

Transworld Group, UAE has been conferred the accreditation as a 'Great Place to Work® Certified company'

Great Place to Work® Institute is a renowned global Certification organization and considered as an authority in the study of high performance and high trust culture companies in more than 60 countries with its 30+ years of experience. After successfully completing Trust Index® Staff survey and Culture Audit® workplace & Culture analysis, Transworld Group, UAE is Great Place to Work® Certified. This certification is a testament of the Group's continuous endeavor towards building an engaging workplace for the staff which inspires creativity and propels excellence, whilst continuing to strive in creating an environment that is exciting, provides learning opportunities and overall growth.

Saudi customs pilots shipment tracking on the blockchain

According to a report, Saudi Customs is currently currently experimenting with tracking shipments on the blockchain. The project will link the Saudi customs officials' existing shipment tracking platform, known as Fasah, to a blockchain-based one, powered by TradeLens. Aiding the pilot will be the Saudi Arabian customs IT partner, Tabadul. The Riyadh-based firm has helped to integrate the Fasah platform with TradeLens. The TradeLens platform is expected to save thousands in overall costs for those customs agencies that choose to use it. The huge Danish logistics firm Maersk and IBM created the blockchain shipment tracker solution with the aim of moving the world's global supply chain to the blockchain. TradeLens itself was announced last August. The Saudi pilot involves the integration of Fasah with the TradeLens platform. Fasah is a preexisting platform connecting all those involved in the nation's cross border trade. This includes both government and private entities. Saudi Arabia hopes to position itself as a logistics hub through its early use of blockchain in supply chain tracking.

DP World completes Unifeeder Group takeover

DP World completed its acquisition of Danish transporter Unifeeder last month following the deal's announcement in August 2018. Based in Aarhus (Denmark), Unifeeder operates the largest and most densely connected common user container feeder and an important and growing shortsea network in Europe, serving both deep-sea container hubs and the intra-Europe container freight market. According to DP World, the acquisition of Unifeeder will further enhance its presence in the global supply chain and broaden its product offering to our customers – the shipping lines and cargo owners – “with a view to ultimately reduce inefficiencies and improve the competitiveness of global trade.” In a statement it added that: “The current operations of Unifeeder are complementary to DP World's existing business and provides future growth opportunities.” “We are delighted to add the Unifeeder brand under the DP World umbrella, which supports our strategy to grow in complementary sectors, strengthen our product offering and play a wider role in the global supply chain as a trade enabler,” said Sultan Ahmed Bin Sulayem, group chairman and CEO, DP World.

Hamad Port sees strong rise in cargo movement

Hamad Port continues to add new chapters to its success story as it has registered a strong rise in cargo movement in November. The movement of break bulk cargo in the port surged by around 20 percent last month as it handled 90,955 tonnes of break bulk cargo in November compared to 76,228 tonnes of cargo in October. The port, which is one of the largest ports in the region, received 137 ships in November. The port also handled 107,631 Twenty-Foot Equivalent Units (TEU) containers last month, Qterminals said in a tweet. Qterminals was set up by Qatar Navigation (Milaha) and Qatar Ports Management Company (Mwani Qatar) to manage the port. The port handled 7,432 vehicles in November compared to 6,730 vehicles in October, reflecting a rise of 10 percent. It also witnessed huge rise in cattle movement as it handled 2,178 heads of cattle last month against 1,500 cattle a month before, showing an increase of around 45 percent. The port is ending the year on positive note as it witnessed huge rise in vessel and cargo movement and achieved several milestones in 2018.

Drydocks World completes Rashid D Wellhead platform for offshore UAE

Drydocks World, one of the leading marine, onshore and offshore service providers to the shipping, oil, gas and renewable energy sectors, has completed the Rashid D Wellhead Platform jacket and topside for TechnipFMC and end client Dubai Petroleum. The topside is an oil and gas processing module weighing 950 tonnes, designed for unmanned offshore operation with a lifespan of 25 years. It contains advanced piping and control systems, which were entirely fabricated, integrated and pre-commissioned by Drydocks World. The 500-tonne jacket structure is designed to support the topside offshore in Dubai at a sea depth of 31m. The scope of work also includes pile fabrication, oil, water injection and gas riser's fabrication as well as subsea spools for connecting the platform to Dubai Petroleum's existing offshore subsea network. “The Rashid D project marks another fast track achievement performed by the joint efforts of Dubai Petroleum, Drydocks World Dubai and TechnipFMC to deliver this project in less than 10 months after award,” noted Nabil Aouad, vice-president Subsea for TechnipFMC.

China will build 150 high-tech logistics hubs by 2025

China's coastal cities host some of the busiest seaports in the world, moving tens of millions of TEUs each year. Booming shipping, manufacturing and populations along the Pacific coast, however, have created a shortage of space, and now a great deal of logistics development is moving inland. The logistics plan from China does not specifically name where the 150 hubs will be built, but it does list 127 cities as “qualified locations.” Major port cities such as Shenzhen, Shanghai and Guangzhou make the list, but so do inland cities emerging as logistics centers, including Zhengzhou — nicknamed “iPhone City” because of a Foxconn factory — and Xi'an. The inland cities serve as land bridges between China and Europe and help to facilitate trade between the major blocs. Many of the new logistics hubs will help with fulfillment of domestic e-commerce orders as well, Technode reported. China is the world's largest e-commerce market, surpassing the U.S. in 2015. Its online retail market is expected to reach \$1.8 trillion by 2022. The challenge, especially in rural and underdeveloped regions, is a lack of infrastructure needed to transport goods. China's logistics hub plan emphasizes development of infrastructure, such as rail and cold chain, to support the hubs and help meet the demands of consumers.

Colombo port handles record 7m teu in 2018

Sri Lanka's Colombo port announced that it has handled a record 7m teu for 2018, an increase of 1m teu from the previous year, according to Sri Lanka Ports Authority (SLPA). “The port of Colombo having handled 1m teu in 1995, took nine years to handle 2m teu in 2004. Having handled 4m teu in 2010, it took five years to handle 5m teu in 2015. In the year 2017, the port handled 6m teu and it took two years to handle that extra million. But what is unique is that this year, the port of Colombo handled 7m teu and that one million took only one year. By the end of this year the transhipment volumes of the port of Colombo has increased by 19.3%,” said Dr Parakrama Dissanayake, secretary of the ministry of ports, shipping and southern development and chairman of SLPA. Three terminals – Jaya Container Terminal (JCT), South Asia Gateway Terminal (SAGT), Colombo International Container Terminal (CICT) – have helped Colombo port achieved the 7m teu last year. The terminal operators of JCT, SAGT and CICT have signed memorandum of understandings to collectively raise the efficiency at Colombo port, such as reducing waiting time for container vessels. SLPA signed its first Public Private Partnership (PPP) agreement with the SAGT in 1999 for 30 years that brought an investment of \$220m to-date.

Adani Ports delivers 50 US-made GE locomotives to Indian railways

Adani Ports and Special Economic Zone Wednesday said it has concluded import and delivery of 50 US-made GE locomotives to Indian Railways. All 50 locomotives were manufactured by GE Electromotive Division in the US and imported to Mundra port. “Adani Ports and Special Economic Zone Ltd (APSEZ) successfully concluded the import and dispatch of 50 General Electric Transportation (GE) locomotives from Mundra port for the Indian Railways with full customer satisfaction and ‘zero’ incident. All 50 locomotives were manufactured by GE Electromotive Division in the US and imported at Mundra port for the Indian Railways, a first for Indian shipping and logistics,” the company said in a statement. The final locomotive was handed over to the Indian Railways at the Roza Loco Shed (UP) on November 23, 2018. The commissioning of the locomotives was completed in the period between October 2017 and November 2018, which is a landmark record for the logistics and ports sector. The statement said Mundra port has the unique distinction of handling consignments critical for development and defence of the nation. APSEZ is India's largest private multi-port operator and a part of the Adani Group, an integrated infrastructure corporation.

Antwerp port looks to ‘urgent’ capacity expansion on strong growth

Antwerp port has confirmed a need for additional container handling capacity as the port concluded 2018 with expected growth in all types of cargo. Jacques Vandermeiren, ceo of Antwerp Port Authority, highlighted that the port is already far beyond its optimum capacity limits in the terminals below the locks, with serious consequences for efficiency. “We therefore continue to insist that additional container capacity below the locks is urgently needed. The port of Antwerp is doing very well, which is good news for the economy. But it is also very important to keep up this impetus and to build the necessary capacity as soon as possible,” Vandermeiren said. The expected total freight volume in 2018 comes to 235m tonnes, a new record, with growth in all types of cargo. The large expansion in container freight continues, reaching 11m teu, up 5.5% year-on-year. Liquid and solid bulk are up by respectively 4.5% to 76.5m tonnes and 5% to 12.8m tonnes, while breakbulk has experienced growth of 1.8% to 15.6m tonnes. In addition, last year saw international players in the chemical industry including Borealis, INEOS, Nippon, Sea-Mol and Oiltanking/AGT brought a wave of investment to the port, amounting to more than EUR2bn (\$2.3bn).

India-Iran-Afghanistan pact on Chabahar port to be implemented on February 26

The deputy head of Iran's Ports and Maritime Organization (PMO) for ports and economic affairs has said that the trilateral agreement between Iran, India and Afghanistan on transit of goods via Iran's southeastern port of Chabahar will be officially implemented on February 26, 2019. The official portal of the Transport Ministry quoted Mohammad-Ali Hassanzadeh as saying in an interview to a state-TV on Saturday as saying that the agreement's implementation requires attraction of businessmen and the launching of direct shipping lines between Chabahar and India's ports, as well as other ports in the Persian Gulf and the Sea of Oman. “The implementation started a week ago. Some cargo had transited from India to Afghanistan before that. About 10 ships carrying wheat and beans, weighing 120,000 tons, had been transported from India to Afghanistan,” Hassanzadeh said. On October 23, Iran, India and Afghanistan inked an agreement on transit of goods via Chabahar. The agreement was signed in Tehran by Mohammad Rastad, the head of PMO, T.S. Tirumurti, Secretary of Economic Relations in India's Ministry of External Affairs, and Imam Mohammad Warymoch, Afghanistan's Deputy Minister of Transport, during the first meeting of the coordination council.

Shipping line Maersk withdraws Port Nelson direct service

It's still smooth sailing for Nelson container customers despite a major shipping line discontinuing its direct service to its port, Port Nelson says. Maersk's Northern Star service between Tanjung Pelepas, Malaysia and Auckland previously called directly to Nelson for freight services, one of four shipping lines calling in to the city. However, Maersk announced an end to the stopover in late July. Container traffic shipped through Nelson now went via a feeder service to Tauranga with the Pacifica line to meet onward connections to Asia, the Americas, Pacific Islands and Australia. The move is understood to be in line with a global trend within the shipping industry to use larger vessels in most trades to reduce costs, following heavy financial losses in recent times. Customs Brokers and Freight Forwarders Federation of NZ executive director Rosemarie Dawson said New Zealand was over serviced in terms of the number of ports it has relative to market size. Due to the high costs involved in port visits, carriers were looking to reduce the number of calls they made. Nelson was one of the smallest ports with the least volume and was heavily reliant on export cargoes, unlike other ports which had a more balanced trade in terms of imports, she said.

Cargo ship from Norway first to enter Port of Montreal in 2019

The cargo ship Virginiaborg became the first seagoing ship to enter the limits of Port of Montreal in 2019, reaching the threshold of the port at Sorel at 3:50 a.m. Wednesday and mooring at the Logistec terminal in Montreal later that morning. The vessel left Porsgrunn in Norway on Dec. 20 and its captain, Volodymyr Yurchenko, on Thursday is to receive the gold-headed cane awarded to the master of the first ship to reach the port each year, a tradition that in 2019 is marking its 180th anniversary. “It's a precious object that he will keep for the rest of his career,” said Mélanie Nadeau, director of communications for the Port of Montreal. The 14-karat head is engraved with the name of the captain and his ship. Yurchenko has three decades of experience in sea navigation. The two pilots of the Saint-Laurent, which escorted the ship from Trois-Rivières to Montreal, will also be honoured during the ceremony, with the port's president Sylvie Vachon in attendance. According to Nadeau, the tradition started in 1840 when a top hat was given to the captain of the first ship to enter the port after its reopening in the spring. The cane made its first appearance around 1880. Since these days, the St. Lawrence River is navigable all year long, the first ship of the year arrives at the beginning of the year.

Cosco Shipping Ports Takes 4.34% Stake in Beibu Gulf Port

COSCO Shipping Ports Limited, a leading ports operator in the world, announced that it has subscribed for 70,943,455 shares of Beibu Gulf Port Co., Ltd. for a total consideration of approximately RMB 470 million, through China Shipping Terminal Development Co., Limited, a subsidiary of the Company. The shares accounts for approximately 4.34% of Beibu Gulf Port's total issued shares. By subscribing the shares, COSCO Shipping Ports aim to further strengthen the cooperation with Beibu Gulf Port, and lay a foundation for the Company to participate in the integration of Guangxi ports. At present, COSCO Shipping Ports teams up with Beibu Gulf Port in operating Qinzhou International Container Terminal Co., Ltd. Beibu Gulf being the gateway of the New International Land-Sea Trade Corridor (“ILSTC”, formerly known as China-Singapore Southern Transport Corridor), is strategically significance in development. The ILSTC connects the Silk Road Economic Belt in the north, and 21st-Century Maritime Silk Road in the south via Guangxi and the ASEAN countries such as Singapore, it forms a complete route of the Belt and Road Initiative through western China, plays a key role in the construction of the Belt and Road Initiative, it not only promotes the development of western China, but also strengthens the cooperation among China and ASEAN countries.