



Dubai Port operator DP World to return to full state ownership

Dubai port and logistics giant DP World said on Monday it would return to full state ownership and delist from the Nasdaq Dubai, in a deal worth some \$2.7 billion. State-owned parent company Port and Free Zone World has offered to acquire the 19.55 percent of DP World's shares currently traded on the Nasdaq Dubai stock exchange, DP World said in a statement, according to AFP. Returning to full ownership by the emirate of Dubai would free the firm from the demand for short-term returns in the public market. "The global ports and logistics industry has been undergoing a significant transition," said Sultan Ahmed bin Sulayem, DP World's chairman and CEO. The move will "enable the company to focus on implementing our mid-to-long-term strategy to build the world's leading logistics provider" backed by a global network including ports, economic zones, industrial parks and inland transportation, he said.

Vado Gateway Terminal commences operations

The new Vado Gateway terminal, located in Vado Ligure, Italy, received its first commercial service on 11 February 2020. The ship, M/V Maersk Kota, was the first of seven ships from Maersk's weekly ME2 service, connecting the Mediterranean with the Middle East and India. The call by M/V Maersk Kota marked the start of operations for the new deep-sea Vado Gateway container terminal. With a total investment of 450 million euros, it is one of the most important port infrastructures to be built in Italy in recent decades. Managed by APM Terminals Vado Ligure, the new container terminal strengthens the competitiveness of the Italian port system and represents a strategic hub for the new "Silk Road", connecting the markets of Northern Italy, Switzerland, Germany and north-eastern France with the Far East. With a capacity of over 6,400 TEUs, M/V Maersk Kota departed from the port of Tangier in Morocco and arrived at Vado Gateway after the port calls at Alceiras, Valencia and Fos Sur Mer / Marseille. It continued its journey to Port Said in Egypt and various other terminals in Saudi Arabia, Oman and the United Arab Emirates, and finally Abu Dhabi.

Refrigerated cargo is being diverted from Chinese ports

The initial assessment of the coronavirus effect on ocean shipping was: It will slash Chinese exports of containerized, factory-made goods and reduce China's import demand for industrial and energy bulk commodities. As it turns out, that appraisal missed a big part of the fallout picture. The Chinese population still has the same demand for food, but a major logistical hurdle has emerged to the import of perishables — and the consequences are reverberating across global agricultural export markets, including in the U.S. Perishables are imported in refrigerated containers or "reefers." When they're unloaded at the destination terminal, they must be connected to power via "reefer plugs" until they're picked up by trucks. Terminals only have so many reefer plugs, and given delays in inland truck transport due to coronavirus restrictions, reefer plugs are now full in several top Chinese ports.

DP World to upgrade, maintain Eritrean Ports

The Red Sea state of Eritrea contracted DP World Ltd. to upgrade its ports as regional peace brings increased business to its shores. Formerly isolated Eritrea is normalising foreign relations after signing an historic peace deal in July 2018 with neighbouring Ethiopia, Africa's second-most populous nation. The two countries fought a border war two decades ago that claimed as many as 100,000 lives. "DP World has facilitated the replacement of important equipment which was required and requested by the Eritrean port authorities to maintain operations and meet increase in demand for port services," the harbour operator said in response to emailed questions. The Dubai-based company has been monitoring "opportunities in the Horn of Africa," it said. In 2018, its stake in a port in Djibouti, Ethiopia's main trade route, was nationalized by the government. Eritrean Information Minister Yemane Gebremeskel didn't respond to an emailed request for comment sent a week ago.

First consignment of Nagpur Orange flagged off to Dubai

First consignment of Nagpur oranges was flagged off to Dubai on 13th February 2020 from Vashi, Navi Mumbai. Total 1500 crates were loaded in the refrigerated container from Vanguard Health Care (VHT) facility. Nagpur mandarin is one of the best mandarins in the world. Production of this fruit crop in Central and Western part of India is increasing every year. Mrig crop (monsoon blossom), which matures in February – March, has great potential for export since arrivals of mandarin fruit in international market are less during this period. According to Maharashtra State Agriculture Department 40 lakh hectare land is under orange cultivation in Nagpur District and major orange growing pockets are Warud, Katol, Saoner, Kalameshwar and Narkhed in Nagpur and Amravati districts. In the whole region only one variety Nagpur Mandarin is grown. For the implementation of the Agriculture Export Policy, (AEP) Nagpur District is being developed as a cluster for Nagpur Orange by APEDA. The APEDA officer in Mumbai has been nominated as a nodal officer for implementation of AEP and cluster development of Nagpur orange.

Concor to begin international operations by end of February 2020

State-run Container Corporation of India Ltd (Concor) will start coastal shipping services in the next few days on the country's eastern coast, linking Chennai Port with Bangladesh's capital Dhaka. The eastern coast service will be flagged off a year after Concor entered coastal shipping in January 2019 linking Deendayal Port Trust in Kandla with VO Chidambaranar Port Trust in Tuticorin, with stops at New Mangalore Port Trust and Cochin Port Trust, in a weekly call. India's biggest rail hauler of containers, with a market share of 75 per cent in export-import containers, has decided to go with its Western coast ship operator Vishwa Samudra Coastal Lines Ltd to launch services on the Eastern coast. The Eastern coast service will be run with two ships hired by Vishwa Samudra from the market.



Container lines roll out backhaul surcharges for shipments to Asia

Container lines are rolling out surcharges on backhaul routes to Asia as blanked sailings from China on mainline trades due to the impact of the coronavirus putting the squeeze on capacity for imports into the region. According to analysts SeaIntelligence the number of blanked sailings on the Asia – Europe and transpacific trades has increased to 47 from 31 a week earlier, excluding voyages there were already postponed due to the seasonal impact of the Chinese New Year holidays. "As predicted a week ago, there will be clear ripple effects from the raft of additional blank sailings as this will inevitably curb the backhaul capacity down the line – not to mention the impact from disruption in the carriers' ability to effectively manage their empty repositioning," SeaIntel said.

India makes moves to revolutionise port sector

The Indian government has approved a bill designed to make its maritime sector more efficient by giving its ports more autonomy over governance and decisions. According to national and international reports, the Major Ports Authority Bill 2020 was approved by the Union Cabinet, chaired by Prime Minister Narendra Modi. It will be introduced to the Indian parliament and, upon approval, will replace the current 1963 Major Port Trusts Act. The bill will help Indian ports accelerate infrastructure improvements and negotiate agreements with private investors and terminal operators. The bill will also help ports determine tariffs for various port-related services, as well as bring broader transparency to operations. India has 12 ports handling inbound and outbound goods. On 7 February 2020, Port Technology International (PTI) reported that the government had approved the construction of a new 20 million TEU mega-port on its west coast.