreement doesn't have to be a cause for total war. And we must reject the culture in which facts themselves are manipulated and even manufactured."

The ceremony on a chilly, breezy day with a smattering of snowflakes brought to a close the stormy and divisive four-year presidency of Mr. Trump. In characteristic fashion, Mr. Trump once again defied tradition by leaving Washington hours before the swearing-in of his successor rather than face the reality of his own election defeat, although Mike Pence, his vice president, did attend.

Mr. Trump flew to Florida, where he plans to live at his Mar-a-Lago estate. But within days, the Senate will open the former president's impeachment trial on the charge that he incited an insurrection by encouraging the mob that attacked the Capitol on Jan. 6 in an attempt to stop the final receipt of the Electoral College votes ratifying his defeat. The tumult of the past four years is not at all over.

## Hari & Co Launches Redesigned Website

**Chennai**  
Port Wings News Network

**H**ari & Co., one of the well-known entities in the maritime sector in the country, relaunched its redesigned website [www.harincos.com](http://www.harincos.com) on 22 January 2021.

Mr. S. Natarajan, President, Chennai Customs Brokers Association (CCBA), launched the redesigned website. Speaking about the launch, Natarajan said that the modified website has been developed with modern technology and it has many salient features like the QR Code, by which a visitor can download the company's brochure just by scanning it and they can flag their service enquiries in the enquiry form pop up in the home page.

Hari & Co, has made a very humble beginning as early in 1985, when it was established at Tuticorin. But with diligence/ hardship and focus, the company was able to win over many clients and slowly earned the present status as one of the leading Steamer Agents, Custom Brokers, and Stevedoring & Shore Handling Agents at V O

Chidambaranar Port (Tuticorin) as well as in Chennai Port.

Hari & Co hosts complete



**Mr. S. Natarajan,**  
President, CCBA

handling gears and heavy vehicles to cater to every need of its clients and to handle any type of cargo.

It may be noted that Hari & Co launched its first corporate website

in 2010 and provided information to the visitors on company profile, various service details and Gallery etc. Since then, the company has witnessed a significant growth in all spheres of business activities and felt necessary to modify the website by incorporating latest information on the induction of modern

equipment's and fleet of vehicles which would be very useful to the prospective customers who can have firsthand information on our service and infrastructure.

The website is re-designed with a primary goal of user-centric and responsive resource across all platforms and devices. Specifically, the company wanted to focus on making it easier for users to learn and locate valuable information about its services and solutions not only at their desktop but on mobile devices as well. It has Google maps integration and QR code integration on company brochure.

## ICS Calls For Vaccine Priority For Seafarers And Frontline Workers

**Chennai**  
Port Wings News Network

**T**he International Chamber of Shipping is calling for governments to put seafarers and frontline maritime shore workers at the head of the vaccine queue and to designate seafarers as key workers, to avoid a repeat of the challenges seafarers faced in 2020.

ICS is demanding that governments, who are once again restricting travel as a reaction to new COVID-19 mutations, recognize the vital role seafarers play in the global supply chain. The union is highlighting the importance of healthy seafarers in keeping nations supplied with vital goods, including medical supplies such as syringes and the personal protective equipment (PPE) that continue to be vital in the efforts to combat COVID-19.

"The benefits of vaccinating those responsible for transporting the vaccine and PPE around the world should be obvious," says

Guy Platten, Secretary General of the ICS. "Governments must class seafarers as key workers and give them priority access to the vaccine. If we want to maintain global trade, seafarers must not be put to the back of the vaccine queue. Governments will not be able to inject their citizens without the shipping industry or, most importantly, our seafarers."

The ICS highlighted that the nature of shipping demonstrates the special requirements to vaccinate seafarers. The average ship has a mix of at least three nationalities on board, and sometimes as many as thirty says the ICS. This, they say makes the possibility of vaccinating by nationality, which is the current model of vaccine distribution, challenging. Priority access to vaccines for all seafarers, and clear 'vaccine passport' protocols in line with World Health Organization (WHO) recommendations, is seen as vital to the maintenance of global trade.

While more than 40 countries have so far recognized seafarers

as key workers, the ICS highlights that the majority of seafaring nations have not, creating a growing demand from within the industry for new solutions to the issue of vaccine distribution, before the humanitarian crisis facing seafarers gets any worse. With the spread of new variants of COVID-19 in Brazil, South Africa, and the UK contributing to stricter crew change restrictions globally, the ICS fears that the challenges encountered in 2020 will only grow more severe for seafarers in the coming months.

The ICS is seeking to remind governments that seafarers have been caught at sea. Overrunning their contacts and raising concerns over ship safety, crew fatigue, and access to healthcare. Without support from governments, recognition as key workers, and priority for vaccines, the ICS is concerned that, under new restrictions, the situation for seafarers will only get worse as efforts are renewed seeking to again contain and mitigate the spread of the virus.

## CONCOR Launches Container Train Service From Shalimar To JNPT

**Chennai**  
Port Wings News Network

**C**ontainer Corporation of India Ltd (CONCOR) has introduced a container train service from its container terminal at Shalimar, to the Jawaharlal Nehru Port (JNPT, NhavaSheva). This will act as a gateway port for Eastern India.

The final port of discharge of these containers is Hamad, Qatar, said a CONCOR press statement.

To start with, a container train consisting of 90 laden containers



(90 TEUs) containing ductile iron pipes manufactured by Electrosteel Castings was flagged off from

Shalimar, in South Eastern Railway, on Saturday. As per a government directive, all containers were properly e-sealed (electronically sealed), containing all the important information about the containers.

The inaugural run would encourage other exporters, resulting in growth in export from the

eastern part of the country, said the statement. The service assumes even greater importance in the backdrop of overall shortage of liner containers in the country in general, and in the eastern side of the country in particular, it added.

The exporters of this region have been affected by increasing cost of shipping from the ports of the East Coast. CONCOR's introduction of this rake would bring much awaited relief to the exporters by enabling them to compete in the global market despite a Covid-induced adverse climate, it further said.

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## Delays Are Growing With Increasing Reports Of Rollover Cargo Worldwide

Chennai

Port Wings News Network

For months, shippers, ports, and carriers have all highlighted the challenges they faced in response to the surge in container shipping volumes during the second half of 2020. Data analytics firm Ocean Insights released new data highlighting just how extensive the delays have been, which ports and carriers are experiencing under capacity, and a timeline of market volatility.

During December, Ocean Insights reports that on average 37 percent of containers overall were delayed in the major cargo regions of Europe, the US, and Asia as well as less cargo intensive regions such as Latin America. According to Ocean Insights, on average, more than one in three containers is being rolled over based on the percentage of cargo carried by each line globally that left a port on a different vessel than originally scheduled.

“Ocean Insights’ cargo delay statistics show how the bull run is wreaking havoc on the market,” the company said in reporting its data. The result is delays and unpredictability of shipments and cargo laying stranded in the ports creating further chokepoints and backlogs. “Much of the recent concern for rollover cargo has focused on reefer containers,” highlights Ocean Insights. One consequence they are highlighting is reports that some ports in China have run out of the power ports used to supply electricity to reefer containers, jeopardizing perishable cargo.

“Of the 20 global ports for which Ocean Insights collates data, 75 percent saw an increase in the levels of rollover cargo in December compared to the previous month,” said Ocean Insights’ Chief Operations Officer Josh Brazil. “Major transshipment facilities such as Port Klang in Malaysia and Colombo in Sri Lanka recorded 50 percent

or more of cargo delayed, with the world’s largest transshipment hub in Singapore and leading primary ports such as Shanghai and Busan rolling over more than a third of their containers, last month.”

While there has been extensive reporting about the shortage of containers and the efforts the shipping lines have been making to reposition the boxes, Ocean Insights highlights that it is only one of the consequences of the current conditions. “Today, even if a beneficial cargo owner can get an empty container for their cargo, there is no guarantee that the cargo will make it onto a ship,” the report highlights.

The performance, of course, varies widely by individual ports in part due to the number of actual containers moving through the port. However, the raised level of demand is creating new challenges even for ports that had been making progress. For example, they cite, the extra loader policy in South Korea’s Busan Port, which saw a four percent reduction in its rollover levels in November, only to lose most of those gains in December.

The major ocean shipping companies are also experiencing similar increases in rollover values with the average rising from 35 percent in November to 37 percent in December. However, according to Ocean Insights, three lines left more than half their booked cargo at the departure port. Alliance partners MSC and Maersk they report managed to stem the rise of the rollover cargo month on month, both recording the same level of rollovers in December as in the previous month, while HMM, which had been successful in limiting its rollover cargoes, saw its rate double in December as volumes surged.

With industry experts are now warning that the cargo surge could last well into 2021, Ocean Insights concludes that there is a strong likelihood that the prevailing conditions will continue throughout the first half of the year.

## JNPT, CIDCO Sign MoU for Development of Infrastructure for Project Affected Persons at Port Area

Mumbai

Port Wings News Network

Jawaharlal Nehru Port Trust (JNPT), India’s premier container port, on 20 January 2021 announced that it has signed a Memorandum of Understanding (MoU) with City and Industrial Development Corporation (CIDCO) for allotment of land under the 12.5% scheme to JNPT Project Affected Persons (PAPs).

The MoU was signed by Shri Sanjay Sethi, IAS, Chairman, JNPT in presence of Shri Unmesh Wagh, IRS, Deputy Chairman, JNPT and by Shri Sanjay Mukherjee, IAS, Vice Chairman & Managing Director, CIDCO.

The Ministry of Ports, Shipping and Waterways on 23rd May 2019 conveyed its approval for the proposal of JNPT for development of basic infrastructure of land to be allotted under 12.5% scheme of Government of Maharashtra to JNPT PAP’s by CIDCO at JNPT at maximum cost of Rs. 376.20 crore.

As per the MoU, JNPT will transfer over 111 hectares of JNPT land to the State Government for allotment of land to the project affected persons and CIDCO has agreed for the PMC charges at 5% of the project cost. The MoU states that, JNPT would pay CIDCO, actual

amount incurred by CIDCO towards cost of development of the said land. CIDCO has agreed to complete the entire work within 36 months.

In addition to the transferring the said 111 hectares of the JNPT land, CIDCO will develop the required amenities and infrastructure as per the finalized layout which will be allotted to the JNPT PAPs. JNPT will release the funds in instalments based on actual utilization certificate issued by CIDCO from time to time. It has also been agreed that till



the infrastructure is handed over to local authority, CIDCO will be special planning authority for the area and the cost of maintenance of the infrastructure will be borne by CIDCO. Since the project is being funded by JNPT, the Government

of Maharashtra has authorized CIDCO to execute this MoU and CIDCO shall pass on the development charges from the PAPs to JNPT.

The allotment of land has been made transparent where CIDCO in coordination with JNPT has conducted five draws of lots through a computerized lottery system and so far 52% PAPs have been issued a letter of intent by CIDCO. JNPT firmly believes, the remaining 48% PAPs will soon participate in the transformation.

## Goa’s Chowgule Group Splits Into Two Following A Family Settlement

Panaji

Port Wings News Network

The Chowgule Group, the 104-year-old Goa-based business conglomerate, has split into two following an “amicable” family settlement, reports BusinessLine.

Padma V Chowgule, Chairperson and Managing Director of the legacy flagship company, Chowgule & Co, will get control of the mining, pellets, salt, ship-building and educational institutions of the Group, which has 14 business units.

Padma Chowgule, 65, is the youngest of founder Vishwasrao Chowgule’s five children.

Padma’s brother Vijay, 75, will have control over the Group’s other businesses that include the ship repair yard at Lavgan in Maharashtra, Angre Port in Maharashtra, automobile dealerships, construction chemicals, port agency, warehousing, logistics, Kolhapur Oxygen, healthcare, explosives and ammunition.

The Group had a turnover of some Rs 2,500 crore in FY20, which has been equally divided between the two groups.

### Revamping management strategies

A split has been in the offing ever since Padma took over as CMD from Vijay a couple of years ago, bringing with her new management strategies to modernise the group and professional managers to make the group future-focussed with aggressive growth targets.

It also coincided with the new generation of the family looking to lead the company with a track record of turning around businesses and

achieving consistent growth and profitability in recent years.

The young generation includes Arjun Chowgule, the son of Padma’s brother Ashok Chowgule, Eshaan Lazarus, the son of Padma and Aditya Chowgule, the son of Jayawant Chowgule, who in turn is the son of Yashwantrao Chowgule, the brother of Group founder Vishwasrao.

This led to differences within the family, a person familiar with the split said.

“The amicable parting of ways was finalised by the family on Wednesday,” he added.

The next generation of the Chowgule family will continue to support Padma, a spokesman for the group-led by Padma Chowgule said.

Vijay Chowgule is backed by Ramesh Chowgule, son of Laxmanrao Chowgule, also a brother of Vishwasrao.

The restructuring of the company into two groups allows a diversified vision and approach, bringing focus to growth and expansion.

“All the businesses will focus on future readiness, striking a balance between expansion in existing businesses and developing new lines of business. The cornerstone of this vision will be the existing experienced talent base, along with infusion of new skills. As the Chowgule Group continues on its journey to secure a leadership position in the industry, across all the areas that it operates in, it will continue to unlock value for all its stakeholders, as it has done in the past,” the spokesman for the Padma Chowgule group said.

## Bulkers Remain Stranded Off China As Coal Standoff Drags On

Chennai

Port Wings News Network

At this point in the COVID-19 pandemic, seafarers have become all too used to bureaucratic obstacles to crew change. But a different form of inertia has stranded more than 60 bulkers and their crews off the coast of China, where they await resolution to a diplomatic standoff between Beijing and the government of Australia.

According to shipbroker Braemar ACM, as many as two dozen Capesizes and four dozen Panamax bulkers were awaiting permission to offload cargoes of Australian coal at ports in northern China as of last week. Some have been there since last June, but their cargoes may not be coming ashore soon: Beijing is blocking the importation of Australian coal, a retaliatory response to the Australian government’s call for an investigation into the origins of COVID-19 in Wuhan. Meanwhile, the bulkers’ crews are stuck on board and cannot be exchanged - at least, not without leaving Chinese waters first.

About two dozen of these ships are managed by Wallem Group, and Wallem CEO Frank Coles called for immediate action by Chinese regulators.

“Except in very rare cases China will not allow crew changes for anyone other than Chinese seafarers,” he wrote in an open letter. “COVID is the reason given, but this is hardly credible for these sailors on ships at anchor for the last six months. This is isolation at the highest level. They are obviously COVID-free.”

Barring an unlikely change in Chinese policy, the charterers and owners should make their own arrangements to exchange crews, he said, making a short trip to a friendlier port state if needed. The Indian bulker Jag Anand did exactly this on January 10, departing her anchorage off Tangshan and sailing to Chiba, Japan, where she exchanged her 23 crewmembers and sent them safely home to India. According to Coles, this could be done by other vessels if the charterers would allow it.

“Shipowners could sail the ships to other countries and change the crew and then come back and join the line. However, the charterers, the owners of the cargo, do not agree [and] do not support losing their place in the line,”

Coles wrote. “Money over people, the best example of the disrespect and attitude to seafarers in the maritime industry, a nd especially by charterers.”



Coles made clear that he does not expect the situation to change. “It must be time for China to do the sensible thing and allow these crew changes to happen,” he said. “If not, then the charterers must see sense, the relationship between owners and charterers on off-hire must be voided in this situation. But then again, I am expecting charterers to carry about human welfare. Wishful thinking it seems.”

Coles has since stepped down from his post at Wallem and will be pursuing new ventures in seafarer advocacy.



# FIEO's Shares Wish List for Union Budget 2021-22

## New Delhi

### Port Wings News Network

With just a few days to go for the Union Budget 2021, the Federation of Indian Export Organisations (FIEO), an apex exporters body in the country, has shared its wish list for the upcoming Union Budget 2021-22. Below is the reproduction of the list submitted by FIEO to the Finance Ministry.

#### TRADE:

Overseas marketing is a big challenge for exporters as it entails a very high cost.

(a) We need to bring "Double Tax Deduction Scheme for Internationalizations" to allow exporters to deduct against their taxable income, twice the qualifying expenses incurred for approved overseas activities including market preparation, market exploration, market promotion and market presence. A ceiling of USD 5,00,000 may be put under the Scheme so that the investment and tax deduction are limited.

(b) The marketing support under Market Access Initiative of the Ministry of Commerce is very small. We should create an Export Development Fund with a corpus of 0.5% of country's exports for helping the MSME.

#### INCOME TAX:

##### Tax Deductions on Product Development & R&D:

Section 35(2AB) of Income Tax Act may be relooked into to so as to provide tax deduction not only on R&D but also on product development as product development is key in exports and should be encouraged. The tax deduction on R&D expenditure which has come down from 200% to 100% now may be restored to its original position as R&D investment in India is extremely low (<1 % of GDP) and most of the R&D is being done at the behest of the Government or in sectors like pharma where it is Hobson's choice.

##### Income Tax Rate Reduction for Non-Corporates:

The industry has welcomed reduction in corporate tax to 15% for new investors and 25% to existing investors. However, this has created widespread disparity with non-corporate MSME who are subject to higher taxation of 35%. To encourage MSME units to further expand and create new opportunities, proprietorship firms/partnership firms and LLPs both new and old may also be given the benefit of reduced income tax so as to bring them at par with corporate bodies.

##### Removal of anomaly in respect of Leave Encashment for Non-Government Employees:

Section 10 (10AA) (i) of the Income Tax Act provides complete exemption from Income Tax to Central Government or State Government employees on any amount received as cash equivalent of leave salary in respect of earned leave at his credit at the time of retirement/superannuation. However, Section 10 (10AA) (ii) provides exemption to non-Government employees for cash equivalent of leave salary only upto a maximum of Rs.3.00 lacs.

The said limit was fixed in 1998 before 20 years. There is no basis for discrimination between non-Government employees and



Mr Sharad Kumar Saraf  
FIEO President

Government employees particularly as in many cases non-Government employees receive less amount as cash equivalent of leave salary as compared to Government employees.

For uniformity and simplicity, any cash equivalent of leave salary should be fully exempted from income tax without any limit as has been the case for Central Government/State Government employees.

#### INDUSTRIAL PRODUCTION:

One of the reasons for fluctuations in India's export performance has been the lack of consistency in industrial or manufacturing growth. We see some growth in manufacturing for a month or so and then we see a dip. Manufacturing needs to be made competitive by addressing the issue of cost of capital, land, labour, logistics cost, etc. Instead of merging few small units into large-one, one can explore the possibility of value chain production wherein some of the units make parts and components, some make the final product and some make accessories for the same product. Such manufacturing should be preferred in a close geographical



area so that the supply chain is integrated with minimal logistics cost. Other alternative could be to make or upgrade clusters so as to provide common facilities like tool rooms, testing facility, certification facility all under one roof for units producing same or similar goods so that the operational costs are minimised.

#### Provide Deemed Export Status to Indian industry under the Global bidding of Procurement:

Indian companies winning contracts under the Global tender may be accorded deemed exports status, since they substitute direct import which would have taken place if the contract had been won by a foreign supplier. Deemed export status would enhance the competitiveness of Indian industry vis-à-vis foreign suppliers as the former would enjoy certain tax-related benefits

#### EXPORT PROMOTION:

##### Settlement Scheme in Line to Excise and Service Tax for Disputes Related to Customs and DGFT Issues:

Government may consider to introduce a Scheme in line with Sabka Vishwas (Legacy Dispute Resolution) Scheme, 2019 to resolve all disputes relating to Customs and DGFT. Similar scheme was rolled out for the Income Tax also.

There are large number of cases of exporters pending settlement with Customs and DGFT pertaining to classification disputes, Duty, Drawback, Export Obligation under Advance/EPCG/EOUs, etc. The waiver of interest & penalty and



may be the duty liability will help the industries which are passing through rough patch due to lack of demand both domestically and globally. Introducing such a scheme for providing one-time window to eligible persons to avail amnesty or relief in accordance with the provisions will help large number of exporters to regularise their cases.

#### Services:

(a) Health sector is one of the fastest growing services sector but still huge mismatch exists between the demand and supply. We require close to 3 million beds to reach the target of 3 beds per 1000 people by 2025. We require about 1.5 million doctors and 2.5 million nurses to meet the growing demand of the sector. The required capacity building is the need of the hour and so is augmenting investment into the sector. Foreign patients from Africa and Middle-East are making beeline at Indian hospitals which can be multiplied with good hospitals in the country.

(b) India's outward remittance on account of transport services is increasing year after year. We remitted USD 57 billion, 65 billion and 67 billion in 2017, 2018 and 2019 respectively. When we are looking at increasing our international trade to USD 2 trillion in an economy of USD 5 trillion, the outgo on transport services will increase to USD 150-200 billion. While we need to strengthen Shipping Corporation of India, new large shipping companies may also be set up in India to exploit the ready market available to them. Some fiscal support may be provided to attract private players in the field.

(c) GST Refund to Foreign Tourists: Refund of GST at the airport, as envisaged under IGST Act, has not yet been operationalised. Such an initiative will not only give fillip to tourism but will also help in exports of handicrafts, non-precious jewellery, carpets, Ayush and herbal products, beauty products etc

#### BANKING ISSUES:

##### ECGC Coverage to the Banks for export finance

The rising NPAs have caused decline in export credit by the Banks to the exporters resulting liquidity problem in export efforts. To provide necessary comfort to Bankers, the Government may roll out the NIRVIK Scheme which was announced in September 2019 but remain un-8. operational so far.

#### MISCELLANEOUS:

##### Higher Budget Allocation to Department of Commerce:

The share of exports in country's GDP has declined in last few years. If India's GDP has to grow at 8% plus, Exports should grow at 15% plus. DOC should be given enough budget allocation to support exports including agri exports which has come into focus recently.

## PSA Mumbai Enhances Europe Connectivity With New EPIC/EPI3/IP1 Europe Service

### Mumbai

#### Port Wings News Network

The berthing of CMA CGM's "APL New York" on 20 January 2021 marked the launch of PSA Mumbai's 2nd direct Europe service and its 8th weekly service call. The 9,336 TEU (Twenty-foot Equivalent Unit) capacity vessel is one of the 4 deployed by CMA CGM on this service. Partners COSCO Shipping Lines and OOCL also respectively contribute 2 vessels and 1 vessel each. The new EPIC / EPI3/IP1 service connects

PSA Mumbai to key Europe markets with the following port rotation: PSA Mumbai – Mundra – Jeddah – Tangier – Southampton – Bremerhaven – Rotterdam – Antwerp – LeHavre – Algeiras - Jeddah – Jebel Ali – Abu Dhabi – Qasim - PSA Mumbai.

Mr Atit Mahajan, MD CMA CGM India, commented, "We are very proud to welcome the maiden call of our vessel "APL New York" at PSA Mumbai, which is also the first call of the EPIC service. The CMA CGM Group is a world leader in shipping and logistics and with the launch of the new EPIC service, the Group has reinforced its commitment to serve its customers with better and faster services on its EPIC, EPIC2,

MEDEX and MEGEM services along Europe-Mediterranean-Middle East and India Subcontinent trades. Being a customer-centric company, the Group is constantly innovating and restructuring its services and products to best suit our customer's requirements. PSA is one of the most reliable port partners of the CMA CGM Group in India. Together we have accomplished many remarkable milestones since it started its operations in 2018 in India."

Capt Surinder Chugh, CEO COSCO Shipping Lines India, said, "With the addition of this service, COSCO has reinforced its commitment to the Indian trade and will prove to be beneficial to all customers in the supply chain. PSA Mumbai is the most modernised terminal with top class infrastructure that enhances vessel productivity. COSCO, having a strong relationship with PSA Mumbai, is able to pass on the benefit to its customers including those located in the ICDs. With the EPIC3 service, COSCO would have 3 services from PSA Mumbai. We are thankful to Mr Sivakumar, MD of PSA Mumbai and his entire team, for giving us full

cooperation in achieving faster and safer turnaround of vessels. With the development of a dedicated corridor between North India and Nhava Sheva, PSA Mumbai has developed the necessary infrastructure that is needed at its rail head. COSCO would take advantage of this new development and reinforce its participation in Nhava Sheva in the near future. We are confident that the relationship between PSA Mumbai and COSCO would touch new heights in the coming future and would like to thank everyone at PSA Mumbai."

An OOCL spokesman said, "We are glad to extend our global relationship with PSA one step



further by commemorating the start of our new IP1 service calling at PSA Mumbai, giving us an edge to meet customers' requirements and satisfaction with the enhanced operational efficiencies and terminal productivity levels. Wishing every success to both OOCL and PSA Mumbai teams!"

Mr. Sivakumar Kaliannan, Managing Director PSA Mumbai, said, "We are very grateful to CMA CGM, COSCO and OOCL for entrusting us with this new service, complementing their existing Far East and Europe services at our terminal. We will do our very best to make their service a success. With the growing volumes and services, PSA Mumbai is further strengthening its service offerings to our valued customers. We are pleased to have already set a new record for domestic repositioning of containers

by rail in January 2021, with over 1600 TEUs handled so far. This includes empty container repositioning between various hinterlands and nearby container depots via our rail yard, and off-dock LCL consolidation for laden containers currently moved by rail to a number of north India destinations. PSA Mumbai is pleased to give shipping lines cost-effective options for MT repositioning through our terminal, and do our part to encourage the shift from road to rail, bringing environmental benefits and reduced traffic congestion."

## Giriraj Singh Visits Chennai Port

### Chennai

#### Port Wings News Network

Shri. Giriraj Singh, Union Minister of Fisheries, Animal Husbandry and Dairying on 22 January 2021 visited Chennai Port Fisheries Harbour. He was accompanied by Shri Rajiv Ranjan, IAS, Secretary to the Govt. of India, Department of Fisheries, New Delhi and Shri. Gopal, IAS, Secretary to the Govt. of Tamil Nadu.

During the visit, the Minister held discussion with Shri S Balaji Arunkumar, IRTS, Dy. Chairman, Chennai Port Trust, along with the Director, Department of Fisheries and Collector of Chennai. He enquired about the development plans, facilities being provided to the Fishermen, Insurance and Social benefit schemes.

The minister has also informed to the Central Government's idea of providing pension scheme to the Fishermen and collected the representation from the Public. The Hon'ble Minister has also addressed the Press and Media highlighting



the Central Government plans on Modernizing of Fishing Harbour and other Schemes for Welfare of the Fishermen.



## Sailors Stuck on a Ship in China For Seven Months Return

Chennai

Port Wings News Network

Nightmare for 23 seamen stuck on board Indian bulk carrier MV Jag Anand ends, but no such luck yet for 16 stuck on Swiss-Italian MV Anastasia, reports Mumbai Mirror.

Twenty-three Indian sailors, who were stuck at a Chinese port onboard an Indian bulkliner for over seven months, are on their way back.

In December last year, Mumbai Mirror reported the plight of 41 sailors stuck aboard two ships – MV Jag Anand and Swiss-Italian MV Anastasia – at the Port of Jingtang in northern China. The ships had arrived carrying coal from Australia in June and August 2020 respectively, but were denied permission by the Chinese authorities to off-load cargo thanks to a worsening trade war between Australia and China over a range of issues, including the alleged ‘Chinese’ origins of the Covid-19 virus, shipping sources said.

The 23 Indian sailors on their way home now and likely to land in India on Wednesday night belong to MV Jag Anand after the Chinese government allowed a change of its crew, even as negotiations over issues related to the eventual off-loading of the cargo, which will permit the liner to leave Chinese seawaters, continue. No such concession has yet been made for MV Anastasia, which has 16 Indian sailors on board, despite several representations to authorities in Beijing by the

Coronavirus’ origins to Wuhan was one of the main reasons why the Chinese authorities declined the two ships permission to off-load their cargo. “Australia had spoken about the Wuhan origins of Covid-19 virus and obviously that did not go well with the Chinese government. The straining of the ties impacted the economic relations between the two countries, impacting upon the delivery of Australian coking coal to Chinese buyers,” he said. MV Jag Anand, and dozens of other cargo liners carrying Australian coking coal got caught in the crosshairs of this dispute.

A few weeks ago, China placed restrictions on the import of Australian coking coal, a step that helped break the logjam. “The authorities of MV Jag Anand could tell the Chinese cargo receiver that now since there is an official restriction on supply of Australian coking coal, there is no question of off-loading the cargo at Jingtang. And therefore, the Chinese receiver was told that the MV Jag Anand’s crew must be allowed to leave, while a new team takes their place aboard the liner,” the source said.

The Port of Jingtang is an artificial deep-water international seaport on the coast of Tangshan Municipality, Hebei, northern China. Hebei is in the midst of extreme cold wave currently, with the temperature plunging to -9 degree Celsius at times. Jingtang is part of the Tangshan port complex, which comprises Jingtang, Caofedian and Fengnan ports. Together, they constitute the 9th largest port in China.



Indian government and international sailors’ welfare associations.

MV Jag Anand, following the Chinese approval for the crew’s replacement, left Jingtang for Japan a few days ago and reached the Japanese port of Chiba on Monday night, another source said. Due to the Coronavirus pandemic and the contingent travel restrictions, the Chinese had not allowed for the crew exchange to happen in their jurisdiction and the next option was Japan, sources said. “Since direct flights were not available between Japan and India, the 23-member crew is reaching India via the Middle East,” a spokesperson for The Great Eastern Shipping Co. Ltd, which owns MV Jag Anand, said.

The cargoliner had been leased to another firm for a year, which had taken the assignment to deliver coking coal to China, sources said. A new team has been sent to Japan by the shipping firm to replace the 23 crew members,

The crew members arriving home after the seven-month-long ordeal, which saw them spending the entire festive season away from their families, are from “across India, including Mumbai”, the spokesperson said, without divulging further details on their identities or the arrival details.

A source said Australia’s linking of

While the news of MV Jag Anand’s crew returning home has given heart to the Indian crew of M V Anastasia, there is no immediate respite in sight for them. “Our shipping firm’s authorities told us that our cargo’s Chinese receiver has not allowed for the crew’s replacement, which has saddened us immensely. There is no hope currently of any resolution in sight. All of us are desperate and anxious to return to our homes,” MV Anastasia’s Navigation Officer Gaurav Singh, 29, said.

Over the last few months, Singh said, the crew members’ morale has been very low. A crew member had even “slashed” his wrist, unable to deal with his family’s anguish messages. “A few days ago, our company arranged for us to be assessed by a British psychologist, worried as they are about our well-being. The psychologist said we are dealing with issues related to anxiety and depression,” Singh, whose father, a retired Indian Air Force officer, stays in Pune, said.

Morale is not the only casualty. Singh said his marriage, which was scheduled in October 2020, got “cancelled.” “I knew the girl for two years but for how long can her family wait for my return?,” he asked. Singh said, “Many of us have been on sea for up to 20 months now and we just can’t endure this floating prison anymore.”

## Gujarat Inks Pact With Adani Ports For Multi-Modal Logistics Park

Ahmedabad

Port Wings News Network

Spread across 1,450 acres, the park near Sanand will attract investments worth ₹50,000 crore

The Gujarat Government, on Friday, inked an agreement with India’s largest ports operator, Adani Ports and Special Economic Zone Ltd (APSEZ), to set up India’s largest multi-modal logistics park, according to a BusinessLine report.

The park, which will be spread across 1,450 acres at Virochan Nagar near Sanand automobile hub, will attract investments worth ₹50,000 crore in the logistics and transport space.

A memorandum of understanding (MoU) was signed between MK Das, Additional Chief Secretary to the Chief Minister and Industries and Mines Department, Government of Gujarat, and Karan Adani, Chief Executive Officer, APSEZ, in the presence of Chief Minister Vijay Rupani.

“This park will be directly connected with the Dedicated Freight Corridor and all major ports. In line with Prime Minister Narendra Modi’s vision of ‘Atmanirbhar Bharat’ this park will make businesses in Gujarat more competitive globally,” Rupani said, adding that it will provide direct and indirect employment to more than 25,000 people.

The park will have a dedicated Air Cargo Complex with a 4.6-km runway to make it capable of handling large carrier vehicles like airplanes.

Das said the park will also provide a global platform to the local export and import market. “A Rail Freight Terminal will also be established. This will be directly connected to the Delhi-Mumbai Industrial Corridor,” he said.

Infrastructure facilities

Among other logistics infrastructure facilities would be a warehouse zone with 90 lakh sq ft area to provide an Air Freight Station (capacity of 4.5 tonnes), grade-A warehouse, cold storage, etc.

There would also be shopping plaza/business centre with a total retail footprint of over 3 lakh sq ft. A dedicated skill development centre will be set up to ensure availability of skilled manpower.

Construction will begin within six months post the necessary statutory approvals, while project completion is expected within three years, by 2023.

The park will have textiles, bulk, e-commerce and BTS facilities in 38 lakh sq ft, bonded warehouses in 9 lakh sq ft, grade-A palletised facilities in 4 lakh sq ft and temperature and palletised facilities in 60,000 sq ft, a government statement said.

Additionally, four handling lines TEU (twenty-foot equivalent units) will be established with a capacity of 3.3 lakh tonnes in the container yard.

Further, a 4-lakh tonne car yard to handle nearly 30,000 cars, agri silos of 1 lakh tonnes, POL tank farm of 3.5 lakh kilo litres and a cement silo of 1 lakh tonnes will come up in the park, the statement added.

## Spices Board Conducts Buyer Seller Meet For Small Cardamom

New Delhi

Port Wings News Network

The Queen of Spices, small cardamom, is known the world over because of its pleasant aroma and taste. Kerala is the largest producer of small cardamom in the country, with Tamil Nadu and Karnataka being other producers.

The export of small cardamom showed an upward trend during the first half of 2020-21, with a volume of 1900 MT valued at Rs 56.52 crores, registering an increase of 483 per cent in value terms and 369 per cent in quantitative terms.

The small cardamom sector does face challenges, both at the production and export fronts, due to natural calamities and other factors. Though the collective efforts of stakeholders have helped the Indian small cardamom sector to manage the challenges to a certain extent, further synergistic interventions across the supply chain have been initiated by the Spices Board for sustainable growth of the sector.

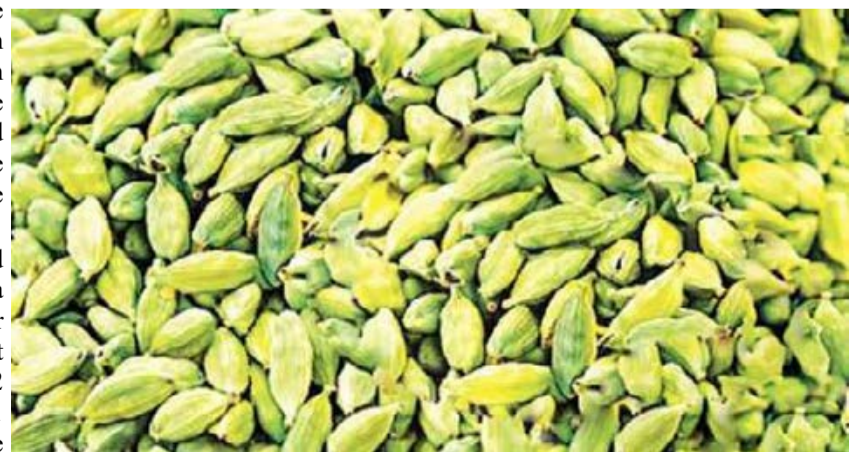
The Board conducted a virtual Buyer Seller Meet (BSM) on 22 January 2021 to address the concerns of

countries.

Inaugurating the BSM, Adv Dean Kuriakose, Member of Parliament, Idukki, said that small cardamom is intertwined with the social fabric of the growers of Idukki and production and export of good quality cardamom will help to take this product worldwide. He lauded the efforts of the Board and commended the conducting of the BSM at this apt time in the wake of the sector facing challenges.

Shri Suresh Kumar PM and Dr Remashree AB, Directors, Spices Board stressed on sustainability and adherence to quality standards as key pointers for small cardamom export.

Spices Board has been supporting the small cardamom stakeholders throughout the various stages of the supply chain. It has various programs/activities for assistance for area expansion, nursery management



the small cardamom industry and to provide a common platform for the stakeholders to interact directly and establish effective business linkages. The BSM saw participation of more than 130 stakeholders. The BSM would help in sourcing quality cardamom for export to Saudi Arabia and other Gulf

and post harvest improvement, promoting good agricultural practices, integrated pest management (IPM) and use of bio-control agents, creating awareness through campaigns, trainings and other programs, promoting collaborative movements amongst growers through Spice Producer Societies (SPS), R&D support and so on.

Visit [www.portwings.in](http://www.portwings.in) for Latest News



**PSA CITPL** **CITPL - Chennai**

ETA	ETD	Service	Vessel Name	Voy	Agent/Line	Calling Ports
27/01	28/01	CI3	WAN HAI 509	E112	WAN	Port Kelang(North port) – Singapore, Shanghai
27/01	28/01	MD1	CAPE MAYOR	20704E	WAN	Krishnapatnam, West Port Klang, Singapore, Cailan- Busan, Ulsan, Shanghai, Ningbo, Yantian
27/01	28/01	FME	XIN CHI WAN	056	CCO	Port Kelang(North port) – Singapore,Shangha
28/01	29/01	MD1	TRF KAYA	1705E	BTL	Krishnapatnam, West Port Klang, Singapore, Cailan- Busan, Ulsan, Shanghai, Ningbo, Yantian

**DP WORLD Nhava Sheva** **NSICT - Mumbai**

ETA	ETD	Service	Vessel Name	Voy	Agent/Line	Calling Ports
27/01	28/01	CSC	RITA		SMM	
27/01	28/01	BLUENILE	TIM S		MSK	
28/01	29/01	ADHOC	NYK CLARA		ONE	Nhava Shiva,Mundra, Khor Al Fakkan, Port Klang,Singapore, Shanghai,
28/01	29/01	IEX	XIAMEN		SBG	Colombo,Damietta Piraeas Rotterdam, London
29/01	30/01	MIDAS	TR ATHOS		MSK	Nhava Sheva, Mundra, Port Qasim, Singapore
29/01	30/01	ADHOC	MSC JANIS 3		MSC	Nhava Shiva,Mundra, Khor Al Fakkan, Port Klang,Singapore, Shanghai,
29/01	30/01	IIX	ABTIN 1		RIS	Nhava Sheva, Mundra, Port Qasim, Singapore
30/01	31/01	CSC	FELIXSTOWE BRIDGE		SAA	
30/01	31/01	MWE	MAERSK BROOKLYN		MSK	
31/01	1-2	MECL	MAERSK CHICAGO		MSK	Colombo,Damietta Piraeas Rotterdam, London
01/02	02/02	AS1	APL COLUMBUS		CCA	
02/02	03/02	ME2	S SANTIAGO		MSK	Pipavav,Hazira,JNPT,Jebel Ali,Salalah,Port Said,Mersin,Ambarli Port,Izmit Korfezi,Novorosslysk
02/02	03/02	MESAWA	BERMUDA		CCA	Mundra, Nhava Sheva, Valencia, New York, Norfolk, Charleston, Savannah, Freeport
03/02	04/02	BLUENILE	UNI FORTUNA		MSK	

**APM TERMINALS** **APM Terminal - Mumbai**

ETA	ETD	Service	Vessel Name	Voy	Agent/Line	Calling Ports
27/01	28/01	TIP	MOL GRANDEUR		ONE	Jebel Ali, Mundra,Hazira,Nhava Sheva
28/01	29/01	CIX	ITAL LUNARE		EGI	Jebel Ali, Mundra,Hazira,Nhava Sheva
29/01	30/01	FM3	AS SOPHIA		MAE	Pipavav,Hazira,JNPT,Jebel Ali,Salalah,Port Said,Mersin,Ambarli Port,Izmit Korfezi,Novorosslysk
27/01	28/01	CWI	IKARIA		GLD	Pipavav,Port Klang,Singapore, Shangai, Ningbo, Xiamen
2-2	3-2	CIX	GREEN HARMONY		HLI	Jebel Ali, Mundra,Hazira,Nhava Sheva
29/01	30/01	ADHOC	A IDEFIX		HLI	Nhava Shiva,Mundra, Khor Al Fakkan, Port Klang,Singapore, Shanghai,
30/01	31/01	ME3	MAERSK KIEL		MAE	Pipavav,Hazira,JNPT,Jebel Ali,Salalah,Port Said,Mersin,Ambarli Port,Izmit Korfezi,Novorosslysk
29/01	30/01	ASX	GFS GISELLE		SMM	Jebel Ali, Mundra,Hazira,Nhava Sheva

**VCTPL, Vizag**

ETA	ETD	Service	Vessel Name	Voy	Agent/Line	Calling Ports
27/01	28/01	ADHOC	DEVON	SK103R	MSC	Nhava Shiva,Mundra, Khor Al Fakkan, Port Klang,Singapore, Shanghai,
28/01	29/01	ADHOC	OEL INDIA	SK104R	MSC	Nhava Shiva,Mundra, Khor Al Fakkan, Port Klang,Singapore, Shanghai,
30/01	31/01	FME	XIN CHI WAN	56	COS	Port Kelang(North port) – Singapore,Shangha
31/01	1-2	MDM	CAPE MAYOR	20704E	WHL	Colombo
31/01	1-2	MDM	TRF KAYA	1705E	BTL	Colombo
2-2	3-2	CCG	MOGRAL	34	SMI	Cochin , Nhava Sheva, Mundra, Jebel Ali, Bandar Abbas, Dammam
3-1	4-1	CHX	KOTA LATIF	103W	MSK	Ennore, Krishnapatnam, Visakhapatnam, Tanjung Pelepas, Xingang, Qingdao

**adani** **Kattupalli**

ETA	ETD	Service	Vessel Name	Voy	Agent/Line	Calling Ports
27/01	28/01	ACS	HYUNDAI DUBAI	003W	HMM	Nhava Shiva,Mundra, Khor Al Fakkan, Port Klang,Singapore, Shanghai,
27/01	28/01	CCG	MESSINI	110W	EMC	Cochin , Nhava Sheva, Mundra, Jebel Ali, Bandar Abbas, Dammam
27/01	28/01	CCG	NEYVAR	18	SIM	Cochin , Nhava Sheva, Mundra, Jebel Ali, Bandar Abbas, Dammam
28/01	29/01	C13	WAN HAI 509	112W	WAN	Tuticorin,cochin,Pipava, Kandla,Jebel ali
29/01	30/01	ACS	HYUNDAI JAKARTA	107W	HMM	Nhava Shiva,Mundra, Khor Al Fakkan, Port Klang,Singapore, Shanghai,
29/01	30/01	ACS	HYUNDAI OAKLAND	101W	HMM	Nhava Shiva,Mundra, Khor Al Fakkan, Port Klang,Singapore, Shanghai,
1-2	2-2	C15	KMTC NHAHA SHEVA	2101	SSA	Tuticorin,cochin,Pipava, Kandla,Jebel ali
1-2	2-2	SHTL	MAERSK KENTUCKY	103W	MSK	
03/01	4-1	IVK	ASIATIC KING	002E	GOL	
03/01	4-1	C13	ATHENS BRIDGE	115	ONE	Tuticorin,cochin,Pipava, Kandla,Jebel ali

**KCT** **Kakinada Container Terminal**

ETA	ETD	Service	Vessel Name	Voy	Agent/Line	Calling Ports
28/01	29/01	KAK>CMB	RHL ASTRUM	SH102R	SAMSARA	Halida,Colombo
1-2	2-2	KAK>CMB	RHL ASTRUM		SAMSARA	Halida,Colombo
6-2	7-2	KAK>CMB	RHL ASTRUM		SAMSARA	Halida,Colombo

**PSA BHARAT MUMBAI** **Bharat Mumbai Container Terminal**

ETA	ETD	Service	Vessel Name	Voy	Agent/Line	Calling Ports
27/01	28/01	EPIC3	CMA CGM OTELLO		CMA	HAM, LEH, LGP, ANR, TNG, RTM, MUN, JED
29/01	30/01	FLC	MSC LISBON		MSC	JEA, DMM, AUH, TAO, UQR, HMD
30/01	31/01	EPIC2	HONG KONG EXPRESS		HLI	HAM, LEH, LGP, ANR, TNG, RTM, MUN, JED
31/01	01/02	CI6	WAN HAI 505		WAN	
01/02	02/02	CI2	INTERASIA CATALYST		INT	Colombo, Chennai
01/02	02/02	CIX	HYUNDAI JAKARTA		HMM	Jebel Ali, Mundra, Hazira, Nhava Sheva
02/02	03/02	CIX	HYUNDAI OAKLAND		HMM	Jebel Ali, Mundra, Hazira, Nhava Sheva
03/01	04/01	AACI	COSCO MALAYSIA		COS	CMB, HPH, SHA, NGB, LCH, OAK, LGB

## AP Govt Fires A Shot Across Centre's Bow Over Draft Ports Bill

**Mumbai**  
Port Wings News Network  
The Centre's bid to extend its jurisdiction over ports owned by State governments with the Indian Ports Bill has come under fire from Andhra Pradesh, reports BusinessLine.

The State, with the second longest coastline of 974 km, termed the draft Bill "discriminatory" and "ultra vires the Constitution" because ports are in the Concurrent List.

"Why should there be a single regulatory authority to control all the minor ports across States? How can the Centre take over the State ports? Ports are in the Concurrent List and the draft Bill is legally untenable. Every State should boil at this Bill," NP Ramakrishna Reddy, Chief Executive Officer, AP Maritime Board, told BusinessLine.

The draft Bill, according to Reddy, is discriminatory because minor ports are under the control of State governments and major ports under the Centre. Therefore, the respective State maritime boards should be vested with the powers of the Maritime Regulatory Authority for each State as in the case of major ports wherein there will be one regulatory authority for each major port as envisaged under the Major Port

Authorities Bill (which has been passed by the Lok Sabha and is awaiting the Rajya Sabha nod).

### Legal redress

"The regulation of minor ports cannot be done by the Centre. The AP government opposes the draft Indian Ports Bill," he stated. The AP government warned that it will "go to the Supreme Court and do whatever is possible" if the Centre goes ahead with the Bill. The proposed Bill is against the principle of cooperative federalism and also against the federal structure enshrined in the Constitution, he said.

States will be deprived of their right of driving the economy if the control of the State ports is taken away, Reddy said. The AP government fears that the Bill, if enacted, will also jeopardise the concession agreements signed with private firms for running three ports at Krishnapatnam, Gangavaram and Kakinada.

"With the proposed Act, private firms running ports in AP for many years will have to go to the Centre for registration and if they don't get it, then thousands of crores spent by them on developing the ports will have to be repaid by the State government. There are huge investments at stake," Reddy said.



# Domestic Road Transportation Sector Expected to Witness Stronger Second Half: ICRA

New Delhi

Port Wings News Network

The Indian logistics sector has witnessed a sequential recovery in months following the severe disruption in Q1 FY2021 on account of the nation-wide lockdown.

The pandemic induced disruptions had created demand-side and supply-side challenges, however, as the restrictions eased and economic activity revived, the freight availability for logistics players also improved. Although the Y-o-Y volume and revenue contraction continued even in Q2 FY2021, the recovery has been faster than expected, with volumes reverting to year-ago levels by September 2020 and improving thereafter.

According to Mr. Shamsher Dewan, Vice President, ICRA Ratings, "As the economy opened up and industrial, manufacturing, construction and consumption activities picked up pace, freight availability also improved, aiding recovery in the sector. Freight rates also held up in this period. As such, although revenues continued to contract in Q2 FY2021, the pace of contraction mellowed down. As per industry estimates, freight volumes reverted back to year-ago levels by the end of Q2 FY2021, and have improved further in the third quarter, with festive-led demand and specific sectors like e-commerce leading the growth. This trend was visible in E-way bill and Fastag data, which reached pre-pandemic levels in September 2020 and posted Y-o-Y growth in October and November 2020."

The rail freight traffic has also reported similar trends, although it was able to improve on its year-ago volume levels within Q2 FY2021 itself. The volumes thereafter have also held up, expanding 12% on the base of the previous year during the third quarter so far. The seaways freight traffic, on the other hand, is yet to reach pre-pandemic levels, with supply-side/infrastructure constraints limiting the volume recovery.

Overall, the aggregate revenues of ICRA's sample of logistics companies recovered sequentially in Q2 FY2021, growing 52% over first quarter levels. The recovery was visible across the various modes of logistics activity. Both Full Truck Load, Less than Truck Load and Supply Chain Management businesses benefited from the

pickup in manufacturing activity and consumer demand. Furthermore, the express cargo segment reported healthy momentum, supported by strong traction from the e-commerce sector. However, express segment with dependence on document movement (especially air cargo) continues to remain impacted as offices are yet to open up completely.



During Q3 FY2021, the situation has further improved sequentially, supported by the seasonally strong festive period, which has aided further pickup in consumer demand. Accordingly, freight volumes and consequently, revenues of logistics companies have returned to the growth trajectory. However, sustainability of this demand post the festive season remains to be seen and would remain critical for a sustained recovery in the sector.

With the encouraging trends visible so far, ICRA expects that the logistics sector would be able to pare back some of the volumes and revenues lost during the first quarter, with rural-led sectors and sectors such as e-commerce, pharmaceuticals and auto aiding recovery. Accordingly, ICRA expects the revenue of its sample of logistics companies to decline by 12-14% Y-o-Y in FY2021, despite the 18% contraction reported in H1 FY2021. Nevertheless, in the absence of a successful commercial vaccine, the possibility of a second or third wave, and possible lockdowns imposed to combat it, poses potential downside risks to these estimates.

In terms of profitability, logistics companies have been able to arrest the extent of earnings contraction to a large extent, supported by rationalization of fixed overheads and implementation of cost-control initiatives. Accordingly, the aggregate OPM of ICRA's sample expanded by 900 bps on a sequential basis and 100 bps on a Y-o-Y basis during this period. However, with the impact of several cost-control initiatives like employee salary reduction, rental waivers, reduction

in lorry hire charges etc. being temporary in nature, and with the firming up of diesel prices, ICRA believes that margins are likely to moderate from the highs of 9.6% reported in Q2 FY2021. Accordingly, ICRA expects the aggregate operating profit margins of its sample to be in the range of 6.0-8.0% in FY2021, as against 8.8% in FY2020.

Despite the sequential improvement reported in Q2 FY2021, ICRA expects the pressure on earnings and credit metrics of logistics entities, especially the smaller unorganized players, to continue over the near-term, given the challenges of overcapacity prevalent in the system even prior to the pandemic. Accordingly, credit metrics of logistics companies are expected to moderate to some extent during FY2021 with Debt/OPBITDA to average at ~2.8x and interest coverage to average at ~3.9x in FY2021, as compared to 2.5x and 5.0x respectively in FY2020. Given the expectations of continued pressure on earnings and credit metrics over the near term, the outlook on the sector remains Negative, till the macroeconomic recovery proves sustainable enough to alleviate these concerns," concluded Mr. Dewan.

Growth over the medium-term is expected to gain momentum with anticipated increase in demand from segments like e-commerce, FMCG, retail, chemicals, pharmaceuticals and industrial goods coupled with industry paradigm shift towards organised logistics players post GST and E-way bill implementation. Additionally, the sector is likely to witness some consolidation trends, given the rising pressure on viability of small fleet operators. Furthermore, multimodal offerings are likely to gain increased acceptance and traction going forward, given that players offering multimodal services had more flexibility and hence, were better placed to service their customers during the lockdown phase. Given these factors, and the relatively higher financial flexibility available to large organized players vis-à-vis their smaller counterparts, there is potential for increased formalization in the sector going forward.

# Maersk Essen Loses 750 Containers Overboard On Pacific Voyage

Chennai

Port Wings News Network

The Maersk Essen was sailing from Xiamen, China to Los Angeles when it is reported to have encountered severe weather on January 16, 2021.

Maersk said that all the crew members were safe and the vessel had continued on its voyage and detailed assessment of cargo damage was ongoing.

Marine claims consultancy WK Webster in a report on its website, "It is reported that up to 750 containers may have been lost overboard and

it is therefore also very likely that some containers will have collapsed or been damaged in the affected stacks, but remain on board. These containers will need to be removed or repositioned."

The incident with the Maersk Essen follows the ONE Apus which lost 1,816 containers in the Pacific on 30 November, as well as number of smaller incidents involving the loss of containers in recent months.

The loss of containers has been put in sharp focus and come at a time when vessels are loaded to the maximum given huge surge in growth of shipments in the second

half of the year.

SeaIntelligence Consulting founder Lars Jensen commented in a LinkedIn post, "Is this a fluke twice in a row – or a sign that we might actually have a structural problem with stowage when vessels are consistently filled to brim?"

A number of P&I insurers are running webinars in relation to safe stowage of containers. The numbers of containers lost overboard in both 2020 and now 2021 are set to exceed the average of 1,382 containers were lost per year between 2008 and 2019 according to the World Shipping Council.

## NEWS - BITS

### Port Of Los Angeles To Reward Container Terminals For Higher Truck Productivity

The Port of Los Angeles is launching a new incentive program to move trucks faster and more efficiently through its terminals. The Port's Truck Turn-Time and Dual-Transaction Incentive Programs offer terminal operators two ways to earn financial rewards: one for shortening the time it takes to process trucks dropping off and/or picking up cargo, and the other for trucks handling both transactions in the same trip, the company said in its release.

"These best practices are needed now more than ever to relieve pressure on the supply chain due to the ongoing surge," said Port Executive Director Gene Seroka. "Ports are more fluid when trucks move quickly in and out of the gates and more productive when a truck delivers one container and leaves with another in a single trip. We're going to reward terminals for better performance." Drayage trucks handle approximately three-quarters of all import and export containers moving through the Port. In recent months, imports have dominated the flow of cargo, draining the market of containers needed for exports. The imbalance has also reduced the number of chassis in circulation, caused inbound containers to stack up on terminals, and slowed the movement of trucks in and out of terminals.

### Port Of Zeebrugge Container Volume Up 10.3 Percent In 2020

Port of Zeebrugge reached a growth of nearly 3 percent in 2020, despite the many challenges this past year. After a strong increase in volumes in both 2018 and 2019, the start of the year 2020 looked promising as ever. Unfortunately, the year and the worldwide Covid-19 pandemic brought more challenges than anyone could have anticipated, the company said in its release.

The port authority is proud to publish an overall positive growth figure and thankful for the efforts the port community has made throughout the year. In extremely difficult times, the port of Zeebrugge continued to stand strong.

The Covid-19 pandemic disrupted the automotive industry heavily, causing a decline in roll-on/roll-off cargo in the port of Zeebrugge. In the second quarter of 2020, roro cargo fell back 35% (in comparison to Q2 in 2019). In quarter 3, the decline was 13%. It wasn't until the fourth quarter that a small recovery was achieved: +2.9%. In 2020, the handling of new vehicles declined 26 percent, in line with the economic situation of the automotive sector in Europe. A total of 2,191,299 vehicles were handled. It is this figure that weighs on the overall roll-on/roll-off cargo volume in Zeebrugge. There is a loss of 14,2 % in 2020. (Total tonnage: 14,157,435)

### Rosmorport's Icebreakers Completed Over 2,400 Pilotage Operations This Season

The icebreakers of FSUE "Rosmorport" continue to successfully provide pilotage of ships in the freezing seaports of Russia. More than 2,400 ship pilotages have already been completed. After the New Year holidays, the icebreakers Kapitan Plakhin and Yuri Lisyansky began to work in addition to work in the Baltic, and the Dikson icebreaker in the seaport of Arkhangelsk.

Kapitan Plakhin provides ship entries to the Big Port Saint Petersburg, while Yuri Lisyansky provides ship entries to the seaports of Vysotsk and Primorsk. The Dikson icebreaker is a Mudyug class diesel icebreaker. In 2019, the Dixon icebreaker performed a unique towing of the world's only floating power unit Akademik Lomonosov along the Northern Sea Route from Murmansk to Pevek. In addition to the "Dixon" icebreaker, Kapitan Chadaev, Kapitan Kosolapov and Kapitan Yevdokimov icebreakers were previously involved in pilotage services during icebreaking season 2020-2021 in the seaport of Arkhangelsk.

Kapitan Plakhin is a port icebreaker, named after captain Panteleimon Plakhin, recognized as the best captain of the USSR Ministry of River Fleet. Yuri Lisyansky is a Russian port icebreaker of the 97A project, named after the Russian navigator Yuri Lisyansky. The FSUE "Rosmorport" icebreaker group in the Gulf of Finland consists of 6 linear and 6 port icebreakers. Kapitan Dranitsyn icebreaker was additionally involved in order to strengthen the icebreaker group.

### CUSTOMS EXCHANGE RATES

Notification No.05/2020 (N.T.)

ALL RATES PER UNIT

with effect from 22nd Jan. 2021

FOREIGN CURRENCY	RATE (INR)	
	Import	Export
Australian Dollar	58.00	55.60
Bahraini Dinar	199.80	187.50
Canadian Dollar	58.90	56.80
Chinese Yuan	11.45	11.10
Danish Kroner	12.10	11.65
EURO	90.15	86.95
Hong Kong Dollar	9.60	9.25
Kuwaiti Dinar	249.10	233.35
New Zealand Dollar	53.95	51.60
Norwegian Kroner	8.80	8.45
Pound Sterling	101.60	98.10
Qatari Riyal	20.70	19.40
Saudi Arabian Riyal	20.10	18.85
Singapore Dollar	56.10	54.15
South African Rand	5.05	4.75
Swedish Kroner	8.90	8.60
Swiss Franc	83.80	80.45
Turkish Lira	10.15	9.50
UAE Dirham	20.50	19.25
US Dollar	73.85	72.10
Japanese Yen (100)	71.85	69.20
Korean Won (100)	6.85	6.45

We are not responsible for any mistake. ALL RATES ARE PROVISIONAL. The rates in these column are only meant for guidance.



# Major Study Shows Trade Will Recover From Coronavirus Quicker Than the 2008 Global Financial Crisis

Chennai

Port Wings News Network

A survey of senior executives involved in their firms' international trade decisions and transactions has shown widespread optimism for trade bouncing back in the wake of coronavirus. The study, commissioned by DP World and conducted by The Economist Intelligence Unit, found that 70 percent of businesses predict trade will recover to pre-pandemic levels more quickly than recovery after the financial crisis of 2008, which took two years and two months. Nearly a third thought the recovery would be twice as fast, with trade returned to pre-pandemic levels within a year.

The data also showed that the pandemic has brought lasting change to the way companies do business. Eighty-three percent of executives indicated that they are in the process of reconfiguring their supply chains by switching or adding new suppliers, using different logistics providers; and/or changing production or purchasing locations.

During the early stages of the pandemic, shutdowns and disruption to production exposed vulnerabilities such as over-dependency on single geographies

and a lack of transparency on the movement of cargo. Many of the world's major economies were in lockdowns of varying severity, international travel had come to an almost complete stop and supply chains for essential goods were complicated by demand and supply shocks they were not prepared for.

Yet despite the widespread economic impact of the pandemic, 42 percent of respondents stated that their firm's international revenues expanded in the first half of 2020. Nineteen percent reported no change from the previous year. These figures are encouraging at a time when only one of the world's major economies, China, is registering economic growth.

Sultan Ahmed Bin Sulayem, CEO and Chairman of DP World, said: "The impact of the COVID-19 pandemic has redefined how the world stays connected, and companies conduct business."

Sultan Ahmed Bin Sulayem stated: "Moments of crisis have historically served as a powerful impetus for innovation. The effects of the pandemic have accelerated the transformation of the supply chains and prompted rapid adaptation to ensure resiliency in international trade. The global business community has risen to

the challenge, and taken strong and decisive action to make supply chains more robust and agile – the benefits of which will be reaped in future years."

DP World is a global logistics company that moves nearly one in ten of the world's containers through its strategically located network of ports and marine terminals, spanning operations on six continents. The company has accelerated innovations digitising logistics and building online marketplaces during the pandemic.

### The study carried out also found that:

-Only 8% of businesses believe that recovery to pre-pandemic levels will take more than five years and fewer than 2% believe trade will never recover

-On average, firms said they are reallocating a third of their revenue from the first half of 2020 to remodelling their supply chains. A fifth said they will spend more than 50% of H1 revenues

-65% of respondents said the reconfiguration process would be complete within one year-no easy task given the intricacies involved in changing supply chains, which are the products of years of investment, relationship-building; education and training among a host of other factors

# MARAD Gives Green Light for Third and Fourth New Training Ships

Chennai

Port Wings News Network

The U.S. Department of Transportation's Maritime Administration (MARAD) on 19 January gave the green light for the next two hulls in the National Security Multi-Mission Vessel (NSMV) training ship series. According to a media statement, they will replace aging training vessels at Maine Maritime Academy and Texas A&M.

MARAD has already authorized the construction of the first two NSMVs, which are destined for SUNY Maritime College and Massachusetts Maritime Academy. Congress approved funding for the third and fourth NSMVs in December.

"The NSMV is part of a strategy to bolster maritime education, revitalize U.S. shipbuilding, and provide a much-needed shot in the arm to the U.S. maritime industry," said Doug Burnett, the chief counsel of MARAD, who is acting in lieu of the Maritime Administrator. "America must be a maritime nation if it is to continue to lead the world in this century."

The NSMV is a new class of purpose-built ships to provide for the replacement of the current training ships at the State Maritime Academies. The five-ship series will be primarily used to meet regulatory requirements for training standards and to offer at-sea training


experience. The NSMV will feature multiple instructional spaces, a full training bridge and space for up to 600 cadets.

Along with serving as an educational platform, the NSMV will also be available for response to national and international disasters - a role that the last generation of training ships has filled many times. In this function, the NSMV can provide hospital facilities, a helicopter landing pad, and berthing for up to 1,000 first responders and





recovery workers. The vessel's ro/ro ramp and crane will allow it to offload supplies at damaged port facilities.

In a unique arrangement, TOTE Services was selected by MARAD to choose a shipyard and oversee the detailed design, construction, testing and delivery of the vessel. In April 2020, TOTE awarded the contract to Philly Shipyard, which had recently run through the last of its commercial shipbuilding backlog. Philly has rehired staff for the NSMV program, and it cut steel for the first ship in the series last month. NSMV is expected to support 1,200 jobs at Philly Shipyard for years to come.



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