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COSCO, Abu Dhabi Ports open new terminal at Khalifa Port

COSCO Shipping Ports and Abu Dhabi Ports inaugurated today CSP Abu Dhabi Terminal at Khalifa Port, adding Abu Dhabi as the regional hub for COSCO's global network of 36 ports as part of China's Belt and Road Initiative. This is the first international greenfield subsidiary of COSCO Shipping Ports, a port operating arm of China COSCO Shipping, and it is the result of the 35-year agreement between Abu Dhabi Ports and CSP. The terminal has a design capacity of 2.5 million TEU and will begin with a handling capacity of 1.5 million TEU. The water depth of the terminal is 16.5 metres, allowing it to accommodate mega-vessels typically carrying in excess of 20,000 TEU. The deepwater, semi-automated container terminal includes the largest container freight station in the Middle East, covering 275,000 square metres. Abu Dhabi Ports has earmarked AED 10 billion (USD 2.7 bn) in investment that will increase capacity at Khalifa Port from the current 5 million TEU to 9.1 million TEU, which also includes boosting capacity at Terminal 1 to more than 5 million TEU. In addition to attracting investors from Eastern Asia, Abu Dhabi Port expects the terminal to attract investment in the free zone of Khalifa Industrial Zone Abu Dhabi (KIZAD).

DP World introduces intelligent container storage system

DP World is introducing a world's first intelligent high bay container storing system touted as the disruptive technology that will radically improve operations. DP World and industrial engineering specialist SMS Group have formed a joint venture to roll out the new and intelligent storing system, which will be applied for the first time at Jebel Ali Terminal 4. The High Bay Storage system was originally developed by SMS Group subsidiary AMOVA for round the clock handling of metal coils that weigh as much as 50 tonnes each in racks as high as 50 metres. Instead of stacking containers directly on top of each other, which has been global standard practice for decades, the new system places each container in an individual rack compartment. Containers are stored in an 11-storey rack, creating 200% more capacity than a conventional container terminal, or creating the same capacity in less than a third of the space. The rack's design means that each container can be accessed without having to move another one, enabling 100% utilisation in a terminal yard. DP World said the system brings huge gains in speed, energy efficiency, better safety and a major reduction in costs. Costs are further cut by the ability to shorten the time taken to load and unload mega-ships by as much as 30%.

US Shipping Act revision gives FMC power to watch shipping alliances with a sterner eye

US president Donald Trump this week handed the Federal Maritime Commission greater powers to regulate container shipping lines, following profound industry consolidation, through a revised US Shipping Act. The FMC Authorization Act of 2017 was signed into law by the president on Tuesday, "marking the first substantive revision to the US Shipping Act since 1998," according to lawyers at Holland & Knight. They said the move was primarily to address "antitrust issues related to recent consolidation in the maritime industry and the emergence of ocean carrier alliances". In particular, it is designed to protect container terminal operators and other port service providers, such as pilotage and towage operators, from the greater buying power wielded by the deepsea shipping alliances. In an in-depth analysis of the new legislation from Holland & Knight noted: "The definition of 'certain covered services' is noteworthy, given that it generally covers those services that ocean carrier alliance members procure at U.S. marine terminals. "Section 709 utilises this term in prohibiting ocean carriers from negotiating for 'certain covered services' with MTOs [marine terminal operators] in violation of antitrust laws or in a manner inconsistent with the purposes of the Shipping Act.

India's Sagarmala completes 89 projects

Sagarmala Programme, an initiative of Government of India to enhance the performance of logistics sector in India, saw the completion of 89 projects, while 443 projects worth USD 5.9 bln are under various stages of implementation and development. Sagarmala Programme aims to promote port-led development with a view to reducing logistics cost for EXIM and domestic trade. Ministry of Shipping, along with the State Governments are striving to increase the overall port capacity to 3500+ million metric tonnes per annum (MMTPA) to cater to the projected traffic of 2500 MMTPA by 2025. Towards this end, 249 port modernization projects have been identified. Out of these, 107 port capacity expansion projects were identified from the port master plans of 12 major ports and are expected to add 794 MMTPA to the major port capacity over the next 20 years. As per the Berthing Policy for Major Ports ,2016 approved by the Ministry of Shipping, a standardized methodology was laid down to calculate norms for dry bulk berths. An exercise was undertaken to benchmark port capacity with global standards set by the berthing policy and re-rate the capacities of major ports.

'Dubai's DP World completes Danish Unifeeder acquisition

Global port operator DP World says it has completed the acquisition of Danish logistics firm Unifeeder for $748 million. DP World's full acquisition of Unifeeder Group from Nordic Capital Fund VIII was announced in August, but finalized on Thursday last week. "DP World PLC is pleased to advise that it has closed the transaction to acquire 100% of Unifeeder Group from Nordic Capital Fund VIII and certain minority shareholders," said one sentence statement from the Dubai-based global marine terminal operator. "Unifeeder Group is now part of the DP World Group, a leading enabler of global trade and an integral part of the supply chain," said a statement from the logistics company which provides transport solutions in Northern Europe. "We are excited to become part of a company that shares the Unifeeder's vision of serving our customers through removing inefficiencies and delivering sustainable shareholder value. Under the new ownership, Unifeeder Group will benefit from DP World's global scope, size, and presence which in turn will enable Unifeeder's brands to expand further and beyond current geographies," it added. The current operations of Unifeeder are complementary to DP World's existing business and provides future growth opportunities.

Colombo Port to touch 7 Million TEU landmark For 2018

The Colombo Port is on the brink of the 7 million TEU container throughput landmark for 2018. "We are almost there, which will also be the highest and best ever performance of the Colombo Port, an upbeat Chairman of the Sri Lanka Ports Authority Dr. Parakrama Dissanayake told. He expressed confidence that the landmark was within reach despite the head winds which usually prevail at this time of the year, which could have an impact on the docking of vessels in the Colombo Port. He also said that one of the world's largest shipping lines which patronizes the Colombo Port Maersk Lines which accounts for 20% of the business of the Colombo Port, had assured the Government that they would increase the volumes to Colombo on a year on year basis. "This assurance was provided to the Government when former Minister of Ports and Shipping Mahinda Samarasinghe and I paid a courtesy call on the A.P. Moller Maersk Lines Group Transport and Logistics CEO Soren Skouand it was he who provided us with that assurance, the SLPA Chief said. "Maersk is one of Sri Lanka's biggest shipping clients and it was indeed important that we pay them these courtesy calls at the highest level. "This was a courtesy call to solicit their support and that was what we achieved," he said.

Mainline vessel docks at India's VOC Port, enables direct export

M V Wan Hai 510, a mainline vessel operated by Wan Hai Lines, became the first of its kind to have berthed at the VO Chidambaranar Port in Tuticorin. The ship measuring 268.8 metres long and 32.3 metres wide made its maiden voyage to Dakshin Baharat Gateway Container Terminal and reached there at 11.45 am on Wednesday. This mainline service has made possible direct export and import to the Far East countries without their dependence on Colombo, Sri Lanka. It makes Tuticorin only the second port in the state, after Chennai, to handle motherships. This China India-2 (CI-2) mainline vessel connects with two Malaysian ports - Penang and Port Klang - and Chinese ports Hong Kong, Qingdao, Shanghai, Ningbo and Shekou. With six vessels having a carrying capacity of 4,333 TEUs (containers), it calls on Tuticorin Port every Tuesday. So far, exporters and importers from Tuticorin Port sent consignments to the Colombo port, from where the mainline ships took them to their destinations. Shipping Minister Nitin Gadkari flagged off the maiden container mainline vessel at Tuticorin and said it will be a game changer in container traffic of south India. Deputy Chairman of port told that the mainline vessel brought 320 containers to Tuticorin and will be carrying around 260 containers export from the port.

APL's intra-Asian business merging under CNC brand

APL's intra-Asian container shipping business is being merged under the CNC brand, but with the management of the Taiwan headquartered-line shifted to Singapore. Under the plan announced this week 15 APL intra-Asia services will be consolidated with 50 CNC services in the region under the CNC name. Both companies are owned by CMA CGM and had remained separate following the acquisition of Singapore-headquartered APL by the French line in 2016. It acquired CNC in 2007. APL said the management of the intra-Asian business would be consolidated in Singapore, with the existing regional sales and marketing channels of the two companies remaining. No time-line was given for the integration. "This strategic move will enable us to become the Intra-Asia Champion with the most comprehensive market connectivity in the Far East. With complementary market footprints, the combined portfolio of services is set to shore-up our relevance in the economically-thriving Asia through the CNC brand ahead," said Nicolas Sartini, CEO of APL. According to analyst Alphaliner it would make CNC the fourth largest intra-Asian carrier after Maersk's Sealand Asia, Evergreen and Cosco Shipping.

Dredging works begin as Doha Port seeks to expand capacity

The Ministry of Transport and Communications (MoTC) has begun dredging works at Doha Port as efforts continue to develop all ports countrywide and preserve their infrastructure. The ministry has said in a statement that it aims to boost Doha Port's capacity to be able to accommodate the largest cruise ships in the future, helping position the capital city among the world's top cruise ship tourism destinations. "Dredging deeper in the Doha Port's watercourse will qualify it to become a tourist destination that is able to accommodate giant cruise ships. These development works will generate significant economic returns to companies, hotels, restaurants, retailing and service sectors as well as the tourist landmarks of Qatar," said Sheikh Mohamed bin Khalid al-Thani, director of Technical Affairs, MoTC. This key project, he added, "contributes to Qatar National Vision 2030 and assists in achieving the goals of the Qatar National Tourism Sector Strategy 2018-2023 that aims to place Qatar among the world's best tourism locations". The project, which will help the port receive supersize cruise ships in the future, will be a key landmark during the events of the 2022 FIFA World Cup, Sheikh Mohamed noted.

CN eyes stake in Halterm container terminal in Halifax

Canadian National Railway is seeking to emulate its success on Canada's west coast by establishing a bigger beachhead on the east coast by bidding, with an unidentified partner, to acquire a stake in Halterm Container terminal at the Port of Halifax. "As part of our action-oriented approach to grow trade volumes on our eastern network, CN is exploring the opportunity with a partner of getting involved in the acquisition of Halifax's Halterm container terminal," said CN spokesman Jonathan Abecassis, thus reiterating the central message made earlier this week by CN president Jean-Jacques Ruest in an interview with Canada's Financial Post publication. During this interview, Ruest said the goal of the potential acquisition of the terminal owned by Macquarie Infrastructure was to create a "Prince Rupert of the East" – referring to the strong growth of the Port of Prince Rupert in recent years in maritime trade with Asia through notably a direct CN network connection with the US Midwest market. The Fairview Container Terminal in Prince Rupert is operated by DP World and has been regarded as the fastest growing container facility on North America's west coast.

Hutchison Ports Pakistan welcomes country's largest ever container ship

Hutchison Ports Pakistan welcomed the China India Express, the country's first ever 11,923TEUs container ship to call at its terminal. This is the first time a container vessel of this size has berthed in Pakistan. The China India Express, operated by COSCO Shipping Lines Pakistan Ltd. has a capacity of 11,923TEUs, making it the largest ship to berth at any terminal in Pakistan. "The extension of China India Express to Pakistan is the start of a new era in our container sea trade," said Captain Syed Rashid Jamil, General Manager and Head of Business Unit, Hutchison Ports Pakistan. "Our terminal's location and state-of-the-art equipment enable us to efficiently handle vessels of this size in the quickest time possible. We are delighted to become the first ever terminal in Pakistan to welcome 11,923TEUs vessel. We would like to thank our partners COSCO, OOCL and CMA CGM, for helping us accomplish this historic milestone." Hutchison Ports Pakistan is the only container terminal in Pakistan with a depth alongside of 16.5 metres, able to accommodate large size megaships. The terminal is equipped with 8 remote controlled quay cranes and 29 rubber-tired gantry cranes (RTGCs) being operated by nGen, Hutchison Ports' proven terminal control system.

India's top container port JNPT cuts cargo export dwell time by 31% to 63 hours

India's largest container port JNPT has significantly cut export dwell time of cargo by 30.7 per cent to 63 hours and is developing an e-market portal for evacuation of import containers within 24 hours from the terminal, a top official said Monday. JNPT is one of the top 12 major ports in the country under the shipping ministry. It has contributed significantly in improvement of India's rank in World Bank evaluation in the parameter 'Trading Across Border' from 146 to 80. "Export dwell time at JNPT which was hovering around 91 hours in 2014-15 has been reduced to 63 hours in September 2018. Ministry of Shipping has been continuously striving for faster cargo evacuation and reduced dwell time at the port," Shipping Secretary Gopal Krishna said. The port has taken a slew of steps to encourage direct port delivery (DPD) through its terminals by simplifying the registration processes, rationalising the handling charges and removing the need for deposits besides creating physical infrastructure to cope with increased DPD clientele. The port is also working on introducing a transport arrangement to serve the dual purpose of reducing congestion in the port access road as also in operations.

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