

### Shreyas Shipping & Logistics takes delivery of vessel 'M.V. SSL Krishna'

Shreyas Shipping and Logistics, the Indian flagged vessel owning unit of Transworld Group, has taken a delivery of container vessel MV Suffolk Trader - renamed M.V SSL Krishna on 19-June-2018, at 2030hrs. With this acquisition, the total fleet strength of the group reached 24 vessels. Shreyas Shipping is an Indian shipowning and operating company with a prime focus on coastal container shipping and logistics services. It is a pioneer and market leader in containerised coastal shipping in India for both domestic and coastal exim transshipment. Shreyas is the largest container shipping company in India servicing 18 main ports in India and covering the entire Indian coast and other regional areas also offers services to the Middle East and Bangladesh.

### DP World signs deal to further expand Prince Rupert Fairview Container Terminal

DP World is expanding its facilities at the DP World Prince Rupert Fairview Container Terminal after agreeing with the Port of Prince Rupert on the terms of a project development plan that outlines the next phase of expansion at the terminal. The Phase 2B expansion will increase annual throughput capacity at Canada's second largest container terminal to 1.8m teu when complete in 2022, the global port operator said in a press release. DP World Group chairman and ceo, Sultan Ahmed Bin Sulayem, said: "Canada is an important part of our global network and we are delighted to confirm these plans, which underline our commitment to Prince Rupert, which plays a major role in enabling trade in the region and across the west coast with rail connections inland to the rest of the country and the United States. It also demonstrates the excellent relationships built with the port authority and the confidence we both share in the future and the creation of jobs in the community, stimulating the local and regional economy. I would like to thank all our partners and people at Prince Rupert for their commitment and ongoing support." No financial details were disclosed. DP World had reportedly spent \$200m on the earlier Fairview Phase 2A project.

### India sets deadline for nationwide RFID program rollout

As shippers' focus on real-time cargo visibility increases, the government of India has firmed up plans to extend the radio-frequency identification (RFID) technology-enabled container tracking program — which has already proved to be a major boon for trade at Jawaharlal Nehru Port Trust (JNPT) and Mundra Port — to the rest of nation's ports. The government, at a recent stakeholder review meeting regarding trade reforms, set a Sept. 30 deadline for nationwide RFID operations and directed the port regulator Tariff Authority for Major Ports to coordinate with related agencies to put in place necessary infrastructure and assets ahead of that timeline. DMICDC Logistics Data Services (DLDS) — a joint venture between India's National Industrial Corridor Development & Implementation Trust and Japan's information technology firm NEC Corporation — is tasked with providing RFID tagging and tracing services. The program allows exporters and importers to track goods in transit through the port to inland container depots, container freight stations (CFSs), and to end-users, thus reducing logistics costs, as a result of improved predictability and optimization of cargo flows.

### India; Varanasi's game-changing freight village up, extends gateway to Bangladesh

The country's first freight village in Varanasi, which is Prime Minister Narendra Modi's parliamentary constituency, is a one-of-its-kind concept that can prove to be a game changer not just in multi-modal transportation but also in the logistics and warehousing segment of the value chain. Freight village is a specialised industrial estate to attract companies in need of logistics services and can cluster to improve their competitiveness. The concept will also bring together retailers, warehouse operators and logistics service providers supplying the regional FMCG market. "It is modelled on concepts that are prevalent in Europe. The World Bank will fund the project," a shipping ministry official said. The Inland Waterways Authority of India (IWAI) has been assigned the task of executing this project, the pilot of which will be in Varanasi and after that more villages will connect freight corridors in the country. "A feasibility study was conducted by the IWAI, and it showed that something like this can be done in India. It was decided that it would be executed at the last minute at one of the stock-taking meetings of the shipping ministry and the IWAI," another official said. A project of this magnitude would take at least two years to fructify, an expert said.

### Deendayal Port improves fertiliser cargo handling

The Standing Finance Committee of the Ministry of Shipping has cleared a project for setting up an exclusive, fully mechanised handling facility for fertiliser cargo at Deendayal Port in Kandla. The facility will be developed at berth number 14 of the port, which is being constructed at an approximate cost of Rs 138 crore. The port will further invest approximately Rs 340 crore for the project from its internal resources. Initially, the proposed facility will handle 2.60 MMTPA and, subsequently, this will be increased to 4.50 MMTPA. In the proposed project, all activities, right from unloading of bulk fertiliser cargo from the ships to loading of the bagged fertiliser onto the wagons will be fully mechanised. The fertiliser cargo will be unloaded using Mobile Harbour Cranes onto Mobile Hoppers. The conveyor system, along with the tipper system, will transfer the cargo to the cargo storage shed of 38,500 m2. The storage shed will be equipped with 40 sets of bagging and stitching units which will feed the bagged cargo directly into wagons to reduce labour, movement and will optimise time and, as such, the logistics cost will come down. At present, the handling of fertiliser cargo at Deendayal Port involves multiple movements and agencies.

### UAE to invest in Maharashtra infra projects

Maharashtra Chief Minister Devendra Fadnavis, recently on a trip to the Middle East, USA and Canada to attract foreign investments into the state, has managed investment commitments in ports, infrastructure and urban housing -- including slum redevelopments projects -- from the United Arab Emirates' (UAE) key decision makers and business leaders. A communication on the CM's visit said Devendra Fadnavis and the Indian Ambassador to UAE, Navdeep Suri, discussed investment opportunities in Maharashtra for Abu Dhabi Investment Authority (ADIA), UAE's sovereign wealth fund with US \$850 billion in assets. ADIA is committed to invest US\$ 75 billion in India through the National Investment and Infrastructure fund and has partnered with HDFC Bank, Kotak Mahindra Bank in Mumbai to invest in some of the identified areas like affordable housing sector. Fadnavis also held discussions with Sheikh Mohammed Bin Maktoum Bin Juma Al Maktoum, Chairman of MBM Group, to attract the royal sovereign fund to invest in Maharashtra's infrastructure projects like the Mumbai Nagpur Super Communication Expressway and the Slum Rehabilitation and Renewal project in Dharavi.

### ASRY fitting ballast water treatment systems for Arab Petroleum Transport

Bahrain shipyard ASRY has been contracted by Arab Maritime Petroleum Transport Co (AMPTC) to install ballast water treatment systems (BWTS) on part of its fleet. Under the agreement ASRY has already installed one BWTS on a very large crude carrier (VLCC) belonging to AMPTC and installation for two vessels has been agreed. Negotiations to extend the agreement are ongoing for the installation of systems in 2019 and 2020. The AMPTC vessels are being fitted with BWTS from Hyundai. "ASRY was our first choice for these installations as they have good experience with the engineering requirements, and a good network of partnerships that we can rely on. They have taken good care of our fleet for many years, and this is a continuation of that collaboration," Ahmed Demerdash, AMPTC's technical manager, said. "More of our regular customers are now moving forward with their BWTS plans and we have been working closely with them from both an engineering and installation perspective to make these decisions as efficient as possible," said ASRY ship repair general manager, Magdy Sharkawy.

### Port of Rotterdam bringing Pronto app to Singapore, Ningbo

As the challenges mount for global shipping, there is a greater need for ever higher levels of efficiency. This was the premise for the setting up of the Port Call Optimisation Task Force, which was driven by calls from major shipping companies such as Maersk, MSC, CMA CGM and Shell for greater efficiency to help them plan their port and shipping operations better. Along with the ports of Algeciras, Busan, Gothenburg, Houston, Rotterdam, Singapore and Ningbo (Zhoushan) and the International Harbour Masters' Association, United Kingdom Hydrographic Office and GS1 the task force was set up in 2014 to bring standards from the nautical and logistics sectors together. This will help ensure that the nautical data on board vessels corresponds to the information from the port, as well as the information used in the logistics chains. The Port of Rotterdam explained that within the task force, shipping lines and their agents identified the exact areas in shipping business processes that can be optimised when different types of information are provided and shared. Likewise on the ports side, the port operators and their service providers such as pilots, terminals and bunker suppliers, looked at ways to achieve high quality nautical port data.

### The changing face of UAE business

Last week's announcement that private firms would no longer have to provide a Dh3,000 bank guarantee to recruit each new employee is just the latest of a series of measures aimed at transforming the UAE's economy. The packages announced this year are an indication that the objectives announced in a series of medium- and long-term visions are becoming reality. The UAE Vision 2021 calls for the development of a competitive knowledge-based economy, and the announcement of 10-year visas for scientists, and investors and professionals in the medical, scientific, research and technical fields is an important step in attracting the human capital necessary to achieve this. The Abu Dhabi Vision 2030 and the Dubai Industrial Strategy 2030 further set out the ambitions for developing the UAE's non-oil sector to create a diverse, forward-thinking, innovative business ecosystem. What is notable about the measures announced so far this year is how tightly focused they are on making business easier to conduct in the UAE — a country that is already ranked the 21st top nation on the World Bank's latest Ease of Doing Business report. In addition, the support and encouragement for innovation and start-ups help drive a crucial sector of the economy.

### Dubai FDI to visit Australia to boost trade ties

Dubai FDI, the investment development agency of the Dubai Economy, is going on an official economic mission to Australia to strengthen its existing economic cooperation and attract investments into the emirate. The mission, which will take place from June 25 to 29, will be represented by senior officials and executives from Dubai Exports, the export promotions agency of Dubai Economy, Dubai Multi-Commodities Centre (DMCC), Dubai Science Park, Dubai Silicon Oasis Authority, Dubai South, Dubai Health Authority, Australian Business Council, Emirates Airline and Emirates SkyCargo. The group will conduct a series of meetings with various public and private organisations in Sydney and Melbourne to highlight the advantages of investing in Dubai's key sectors such as technology, health, agriculture, aerospace, transportation, as well as explore public private partnership opportunities in infrastructure development. The UAE is also considered as Australia's largest trading partner in the Middle East with non-oil trade valued at Dh10 billion, with as many as 350 Australian firms operating robust businesses in the country. Australia is also expected to host a country pavilion at the upcoming Expo 2020.

### Digitalization expected to transform the global shipping industry

The recently concluded Maritime Silk Road Port International Cooperation Forum in Ningbo City saw shipping industry experts from around the world discuss new ways to boost the efficiency of sea-based trade. Many believe that the way forward is by relying on the Digital Silk Road. Chris Caplice, executive director of MIT Center for Transportation and Logistics, mentioned several emerging technologies that could bring transformation to port and shipping industries. Autonomous trucks, 3D printing, and block chain technology can make interactions between multiple trading partners more efficient, said Caplice. With an estimated 80 percent of goods being shipped by sea each year, ports have long been a critical link in the global supply chain. However, industry experts are looking to speed things up by making use of AI technology and automating the large amount of processes that are typically done through manual labor. The hope is that a digital transformation can boost the efficiency of ports around the world. Ma Shuo, vice president of World Maritime University confirmed the potential of digitalization. "The impact of digitalization is irreversible and long-term. If the port is to innovate, I think that digitalization should be an opportunity rather than a threat."

### Indian freight volume expected to see impressive growth, says report

Freight volume in India is projected to grow over 9 per cent year-on-year in FY19, supported by a recovery in rail freight volumes—which are likely to contribute 50 per cent-55 per cent to the incremental volume in FY18-FY19. However, road freight and transport players may face headwinds from a higher quantum of rail freight volume between FY18-FY19. Between FY15-FY17, logistics expenditure in India ranged between 13 per cent-15 per cent of the nominal GDP—in relation to an average of 8 per cent across G8 nations. This is primarily attributable to two factors. First, supply chain designs in India are based on tax optimisation requirements as against bringing about operational efficiencies. Second, the absence of a uniform and integrated national market has led to skewed development of logistics infrastructure and hence has delayed the onset of economies of scale. While logistics expenditure may remain in the same range through FY19-FY20, economies of scale are likely to facilitate a decline in total logistics expenditure as a proportion of GDP over the long term, said an analysis on the Indian Logistics Industry by India Ratings and Research (Ind-Ra).