



Qatar ports post robust expansion in cargo, container volumes in March

Qatar's three ports – Hamad, Doha and Al Ruwais – witnessed robust expansion in cargo and container handling volumes in March this year despite the challenges on account of the pandemic Covid-19. The general cargo handling registered a 34.57% increase year-on-year to 131,472 tonnes in March 2020. It saw a stupendous 53.02% surge month-on-month, according to the statistics released in Mwan Qatar's tweet. The general cargo movement has consistently increased from 57,016 tonnes in January and 85,916 tonnes in March this year. The ports handled a total of 6,088 vehicles (RORO), which witnessed 2.34% and 5.88% growth on yearly and monthly basis respectively in the review period. It was 8,638 and 5,750 units in January and February this year. The container handling through the three ports stood at 112,730 TEUs (twenty-foot equivalent units), which increased 1.4% and 5.05% year-on-year and month-on-month respectively in March 2020. The container movement rather had a chequered path with it reporting 115,837 TEUs in January and 107,311 TEUs in the subsequent month of 2020.

Indonesia's North Sumatra port starts global container shipment

Indonesia's Kuala Tanjung Port in North Sumatra has made its first trade in the global container shipping market on Saturday, as the port seeks to tap on the busy seaborne trade in the Malacca Strait. The container shipped to Malaysia's Port Klang on Saturday was the first of weekly shipments, according to PT Prima Multi Terminal which manages the Kuala Tanjung Multipurpose Terminal (KTMT), the Jakarta Post reported. "This is a milestone for Kuala Tanjung Multipurpose Terminal, after our success in domestic loading and unloading. We are branching out into commercial international shipping," Robert MP Sinaga, director of Prima Multi Terminal director, told the local media. Meanwhile, the ongoing coronavirus (COVID-19) pandemic did not stop Kuala Tanjung Port from moving ahead with the start of container shipment. Robert said the company has taken precautionary measures by providing personal protective gear for crew, and collaborated with local authorities and customs to monitor the health of crew and clean the ships.

Thailand reopens four Mekong River ports to allow shipment of goods from China

Thailand has lifted its ban to close four ports at the Mekong River to allow essential goods to be shipped to and from China as Thailand is currently facing the Covid-19 outbreak. The four ports, including cargo terminals and border crossing, were closed since March 21 to curb the virus outbreak, leaving only two bridges over the Mekong River in Chiang Kong and Mae Sai districts to remain open. However Chiang Rai Governor Prajon Pratyakul said on Thursday that he had decided to lift the ban as essential goods shipped from China, were necessary to assist those impacted by the pandemic. "These four ports in Thailand's northernmost province of Chiang Rai usually handle large cargo volumes exported to and imported from China," said Prajon, "we simply cannot cut these shipping bloodlines during this tumultuous period." However, Covid-19 in China has greatly improved, therefore it is of no problem to resume trading with China, said Prajon.

India Govt asks ports, shipping lines to waive demurrage, ground rent on non-containerised cargo

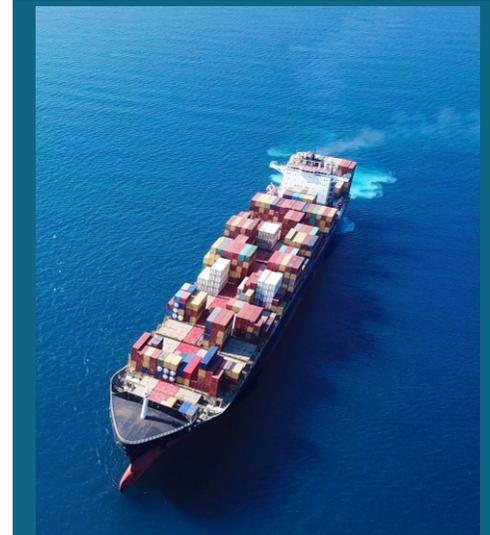
The shipping ministry has directed the dozen state-owned ports on Tuesday to waive demurrage, ground rent beyond allowed free period, penal anchorage/berth hire charges and any other performance related penalties that may be levied on port related activities for the reasons attributable to lockdown measures from March 22 to April 14. To ensure that the benefits extended by these ports are passed on to the end customer and to maintain proper supply chain at the Indian seaports, shipping companies or carriers (and their agents) have been advised by the director general of shipping not to charge, levy or recover any demurrage, ground rent beyond allowed free period, storage charge in the port, additional anchorage charge, berth hire charge or vessel demurrage or any performance related penalties on cargo owners/consignees of non-containerized cargo (bulk, break-bulk and liquid cargo) whether LCL or not for the period from March 22 to April 14, (both days inclusive), due to delay in evacuation of cargo caused by reasons attributable to lockdown measures.

THE Alliance reveals new batch of void sailings

Members of THE Alliance Hapag-Lloyd, HMM, Ocean Network Express, and Yang Ming have decided to void dozens of sailings in April amid anticipated sharp demand downturn caused by the coronavirus pandemic. THE Alliance follows in the footsteps of 2M which withdrew the AE2/Swan and AE20/Dragon services on the Asia-Europe trade for the entire second quarter of 2020. The capacity withdrawal equals a 21% capacity reduction in the trade. The void sailings by THE Alliance cover Asia and North Europe route, Asia and the Mediterranean, Transpacific-West Coast as well as Transpacific-East Coast via Panama and Suez canals, as well as the Transatlantic routes. "In addition to the voyages voided in April, THE Alliance members are currently preparing further, structural changes to our 2020 product and will make respective announcements in the upcoming week. The adjustments to our services are based on the requirements of the market in the current situation," the alliance members said in an advisory.

JNPT handles 5 mn TEUs for second year in a row

State-owned Jawaharlal Nehru Port Trust (JNPT), India's busiest container port, handled five million twenty-foot equivalent units (TEUs) in FY20, overcoming a tough fiscal year that was marked by sluggish economic growth for most of the months and exacerbated lately by the outbreak of the coronavirus. JNPT, located near Mumbai, has crossed the 5 million TEU handling mark for the second year in a row. In FY19, it became the first Indian port to scale the peak and ended the year with 5.133 million TEUs, accounting for 43 per cent share of the containers handled at Indian ports. A TEU is the standard size of a container and a common measure of capacity in the container business. JNPT has five container terminals of which four are run by private entities while the fifth is run by the port trust itself.



Global Schedule Reliability Hits Record Low

Global schedule reliability of liner shipping companies dropped to the lowest recorded level since Sea-Intelligence introduced the score in 2011. Namely, in February 2020 the schedule reliability was down by a further 3.4 percentage points month on month hitting 65.1%. The reliability of container shipping has been considerably impacted by the lockdown measures related to the coronavirus pandemic as well as other restrictive actions causing delays in cargo operations. Furthermore, ad hoc decisions on blanking of sailings by major shipping alliances amid sharp demand downturn are making it even harder to maintain sailing schedules. Schedule reliability in February 2020 was lower by 8.5 percentage points compared to the 73.6% recorded last year, Sea-Intelligence said. "In terms of the average delays for LATE vessel arrivals, 2020 so far has seen the highest delays outside of the US West Coast labour dispute in early 2015," Alan Murphy, CEO of Sea-Intelligence, said. Based on the consultancy's data, Hamburg Süd was the most reliable top-15 carrier in February 2020 with schedule reliability of 74.7%, followed by Maersk Line with 73.0%, and Wan Hai with 72.2%. The following 9 carriers recorded February 2020 schedule reliability of 60%-70%. There were only 3 carriers that had February 2020 schedule reliability of less than 60%, PIL with 59.2%, OOCL with 58.9%, and Yang Ming with the lowest February 2020 schedule reliability of 56.8%. ZIM was the only top-15 deep-sea carrier to record a month on month improvement in schedule reliability, of 2.0 percentage points.