

New Saudi shipping line calls at Le Havre

Since the beginning of the year, HAROPA - Port of Le Havre has been berthing the Saudi Arabian national shipping line with a ro-ro service for containers, as well as conventional and heavy-lift cargo. This new bimonthly service, which now links HAROPA to the Red Sea and the Arabian Gulf, reinforces HAROPA's position among the major European industrial and port complexes. Six ships have been deployed as part of this service. Among them, the Bahri Tabuk, which opened the new sea link to the ro-ro terminal in Le Havre at the beginning of the year. The Bahri Jazan which called in Le Havre on Monday 18 June was the ship's 3rd port call to France in the year. These 225m-long vessels are equipped with an access ramp with a capacity of 250 tonnes and two cranes each lifting 120 tonnes. The ships carry various export goods such as new vehicles, construction machinery and electric power generators, as well as railway and miscellaneous construction equipment. The main ports of call directly affected by Bahri's North Europe service are: - Bremerhaven, - Antwerp, - Tilbury, - Bilbao, - Porto Marghera, - Alexandria, - Jeddah, - Jebel Ali, - Dammam. And, depending on the goods transported: - Djibouti, - Sohar, - Abu Dhabi, - And other ports either direct or by transshipment.

JNPT SEZ to bid out 280 acres; Tata Motors, DP World keen to set up base

The Jawaharlal Nehru Port Trust (JNPT) is planning to put up 280 acres of land at its proposed special economic zone (SEZ) for bidding in September. According to sources, Dubai-based DP World and Indian auto major Tata Motors are interested in taking up a large space to set up their bases at the SEZ. Of the 280 acres, according to JNPT officials, a single plot of 250 acre is proposed to be bid out on a co-development basis for setting up a processing zone. This means the infrastructure such as roads, electricity and water will be provided by JNPT while the development of the buildings and manufacturing facilities will be done by the winning bidder. The winner can utilise the entire land for itself or lease it out to other companies. However, the agreement with the lessors have to be within the ambit of the parent agreement. JNPT has set the base price at Rs4,800 per sqm. The lease agreement with companies is being drafted for a period of 30 years, which can be extended to 60 years. Companies need to make an upfront payment as well as pay annual rental and maintenance charges. Of the 280 acres, the remaining 30 acre has multiple plots which will be bid out to micro, medium and small enterprises (MSME) to set up their manufacturing units.

First deepsea box terminal at Haiphong opens and eyes a mainline call

The first deepsea container terminal in north Vietnam has opened for business. Capable of handling 14,000 teu vessels, the Haiphong International Container Terminal (HICT) could see the port serving the booming industrial region receiving mainline calls for the first time. Around 130km from Hanoi, the port of Haiphong has seen average annual growth of 14.6% since 2012 – 2017 throughput was 4.45m teu. Draught restrictions on the River Cam previously limited port calls at Haiphong to 2,000 teu feeder ships. HICT, part of the Lach Huyen port development, was constructed south of the river estuary on Cat Hai island and has a 14-metre depth. The terminal has two berths, totalling 750 metres. Two quay cranes are in operation, with another four due to go online in February, when capacity will reach 1.1m teu. HICT expects to handle around 150,000 teu by the end of the year. "Some shipping lines are planning to send vessels of 8,500-10,000 teu to HICT by the end of 2018," said HICT vice-director Bui Quang Huy. "For mainline trades, local importers and exporters will benefit from lower logistics costs and shorter total lead times. Thanks to HICT, the competitiveness of import and export goods in north Vietnam is improved," he added.

Asean ports to benefit from increased intra-regional trade

The expansion of intra-Asean trade will boost the capacity utilisation of ports in the region, said Johor Port Authority (JPA) General Manager Muhammad Razif Ahmad. He said the Asean port and shipping industry was trying its best to promote trade and gear up towards this development. "I believe ports will benefit when investors come in. It doesn't really matter whether the investments go to Malaysia or other Asean countries because when they trade goods, there will be a lot of movement (of goods) within Asean," he told reporters after the 16th Asean Ports and Shipping 2018 Conference and Exhibition. Muhammad Razif noted that Asean ports had a huge potential, with Asean being the third biggest economy in Asia and seventh largest in the world. He declined to comment on the claim that ports in Malaysia were far behind the nearest competitor, Singapore, in terms of operational efficiency but mentioned that a study by an independent body, which he did not name, had found that they were on par with the latter. Meanwhile, Mohd Khairul Adib said in his speech that Malaysian ports handled 23.9 million twenty-foot equivalent units (TEUs) of containers last year – with overall cargo value of RM480 billion – compared with 4.6 million TEUS in 2000.

Container feeder service between Colombo and Chittagong to launch

The Ceylon Shipping Corporation (CSC) this week got green light from the Government to launch a container feeder service between Colombo and Chittagong, acquiring a vessel through private sector partnership, Cabinet Co-Spokesperson Gayanta Karunatilaka said. The proposal made by Ports and Shipping Minister Mahinda Samarasinghe recommended a partnership with a private sector company to provide the vessels required for the service as the CSC currently does not own any container vessels. The country is able to reap benefits of the Memorandum of Understanding signed with the Bangladesh Shipping Corporation (BSC), and CSC enables the latter to obtain the priority berthing facility for vessels registered under Sri Lankan flag. Noting that the opportunity gives a competitive advantage over other feeder operators, the Minister proposed to commence a joint container feeder initially between Chittagong and Colombo. However, obtaining a vessel through 'Time Charter' basis or 'Bareboat Charter' basis was ruled out due to limitations and costs involved in both options. Instead, a joint partnership with a private sector company was deemed the best option available for CSC.

Djibouti launches 'Africa's biggest free trade zone'

Djibouti today launched the first phase of Africa's biggest free-trade zone, seeking to capitalise on its strategic position on one of the world's busiest trade routes. At ceremonies in the capital, President Ismael Omar Guelleh hailed the scheme as the culmination of infrastructure projects "boosting Djibouti's place in international trade and commerce". The Horn of Africa nation, located at the mouth of the Red Sea and Suez Canal, in 2017 unveiled three new ports and a railway linking it to landlocked Ethiopia, as part of its bid to become a global trade and logistics hub. Somalia's president, Mohamed Abdullahi Mohamed, hailed the free-trade zone as a "victory for East Africa", in comments echoed at the ceremony by Ethiopian Prime Minister Abiy Ahmed and presidents Paul Kagame of Rwanda and Omar al-Bashir of Sudan. The zone, which is connected to Djibouti's main ports, aims at diversifying the economy, creating new jobs and luring foreign investment through tax-free incentives and full logistical support. The pilot phase launched Thursday comprises a 240-hectare (593-acre) site. On its scheduled completion 10 years from now, the \$3.5-billion (three-billion-euro) initiative will span 4,800 hectares -- the largest free-trade zone on the continent.

Saudi Port Authority president visits PSA's Saudi Global Ports

The president of MAWANI (Saudi Ports Authority) HE Saad Abdulaziz AlKhalb visited PSA's Saudi Global Ports (SGP) recently, and shared his vision to develop the terminal with a commitment to high standards of productivity and customer service across its operations. Port operations play an integral part in the Vision 2030 to transform Saudi Arabia into a global logistics hub, he added. Director-general of King Abdul Aziz Port, Walid Faris Al Faris, said: "PSA has shown professionalism and great dedication to upholding high service and safety standards since the start of operations. New productivity records have been achieved since Saudi Global Ports commenced operations in 2015." Anderson Goh, ceo of SGP said: "Saudi Global Ports is honoured to be under the Public Investment Fund (PIF) Program supporting Saudi Arabia's Vision 2030 of developing the country's seaport operations and logistics eco-system. We would like to extend our appreciation to MAWANI, Saudi Customs Authority, Saudi Coastal Guard and Saudi Railway Organisation for their continued support to improve the efficiency of the port. PSA will continue to journey closely alongside MAWANI as we contribute to the growth of the Kingdom's economy."

Bahri service reinforces HAROPA's position among the major European industrial & port complexes

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CMA CGM pulls out of Iran due to U.S. sanctions

French shipping major CMA CGM said on July 7 that it was exiting Iran after the Trump administration imposed sanctions on companies operating in the country. The company's Chairman and Chief Executive Officer, Rodolphe Saadé, unveiled the decision during an economic conference in the southern French city of Aix-en-Provence. He explained that CMA CGM, which operates the world's third-largest container shipping fleet with more than 11 percent of global capacity, opted for the move as it didn't want to become entangled in renewed sanctions on companies operating in Iran. Saadé commented that the company did not want to fall foul of the rules, given its large presence in the United States. The French major's Chief further said that the company's cooperation agreement with Iranian partner IRISL had been suspended. CMA CGM's decision follows the steps of some other major companies, such as the Danish Maersk Group, which announced that it was pulling out of Iran in May.

Sri Lanka: Govt. considers leasing East Terminal for 35 years

The Sri Lanka Ports Authority (SLPA) is expected to lease out the East Container Terminal (ECT) for a period of 35 years with a possible partner from the region. Port workers were informed by Ports and Shipping Minister Mahinda Samarasinghe during a recent meeting that the government has plans to lease out the ECT facility to another party for 35 years and not sell it, JVP trade union leader Chandrasiri Mahagamage told. This is similar to the type of arrangement that is currently in place for the South Asia Gateway Terminal and the Colombo International Container Terminal. A number of geopolitical issues, vested interests and economic reasons may have been the reason for the delay in finalising the commencement of operations of the ECT, a port official said. Meanwhile, the draft concession agreement prepared by the Asian Development Bank has been received by the SLPA. Shipper's Academy CEO Rohan Masakorala observed that while the ECT needs to be made operational without any further delay he noted that since India was the country's biggest transshipment partner it was only right for Sri Lanka to engage an international port operator from India to run the terminal.

Adani ports to acquire Kattupalli Port for INR 1,950 cr

India's largest port developer and part of Adani Group APSEZ inked a pact to acquire Marine Infrastructure Developer for INR 1,950 crore. Marine Infrastructure Developer Private Limited (MIDPL) is the operator of Kattupalli Port. Of the INR 1,950 crore, Adani Ports and Special Economic Zone Limited (APSEZ) will be paying INR 1,562 crore towards settlement of dues of MIDPL. "It has executed Share Purchase Agreement between L&T Limited, Marine Infrastructure Developer Private Limited, L&T Shipbuilding Limited and Adani Kattupalli Port Private Limited to acquire 97 per cent shares of Marine Infrastructure Developer Private Limited (MIDPL). MIDPL is the developer and operator of Kattupalli Port," APSEZ said in a statement. Kattupalli Port is one of the most modern ports in India, emerging as new gateway for EXIM trade in Chennai / Bangalore region and provides a whole new dimension of services with speed and sophistication, the company said. "We are going to start our construction to diversify the cargo of the port and will be adding 40 million tonne of new capacity in next 3 years. We are confident that with our superior infrastructure and efficient handling of cargo we will be able to reduce logistics cost of industries in the region and be one of the engines of growth," APSEZ CEO Karan Adani.

Shipping Corporation on India to enter cruise tourism

The government will give INR 500 crore to Shipping Corporation of India (SCI) for leasing out cruise vessels to promote cruise tourism, as part of its efforts to promote coastal shipping. Union minister for shipping, road transport and highways, water resources, river development and Ganga rejuvenation Nitin Gadkari stated this at a function organised as part of the Jawaharlal Nehru Port Trust's (JNPT) annual awards event. Union minister of state for tourism KJ Alphons also interacted with associates of travel and trade fraternity on various issues concerned with cruise and other tour and travel related matters. Addressing the gathering, Gadkari said the government of India is focusing on sea route and inland waterways, with a view to promoting domestic tourist destinations. He suggested building jetties along the coastal belt of Maharashtra. Gadkari said under Sagarmala the government is promoting use of methanol and ethanol fuels to be used in cruise so as to bring down fuel cost. He also suggested that cruise tourist companies bring cruises from abroad and refurbish them in India, noting that this will be cost-effective for them. He said the government is ready to co-operate with the industry and work on innovative ideas.