

## Ocean Alliance members extend agreement till 2027

Members of the OCEAN Alliance, CMA CGM, COSCO Shipping Lines, OOCL and Evergreen, have signed documents to confirm the extension of the duration of OCEAN Alliance to ten years, until March 31, 2027. Announcing the signing, Chinese shipping major COSCO Shipping Lines said that OCEAN Alliance operates stably and orderly under smooth communication among all members since April 2017. "All members are satisfied with the high quality of OCEAN Alliance product with comprehensive coverage, high frequency, distinct port pairs and reliable schedule," COSCO added. "All members are convinced that, with the confirmation of ten years cooperation, OCEAN Alliance could cope with the challenge in future and our alliance would be united and strong. We will perform the necessary procedures to related regulators and ensure the operation of OCEAN Alliance compliance with laws and regulations." The signing of the documents comes just a day after the alliance announced the launching of its Day 3 product. Under the new service offering, the partners said they would cover 38 services using 330 vessels with an estimated carrying capacity of around 3.8 million TEUs.

## DP World acquires majority stake in Chilean port operator

Dubai-based DP World said on Sunday it had agreed to acquire a 71.3% stake in Chile's Puertos y Logistica (Pulogsa) from Minera Valparaiso and other shareholders associated with the Matte Group. Puertos y Logistica (Pulogsa) operates a long-term concession for Puerto Central in San Antonio, in the Central region, and owns and operates Puerto Lirquen in Chile's south. Puerto Central is a multipurpose terminal with capacity to handle post-Panamax ships with a 15-metre draught. Puerto Lirquen is a multipurpose terminal, located in Concepcion Bay, in the VIIIth Bio Bio region which is the main consumption and production hub for the agricultural, forestry and salmon industries in the country. The terminal has two finger piers with six docking sites, 148,000 sqm of warehouses and more than 330,000 sqm of paved yards for storage. The agreement is dependent on a tender to acquire all outstanding shares of Pulogsa listed at the Santiago stock exchange and Dubai's DP World said it would offer \$502m for 100% equity ownership. "The overall value proposition for these terminals is compelling and the addition of capacity to our portfolio will help drive long-term value to all our stakeholders."

## Liverpool gains permanent call on 2M Alliance transatlantic service

The switch by Maersk Line and MSC of a transatlantic service from Liverpool from Felixstowe last July after the latter port suffered severe delays due to problems with a new terminal operating system has become permanent. Peel Ports said that the 2M Alliance of Maersk and MSC had decided to make Liverpool a permanent port of call on the TA4 service Europe and the US after the introduction of a temporary call in July last year when the Port of Felixstowe suffered severe delays following the introduction of new terminal operating system in June. "Switching our transatlantic service temporarily to Liverpool allowed us to maintain our comprehensive UK offering with a wide range of connections to our global network. Based on demand and interest from businesses across the North West we are pleased to be making this change permanent," said Asbjorn Kops, trade and marketing director of Maersk. Peel Ports sees that Liverpool could benefit over concerns at congestion at ports in the southeast the UK being exacerbated by Brexit. The service will have a port rotation covering Antwerp, Rotterdam, Bremerhaven, Liverpool, Newark, Savannah, Port Everglades and North Charleston.

## China expanding access to strategic foreign ports: Pentagon

China is expanding its access to strategic foreign ports like Pakistan's Gwadar + and Sri Lanka's Hambantota + to pre-position the logistic framework necessary to support the growing presence of its military in the Indian Ocean and beyond, the Pentagon said. The People's Liberation Army's efforts to obtain access to commercial ports in Africa, the Middle-East and South Asia would align with its future overseas logistic needs and meet its evolving naval requirements, said the Congressionally-mandated report on the increasing Chinese military power which was released by the US Department of Defence on Tuesday. China in 2015 announced its intention to build military facilities in Djibouti, citing reasons "to help the Navy and Army further participate in UN peacekeeping operations, carry out escort missions in the waters near Somalia and the Gulf of Aden and provide humanitarian assistance". "China is expanding its access to foreign ports, such as in Gwadar, Pakistan, to pre-position the logistic framework necessary to support the PLA's growing presence abroad, including normalising and sustaining deployments into and beyond the Indian Ocean," the Pentagon said.

## DP World, SMS aim to revolutionize global port logistics

An international joint-venture formed by Dubai-based port and terminal operator DP World and industrial engineering specialists SMS group will revolutionize the way that containers are handled in ports. A new and intelligent storing system will be applied for the first time ever at Jebel Ali Terminal 4, in time for the Dubai Expo 2020 world fair. 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 tons 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 system places each container in an individual rack compartment. Containers are stored in an eleven-story rack, creating 200 percent more capacity than a conventional container terminal, or creating the same capacity in less than a third of the space. "Our system will significantly increase the productivity of handling ships on the quay. This means that quay walls can be shortened by a third. This disruptive innovation will greatly improve the financial performance of container ports, and well as their overall appearance," Mathias Dobner, CEO of the joint venture, said.

## Ningbo-Zhoushan passes Shenzhen to become third largest container port globally

China's Ningbo-Zhoushan port reported a container throughput of 26m teu in 2018, pushing it up into the ranks world's top three container port for the first time. The volumes of 26m teu handled by Ningbo-Zhoushan sees its surpassing Shenzhen, which reported a throughput of 25.74m Teu last year, to become the world's third largest container ports. To improve container throughput, Ningbo-Zhoushan port has been actively co-operating with shipping alliances on shipping routes deployment and local resources expansion and strengthening its position as a hub port for international shipping business. The port operates 246 shipping routes as the end of 2018. The fast growing of sea-railway combined transportation in Ningbo-Zhoushan port has greatly driven the increasing of its container throughput. The port opened nine sea-railway combined routes last year, including seven routes with over 5,000 teu volume monthly. In 2018, the port completed over 600,000 Teu sea-railway cargo volume, a growth of 50% year-on-year. The Chinese port comes in behind Singapore as the second busiest container port in the world and Shanghai in the number one spot for the ninth consecutive year with a volume of 42.01m Teu last year.

## Hambantota International Port places Sri Lanka on world maritime map

Hambantota International Port (HIP) said it saw an increase in vessels docking at the port on the first week of the New Year. One of the region's top multipurpose ports, HIP is currently handling a number of different activities, from ship to ship transfers to ship repairs and warm layups. Apart from the regular car transshipment vessels, there is a vessel requiring Ship to Ship transfer operations and a ship belonging to the Sri Lanka Navy amongst the six vessels currently berthed in the Harbour. The varied services offered by the highly experienced port staff include a warm layup for drillship 'Aban Abraham' in port for a period of 6 months, a hot layup for Oil Tanker 'Champion Express', a ship to ship transfer operation for mv. 'Orchid', loading and unloading operations for RORO vessels 'GlovisSiris' and 'Glovis Champion' as well as a familiarisation & operational requirement for Sri Lankan naval vessel. Traffic to the Hambantota International Port increased significantly during the last year, with 300 vessels calling with different service requirements. Whilst their volume of RO-RO vessels handled had increased by 136%, the multi services provided by the port has pushed its activities, which were previously centered around RO-RO operations, to bulk, break-bulk, ship supply services, repairs and layups.

## APM Terminals Mumbai tops India market share

Despite intensifying regional competition, APM Terminals' Gateway Terminals India (GTI) at Jawaharlal Nehru Port Trust (JNPT) continues to dominate container trade to/from India — an emerging market economy that ocean carriers and others increasingly target for growth, amid prolonged weak demand in other global regions. GTI, also known as APM Terminals Mumbai, retained its top spot with the largest market share among all terminals at major public and minor private ports in 2018, according to a new port data analysis. The premier terminal handled 2.07 million TEU in 2018, up 5 percent from 1.97 million TEU in 2017. That translates into roughly 13 percent of the total 16.4 million TEU shipped to/from India during the year, or 20 percent of major ports' combined annual 10 million TEU, or a formidable 41 percent of JNPT's record 5.05 million TEU in 2018. GTI also became the first terminal at any Indian port to handle 2 million TEU in a calendar year — a significant feat, given the aforementioned challenges. In an interview, Ravi Gaitonde, chief operating officer of APM Terminals Mumbai, stated that sustained high productivity rates, technological advancements, and other pro-trade measures have combined to deliver that stellar performance.

## India on cusp of waterways revolution; 4% cut in logistics cost to lift exports by 30%: Nitin Gadkari

Waterways transport in India is all set for a revolution and has potential to bring down logistics cost by 4 per cent that will propel exports by 30 per cent, Union minister Nitin Gadkari said Thursday kicking off PSU Concor's maiden containers voyage through coastal shipping. The shipping and road transport minister said many firsts in the country were lined up as massive works were underway on projects for turning 11 rivers into waterways besides pilot run of aeroboats on Ganga on January 26. Launching Container Corporation of India's (Concor) first-ever container transport through coastal shipping from Kandla to Tuticorin port via Mangalore and Cochin through video conferencing here, Gadkari recalled how people used to laugh at his dream of developing waterways and running cargo ships on the river Ganga. "Now we have paved the way for exports to Bangladesh and Myanmar through Varanasi...If we reduce our logistics cost by just 4 per cent then our exports will boost by 25-30 per cent...We are one of the fastest growing economies and we have the potential to do it," Gadkari, who is also the water resources minister, said. Coastal shipping is developed in such a fashion that it can carry all kinds of cargo - automobile, fertiliser, cement, steel, foodgrain, sugar, the minister said.

## India to take over Sittwe Port operations in Myanmar

In a major boost to the 'Act East Policy', India is all set to take over the operations of Sittwe Port in the neighbouring country of Myanmar. "The infrastructure at Sittwe Port in Myanmar, constructed with India's assistance, is ready for operation", Minister of State for Shipping and Road Transport Mansukh L. Mandaviya said in a written reply to a question in Rajya Sabha, the Upper House of Parliament. The minister informed that the construction of Sittwe Port is part of the Kaladan Multi-Modal Transit Transport Project. Its objective is to create a multi-modal sea, river and road transport corridor for shipment of cargo from the eastern ports of India to Myanmar through Sittwe Port and vice-versa. The project would encourage investment and trade and also open alternate routes for connectivity to India's north-east region, Mansukh L. Mandaviya added. On 22 October 2018, India and Myanmar signed a bilateral agreement for operationalisation of the port at Sittwe and inland water transport terminals at Sittwe and Paletwa in Myanmar. India has been pushing for greater connectivity with countries of south-east Asia to counterbalance China's Belt and Road Initiative.

## KICTPL create history in the new year by berthing the longest ever vessel

History was created at Kandla Port on 7th January 2019 with the berthing of M.V. Zardis at KICTPL with a LOA of 304.07 metres, making this the longest vessel to ever berth at the port. The vessel was expertly manoeuvred to the berth by the Deputy Conservator, D.P.T. Capt. T. Srinivas ably assisted by Harbor Master (I/C) Capt. S. K. Pathak & Capt. Tyagi. M.V. Zardis V. SCP1179W under IIX service of IRISL group made its maiden voyage to Kandla International Container Terminal Pvt Ltd (KICTPL). The said vessel having a LOA of 304.07 metres came alongside at 1430 hrs on 07th Jan 2019. In this voyage, she would be loading 1041 TEUs of export containers to Bandar Abbas. The association of IRISL and KICTPL dates back to April 2017, when the first IRISL vessel M.V. Arezoo V. 1029E berthed on 15th April 2017. Since then there have been regular support of IRISL at Kandla. The current trajectory of developments only reiterates the growing business confidence between IRISL and KICTPL. On this special occasion, Terminal Head Amardeep Singh Parmar thanked the Chairman DPT Shri. Sanjay Bhatia, IAS, the Deputy Conservator Capt. Srinivas and the Harbour Master (I/C) Capt. Pathak & Capt. Tyagi for making this happen.

## Shell completes acquisition of 26% equity in Hazira LNG and Ports

Shell Gas B.V., a subsidiary of global energy giant Royal Dutch Shell plc, on Wednesday announced that it has completed acquisition of 26 per cent equity interest in the Hazira LNG and Port venture from French energy player Total Gaz Electricite Holdings. The development brings Shell's equity interest in the LNG (Liquefied Natural Gas) terminal and port on the coast of Gujarat state to 100 per cent now. "The move allows Shell to build an integrated gas value chain, supply from its global LNG portfolio, regasification at the Hazira facility, and downstream customer sales," Shell said in a statement. In August last year, the gas major had announced to acquire 26 per cent stake from Total. The financials of the deal were not revealed. Strategically, the 100 per cent ownership of the LNG and port venture will enable Shell to contribute towards India's long-term need for more and cleaner energy solutions. "Fifteen years ago, Shell invested in the Hazira project — the single largest foreign direct investment for India in the energy sector at the time. I am very proud that as a 100% shareholder, we will now be able to utilize this great infrastructure asset to its full potential and help provide much needed gas to serve the growing energy needs of India," said Ajay Shah, Vice President, Shell Energy Asia.