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Shreyas Relay Systems Limited is now “Avana Logistek Ltd”

A technology-enabled logistics company, Avana Logistek Ltd is the result of the unification of Shreyas Relay Systems Limited and Balaji Shipping Line FZCO. Balaji Shipping Lines FZCO, will be now known as Avana Global FZCO and operate under the brand Avana Line. By leveraging the expertise of both parent companies, Avana aims to create a model that uses technology to make accurate predictions, ensure efficiency, focus on automated operations and simplify logistics across the Indian sub-continent and the Middle East. Avana aims to deliver reliability through a well-established network and provide transparency and superlative service to clients. This digital-first company will transform the sector with a unique operational model and cutting-edge technology to consistently provide timely delivery to the clients while continuing the pioneering legacy of the Transworld Group. With progressive technology solutions, Avana offers a unique logistics network that aspires to be India's largest.

DP World joins Newcastle container plan

DP World is in early stage discussions with Port of Newcastle about long-stalled plans to introduce the world’s biggest coal port to the international container shipping business via construction of a new terminal that would create an export gateway to northern NSW. It is understood that DP World’s aggressive chief executive, Paul Scurrah, is a recent convert to Port of Newcastle’s oft-crushed plans to grow its small presence in the container business, both because it promotes competition with the incumbent east coast monopoly port operators and because his business is increasingly capacity constrained at the main NSW container hub of Port Botany. The controversial mechanics the government uses to protect the hegemony of Port Botany has long been a subject of concern to the Australian competition regulator. And the potential that Australia’s biggest container port operator might invest in a new terminal with capacity of at least 270,000 containers annually looks certain to strengthen the arm of the Australian Competition and Consumer Commission, which has confirmed it is reviewing a controversial state government fee that was designed to contain Port of Newcastle’s renewed ambitions in boxes.

King Abdullah Port 8th fastest growing port in the world

King Abdullah Port landed the eighth spot among the world’s fastest growing ports for 2017, according to Alphaliner, the global leader in analyzing maritime transport data, port capabilities and the future of vessels and shipping route development. The new ranking comes after King Abdullah Port had previously announced a 21% increase in its annual throughput in 2017, making it the second largest port in the Kingdom in terms of container handling. In a related context, King Abdullah Port moved up to 87th place among the world’s 100 biggest container ports for 2017, after ranking 98th in 2016. “The new ranking is testament to our achievements in logistics as part of our contribution to Vision 2030,” said Rayan Qutub, CEO of King Abdullah Port. “It also highlights King Abdullah Port’s steady growth thanks to the unlimited support the port receives from its partners in the public and private sectors, such as the outstanding efforts of the Saudi Customs, the General Directorate of Border Guards, the Economic Cities Authority and other government sectors operating in the port, which are undoubtedly key players in the honorable achievements accomplished in a short period of time.

Bahrain’s Khalifa Bin Salman Port to double size of operations

The main port is hoping to more than double the size of its operations. Khalifa Bin Salman Port (KBSP) is currently working at 45 per cent of its capacity, said Mark Hardiman, chief executive and managing director of APM Terminals (APMT) Bahrain, which manages the port. He told the GDN the aim was to tap into the transshipment cargo market to increase the amount of goods passing through the facility. “In the coming years we aim to make the full use of the port facility,” he said. “We already have four warehouses in the port, two of which are utilised a lot, while the others are not sufficiently utilised. “So we have spare capacity at the moment and if the demand grows as we expect there could be an expansion, but first we have to make full use of the unused capacity as of now, before we invest further. “Now the port utility is 45pc. The container side is currently designed for around one million tonnes capacity use. “We are doing around 400,000 to 450,000 containers, which is 45pc and that is mainly at the moment gateway cargo for Bahrain. “What we are trying to do is to secure more transshipment cargo, which is really the way to grow to bring more volumes into Bahrain. “So that is mostly targeting the upper Gulf, which is Kuwait and Iraq, and it is part of our commercial strategy.”

Saudi Arabia needs more dry docks to cope with cargo volume

The CEO of the International Seaports Company that operates the dry port in Riyadh has said the Kingdom needs at least four new dry docks to cope with the increasing volume of imports and exports through the seaports on the Red Sea and the Arabian Gulf. Ahmed Hanafi said the containers in the dry dock in Riyadh have increased by about 5.4 percent in the first quarter of 2018 reaching 79,000 from 72,000 in the same period last year. He said the government was encouraging the transport of goods by freight trains from King Abdul Aziz Seaport in Dammam to the dry port in Riyadh instead of trucks in order to reduce the pressure on the roads and cut down the number of traffic accidents. Hanafi was talking at the second forum on the transport engineering and traffic organized at Imam Abdul Rahman Bin Faisal University in Dammam. He said the loading and unloading of any container at the Riyadh dry dock will be completed in two minutes, which is the same time at a number of international seaports in the US and Europe. “However, the containers still remain at the port for 10 days while the international standard if only five,” he added. He said linking the Riyadh dry port with the GCC seaports and dry docks will help achieve integration among member countries.

Essar Ports plans to invest INR 4.5-bn at Gujarat’s Hazira this year

Essar Ports has said it will invest $63 million during 2018-19 in expanding the cargo-handling capacity of its Hazira port in Gujarat to 50 million tonnes, raising the company’s capacity to 110 mt, a senior company executive said. The current capacity of Hazira, an all-weather deepwater port, is 30 mt. It serves the landlocked northern and northwestern regions of the country. The current operational capacity of the company’s port terminals in India is 90 mt per annum. “This investment during 2018-19 would be through internal accruals,” said Rajiv Agarwal, managing director and chief executive, Essar Ports. Among the services offered by Hazira port is bulk cargo handling. This includes finished steel and raw material handling for Essar Steel’s Hazira plant. As of March 2016, Essar Steel owed around INR 450 billion to its lenders, with State Bank of India being the lead bank. Numetal and ArcelorMittal are in the race to acquire the bankrupt company. But analysts expect Hazira port to continue handling Essar Steel cargo even if the steel plant goes to another buyer. Commenting on the overall port development in the country, Agarwal said corporatisation of ports would bring in more transparency and professionalism in the industry. The ease of doing business at ports needs to be improved, he said.

Bigger ships sparking Halifax comeback

Following a prolonged period of stagnation, the Deepwater Port of Halifax is on the comeback trail, with the resurgence sparked by 10,000 TEU ships now regularly calling on North America’s East Coast plus the arrival of new services. For Karen Oldfield, at the helm of the Nova Scotia port since 2002, it’s definitely a question of perseverance being rewarded after being big-ship ready for several years. Last year, containerized cargo volume hit a record 560,000 TEU, up 16% over 2016. The previous peak was 550,462 TEU in 2005. The port portrays itself as a gateway with little congestion, low dwell times and available capacity at both box terminals. It is estimated that there is sufficient existing capacity to more than triple present volume. Among regular customers are Hapag-Lloyd, Zim, ACL, APL, Maersk, OOCL, Evergreen, CMA CGM, Eimskip and Yang Ming. Tropical Shipping moved from Saint John to Halifax and launched a service between Halifax and the Caribbean in January 2017. With Tropical much involved in the reefer trades, the Port of Halifax added more reefer plugs, and there are today 600 reefer plugs at the Halterm International Container Terminal.

India; Maritime trade goes all electronic

The government has made the use of e-Invoices, e-Payments and e-Delivery orders mandatory across the maritime trade as it seeks to push digitisation of trade processes to improve the ease of doing business. Stakeholders across major ports (owned by the Central government) and terminals therein, private ports, private terminals, container freight stations (CFS) and inland container depots (ICD) have been directed to use e-Invoices, e-Payments and e-Delivery orders, according to an order issued by the Shipping Ministry, with effect from April 2. The government has also directed stakeholders to use the Port Community System (PCS), a centralised web-based message exchange platform for the Indian maritime community run by the Indian Ports Association (IPA), to exchange the documents. PCS is linked to the Indian Customs Electronic Commerce/Electronic Data Interchange Gateway or ICEGATE, a portal that provides e-filing services to trade and cargo carriers and other clients of the Customs Department, enabling faster clearance. e-Invoice, e-Payment and e-Delivery Order features were added in the PCS over the past year.

Over 170 countries agree to reduce shipping emissions by 2050

Over 170 countries, including India, signed an agreement in London earlier this week to reduce carbon dioxide emissions by at least 50 per cent (based on 2008 levels) from shipping by 2050. The deal, which was struck after intense negotiations at the International Maritime Organisation (IMO), will force the industry to redesign its fleet and switch from using fossil fuels to running vessels on renewable energy. “The IMO’s commitment to reduce greenhouse gas emissions by 50 to 100 per cent in 2050 is major progress,” Tristan Smith, Reader in Energy and Shipping with the UCL Energy Institute, said in a statement, reported news agency IANS. “The world’s shipping industry has now, for the first time, defined its commitment to tackle climate change, bringing it closer in-line with the Paris Agreement.” The rise of international trade is the main reason for the increase in shipping emissions. Ships transport more than 80 per cent of global trade. Barring two countries, most nations, even the ones with huge shipping industries, have supported the agreement, an expert, who was part of the negotiations, told IANS. According to a UN report, compared to China, India and Brazil were minor players in the shipping industry with 1.21 per cent and 0.88 per cent, respectively, of the overall world share.

Indian Customs allows all freight stations at JNPT to handle uncleared DPD boxes

In a big relief to the beleaguered container freight station (CFS) operators servicing Jawaharlal Nehru Port Trust (JNPT), the Customs has allowed shifting of direct port delivery (DPD) containers that are not cleared within 48 hours of landing in the port terminals to any of the 33 CFS. Earlier, such boxes had to be shifted only to Speedy Multimodes Ltd, the CFS owned by JNPT, but run by a private firm on an operation and management contract, inviting charges of favouritism. The CFS Association of India (CFSAI), an industry lobby, had urged the Customs to overturn the practice of shifting DPD containers that are uncleared for 48 hours after landing to a single designated CFS (Speedy Multimodes) and allow all CFSs to handle DPD containers. Considering the fact that there is increased compliance and steady growth in the volume and percentage of containers being cleared under DPD, it has been decided that port terminals in the following situations should henceforth transfer the container to any CFS as nominated by the shipping line instead of the designated CFS: consignment not cleared within 48 hours from port terminal in respect of DPD clients (Risk Management System or RMS facilitated) and damaged containers or those with tampered seals.

DP World keen to set up logistics hub at JNPT SEZ: Chairman

Leading port operator DP World is among global players that have evinced interest in the Jawaharlal Nehru Port Trust's SEZ which would be divided into three sectors, a top official said. The Jawaharlal Nehru Port Trust (JNPT) will set up a free trade and warehousing zone over 277 hectare area in the SEZ. "We are working on three types of sectors for SEZ. In the first type we will give priority to domestic players. Some of them had shown interest but we cannot go ahead with single bids so we will come out with a tender in a month. where there will be 15-20 plots," Chairman-In-charge of JNPT Neeraj Bansal said. Domestic companies evincing interest include K Exports, S Internet, D Marine Food and KFI Oilfield. "The second category is FTWZ (Free Trade and Warehousing Zones) where large players are interested. Third balance will be a big player who can take the entire plot," Bansal said. He said DP World is one of the major global players which has shown interest in setting up a logistics hub and also managing the FTWZ. Bansal said tenders are likely to be released soon and JNPT plans to formalise all these in a year's span. "Big player becomes a huge selling point, attracts investment and creates employment," he said.

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