

P&O Ports to operate Serbian port of Novi Sad

Dubai government-owned P&O Ports has inked a pact with the Serbian government to operate the port of Novi Sad in Serbia as part of a long-term investment plan to upgrade equipment and services. This public-private partnership agreement will also support the Serbian government's strategy to create an intermodal terminal and logistics centre with rail, road and inland waterways links to the rest of Europe. P&O Ports will operate Novi Sad port for an initial 25 years with an option for both parties to renew the agreement for another 25 years. The port is situated on a 24-hectare site alongside the Danube river and the UAE company will retain exclusive rights to undertake all waterside operations, container handling, project cargo, and fertiliser activities. The current quay is 500-metres long and includes cargo handling, warehousing facilities, storage of bulk cargo and general cargo connections to the railway network. The construction of a new 189-metre vertical quay wall, new silo capacities, new handling equipment and refurbishment of existing machinery, plus the installation of a terminal operating system will be part of the development plan. New container terminals could also be considered in partnership with the Serbian Ministry of Construction, Transport and Infrastructure.

PSA and ONE inaugurate jv Magenta Singapore Terminal

Terminal operator PSA Singapore and Ocean Network Express (ONE) inaugurated their joint venture terminal dubbed the Magenta Singapore Terminal in the Lion City earlier this week. The four berth, 4m teu annual capacity facility at PSA's Pasir Panjang Terminal in Singapore was announced in December last year. The joint venture terminal has been named the Magenta Singapore Terminal after ONE's distinctive branding, the inauguration featured the 14,000 teu container vessel ONE Stork in the same colour scheme. Among those present at the inauguration were ONE ceo Jeremy Nixon, Maritime & Port Authority of Singapore (MPA) chief executive Quah Ley Hoon, and PSA group ceo Tan Chong Meng. The latest joint venture terminal by PSA represents an important step in locking in the Japanese container line joint venture ONE to using Singapore as its transshipment hub in Southeast Asia. Other lines with joint venture terminals in Singapore include Pacific International Lines, MSC and CMA CGM and in November last year Cosco Shipping Ports and PSA joint venture Cosco-PSA Terminal announced it would be increasing annual capacity from 3m to 5m teu.

APMT unveils Suez Canal Container Terminal plans

Terminal operator APM Terminals (APMT) has said Port Said, Egypt, and the Suez Canal Container Terminal (SCCT) will regain its position as one of the most competitive trade hubs in the Mediterranean and turn the country into the next Singapore thanks to 'Egypt Vision 2030.' 'Egypt Vision 2030' is a massive infrastructure investment initiative designed to improve the country's economy. According to a statement, APMT is working closely with the government to ensure its success, including the development of the Ismailia tunnel, which Egypt's president Abdel Fattah Al-Sisi inaugurated on May 5, 2019. The objective of the Ismailia tunnel is to improve the flow of cargo to and from the Sinai Peninsula and link key industrial zones in Greater Cairo to Asian shipping lanes. A second tunnel is connecting Port Said is expected to be completed and opened this summer. To guarantee the smooth flow of cargo, the tunnel will be equipped with scanners to monitor and track the trucks that run through it. Currently 95% of the SCCT's traffic, according to APMT, is made up of transshipment volumes, and with its location at the northern entrance of the Suez Canal, the operator says it is the most favorable hub for ships moving from South-East Asia to Europe.

India's 1st export shipment bound for Afghanistan enters Iran's Chabahar

The deputy chairman of the Afghanistan Chamber of Commerce and Industries said India's first export shipment to Afghanistan has arrived at Iran's Chabahar Port. "Around 500 tons of rice which were bought from India has arrived in Chabahar this week. Exports have also started through Chabahar," Khan Jan Alokzay said on Saturday, according to the Times of Central Asia. He added that Kabul was ready to send Afghanistan's second export shipment to India via Chabahar. The Iranian port of Chabahar provides easy access to the sea to Afghanistan. Chabahar is the closest and best access point of Iran to the Indian Ocean and Iran has devised serious plans to turn it into a transit hub for immediate access to markets in the northern part of the Indian Ocean and Central Asia. The governments of Iran, Afghanistan, and India in May 2016 signed the Chabahar Agreement, which is a regional transport network initiative. It aims to create a reliable transport corridor for the smooth transport and transit of goods and services through Chabahar Port between the three countries.

China may route its commercial presence in India through Bay of Bengal

India's outreach to the East and an escalating trade war between China and the United States is helping to turn the Bay of Bengal coastline into a new and attractive growth engine. In the backdrop of Shanghai, Guangzhou and Shenzhen — coastal cities which propelled China's rise as the workshop-of-the world — India too appears to be stepping up its game of coast based manufacturing, focusing intensely on its eastern shores. "We have traditionally concentrated on the west coast because our economic engagement was mainly with the West. But with the global economy gravitating towards the Indo-Pacific, our east coast must also develop and ride Asia's economic boom," says Anil Yendluri, the Chief Executive Officer of Krishnapatnam port in Andhra Pradesh. But Mr.Yendluri, who was in Shanghai to co-host the India-China logistics forum, nevertheless, stressed that many overseas shippers were still not ready to take advantage of cost effective transit to growth hubs such as Hyderabad or Bengaluru from new ports cropping up along India's east coast. "Krishnapatnam port is the logical logistics solution for Andhra Pradesh, Telangana and Karnataka cargoes. It is right in the center with Visakhapatnam port, further north and Chennai to the south," said Mr. Yendluri.

New venture to enhance multimodal transport options at Shanghai Port

A joint venture focussing on multimodal transport is being established this month at the port of Shanghai, as part of efforts to increase transport efficiency and lower carbon emissions, according to a top company executive. "Sea and rail transport should have played a greater role in container shipping. But it has grown slowly due to the insufficient railway network at Shanghai's major port area of Waigaoqiao and Yangshan. We expect to expand the ocean-rail transportation volume to 80,000 TEUs (twenty-foot equivalent unit) by the end of this year, and more than double this to 200,000 TEUs in 2020," said Yan Jun, president of Shanghai International Port Group (SIPG), a terminal operator. SIPG will hold a 45-percent stake in the new joint venture, while China COSCO Shipping Corp Ltd will have 20 percent. The balance would be held by National Railway Administration and China Railway Container Transport Corp Ltd. According to Yan, since last May, the company has been striving to increase the port's ocean-rail transport capacity, and currently all the foundation works have been completed. The multimodal transport company, with a heavy focus on technology, will have a competitive edge over road transport in environment and cost aspects.

Adani Group to develop container terminal port in Myanmar

Adani Group on Tuesday received approvals to develop a new container terminal in Myanmar as the diversified conglomerate spreads its port operations beyond Indian shores. This will be Adani's second international port after Australia. It said the investment does not breach Australian, US, UN or other international sanctions against Myanmar. "Adani rejects insinuations that this investment is unethical or will compromise human rights," the group said in a statement. "As with all its international investments, the Adani Group has been guided by the Securities and Exchange Board of India and other key international guidelines and will inform the concerned authorities when we firm up the agreements." The land where the port is proposed to be built has been leased from the Myanmar Economic Corporation (MEC). "An Adani Group company, the Adani Yangon International Terminal Co Ltd, has received approval from the Myanmar Investment Commission for an investment in a new container port in the Yangon Region," the company said in a statement without giving investment it is going to make in developing the terminal to receive containers sailing on ships. Local reports put the investment committed by Adani at \$290 million.

Cosco Shipping Ports inks deal to build \$3bn port in Chancay, Peru

Cosco Shipping Ports Limited and Peruvian mining company Volcan have signed an agreement Monday in Lima to build the \$3bn Chancay Multipurpose Port Terminal. The signing ceremony of the agreement took place at the presidential palace with Peru's president Martin Vizcarra, the Peruvian Minister of Transportation, María Jara; the chairman of the board of Cosco Shipping Ports, Xu Lirong; and the vice president and general manager of Cosco, Zhang Wei. The \$3bn-megaproject includes two specialised terminals, of which one will be a container terminal that will include 11 berths; and another destined for bulk cargo, general cargo and rolling cargo, with four berths. Chancay, a natural port with a depth of up to 16 metres, is located 56 km north of Lima. It will become the first project controlled by Cosco in South America and will be able to receive the world's largest Triple-E-type vessels. Volcan is a Peruvian polymetallic mining company for the exploration and production of zinc, copper, gold, silver, and lead in Peru's Sierra Central region. In addition to the mining business, the company also operates ports, logistics companies and hydroelectric power plants in the country.

JNPT aiming to attract larger ships with deeper draft

Terminals at Jawaharlal Nehru Port Trust (JNPT), India's busiest container harbor, are encouraging their container carrier customers to deploy larger vessels to the port to take advantage of a recently completed harbor deepening. Following the February completion of a major dredging project that increased the port's main channel from a draft of 14 meters to 15 meters, JNPT can now handle vessels with a capacity of 12,500 TEU without tidal restrictions. Aided by that deeper draft, DP World's Nhava Sheva (India) Gateway Terminal (NSIGT) recently hosted the MSC Sindy with an alongside depth of 15.6 meters, touted as the deepest draft ship ever to have called at the port. The 336.7 meter vessel, featuring a 45.6 meter beam and a 9,850 TEU nominal capacity, has been deployed in MSC's joint India-Mediterranean (IMED) Service with CMA CGM and Cosco Shipping Lines. The weekly loop deploys seven vessels, five from MSC and one each from the other two partners, with a full port rotation of JNPT, Hazira, Mundra, Salalah, King Abdullah, Port Said (West), Mersin, Istanbul, Asyaport (Tekirdag), Piraeus, Iskenderun, King Abdullah, Salalah, and back to JNPT. Officials told that the terminal notched an impressive average crane rate of more than 32 moves per hour during the ship's 23-hour berth stay.

Five more major container carriers join DCSA push for standardised digitisation

Efforts to standardise shipping's march towards digitisation are continuing apace, with five more carriers joining the newly formed Digital Container Shipping Association (DCSA). CMA CGM, Evergreen, HMM, Yang Ming and Zim have followed Maersk, Hapag-Lloyd, MSC and ONE to become members of the DCSA, which represents 70% of the market. CMA CGM's membership was no surprise as it simply cements the carrier's position on the supervisory board as a founding member. DCSA's chief executive, Maersk's Thomas Bagge, said he was thrilled to welcome the new members to the association, which are "joining us on our journey to drive standardisation and interoperability within the industry". He added: "It is critical for our success that the standards developed will be implemented, and the commitment and engagement of many container shipping lines is therefore crucial." While CMA CGM immediately becomes a member, the other four carriers will have to await regulatory approval. And the association has announced the appointment of Henning Schleyerbach as chief operating officer. Chairman Andre Simha said: "In Henning, we have won another strong industry profile who will drive DCSA's operational activities."

DP World Vallarpadam terminal aims to handle 6 lakh containers in 2019

Buoyed by the 14 per cent growth rate achieved within the first three months of the calendar year, DP World, which operates the International Container Transshipment Terminal (ICTT) at Vallarpadam, aims to cross the six lakh mark in container handling this year. "We have maintained a compounded annual growth rate of 13 per cent in past three years. This year, we achieved 14 per cent growth each month from January to March. With 14 percent market share, Kochi is second among 12 ports in south India and our competitor has 18 per cent market share. We are confident of growing to the first position within a short period," DP World chief executive officer Praveen Thomas Joseph told. According to Praveen, world class infrastructure and international quality service have helped ICTT achieve the feat. With automated system, the turn around time of trucks has been reduced to 24 minutes. By adopting of modern technology, installing latest equipment and an automated vessel operations system, the port aims at a healthy growth rate in the future. "Though we have been able to attract more mother vessels, a major chunk of the cargo from India still goes to other transshipment ports like Singapore, Dubai and Colombo. To receive more mainline services, we have to expand the terminal," he said.

New York-New Jersey is big ship ready and cargo hungry

As ocean carriers bring in ever-larger container ships to the U.S, the Port of New York and New Jersey says it is ready to handle them. Last week, the YM World made its first U.S. East Coast port call at Global Container Terminal in Bayonne, New Jersey. The ultra-large container ship, owned by Taiwan's Yang Ming, carries the equivalent of 14,000 twenty-foot equivalent units (TEU) of marine containers. Originally part of a vessel service from the Far East to Mediterranean, the YM World was on a service that mostly had ships ranging from 8,000 to 9,000 TEU. The YM World's arrival is one of many at New York-New Jersey involving vessels that size since the 2017 raising of the Bayonne Bridge, which allowed for passage of ultra-large container ships. The YM World also made call at Norfolk, Savannah and Charleston. But New York-New Jersey can currently handle up to nine vessels of similar size at one time, said Nicholas Raspanti, a manager of cargo marketing for the Port Authority of New York and New Jersey. In comparison, the Port of Savannah said it plans to be able to handle six vessels of 14,000-TEU size by 2024. The ability to handle more, larger ships makes New York-New Jersey the first port of call for up to 75 percent of vessels coming to the U.S. East Coast.