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Abu Dhabi's Khalifa port all set to become world's largest

Abu Dhabi Ports, the developer, operator and manager of the emirate's ports and Khalifa Industrial Zone, has announced a major expansion plan for its Khalifa Port Free Trade Zone (KPFTZ) to accommodate more industries. Currently, 40 companies operate in the free trade zone. The new free trade zone will be connected to the future rail network for the transport of goods. The 100 sq km Khalifa Port Free Trade Zone, located next to Khalifa Port, is the second fastest growing port in the world, and poised to become the future of trade in Abu Dhabi. Captain Mohammad Juma Al Shamisi, CEO of Abu Dhabi Ports, said: "KPFTZ provides numerous advantages to investors, including competitive lease prices and some of the lowest utility costs in the world, all under tax free umbrella."

Singapore approves Japanese shipping merger

The Competition Commission of Singapore has cleared the proposed joint venture between NYK, MOL and K Line. The companies plan to merge their container liner shipping business and their container terminal services businesses outside Japan. The Commission looked at shipping services for intra-Asia trade routes, and for trades involving the East Asia region (which includes Singapore), as both origin and destination with various other regions around the world such as Europe and North America. The Japanese "3J" joint venture is expected to begin operations in April 2018. The companies expect to see an annual cost benefits of about 110 billion yen ($1.05 billion) with a combined fleet of 1.4 million TEUs. The merger is anticipated to include 10 overseas terminals, mainly located in the U.S.

Three Sri Lankan ports that India could develop: Arjuna Ranatunga

Even as China is firmly entrenched in Sri Lanka's Hambantota port, the island nation has three other major ports -- Colombo, Trincomalee and Kankesanthurai - where India could collaborate for development, according to Ports and Shipping Minister Arjuna Ranatunga."India has shown interest in the East Terminal and Colombo port. Seventy-five per cent of the trans-shipment goes to India. India is looking at getting a stake in Colombo port. There are a couple of private companies that came and spoke, and we will look at them in a positive manner," the former Sri Lankan cricket great said. State-run Container Corporation of India (Concor) is said to have formed a consortium with APM Terminals B V, John Keells Holdings and Maersk Line to bid for the development of East Container Terminal in Colombo. The total project value is likely to be about $550-600 million.

Shipping confidence steady amid fierce competition

Shipping confidence held steady in the three months to end-February 2017, according to the latest Shipping Confidence Survey from international accountant and shipping adviser Moore Stephens. In February 2017, the average confidence level expressed by respondents was 5.6 out of 10.0, unchanged from the previous survey in November 2016 and equal to the highest rating since August 2015. Owners were the only main category to show an improved level of confidence, up from 5.4 to 5.6. Confidence on the part of charterers was down from its all-time survey high of 6.8 to 5.9, while that of managers fell from 6.4 to 6.0. Confidence levels in the broking sector, meanwhile, dropped from 5.6 to 4.6. Confidence was up in Europe and North America, from 5.4 to 5.5 and 5.9 to 6.1 respectively, but down from 5.7 to 5.6 in Asia. Respondents generally felt that competition was running at very high levels, while other familiar concerns included overtonnaging and geopolitical uncertainty.

Abu Dhabi ports announces expansion of free trade zone repetition

Abu Dhabi Ports on Tuesday announced the expansion of free trade zone to accommodate more industries. Khalifa Port Free Trade Zone (KPFTZ) is a 100 square kilometre free zone area located adjacent to Khalifa Port. "KPFTZ provides numerous advantages to investors including competitive lease prices and some of the lowest utility costs in the world, all under tax free umbrella," said Captain Mohammad Juma Al Shamisi, CEO of Abu Dhabi Ports while addressing media at Global Manufacturing and Industrialisation Summit. "Investors can have 100 per cent foreign ownership, full repatriation of capital and profits, competitive prices for shipments and centralised government portal for efficient procedures." He said many Chinese investors are showing interest to set up their companies in the new zone. "We received one or two delegations from China to look for investment opportunities." Currently 40 companies operate in the free trade zone in a wide range of sectors including industrial, trading and services.

Shipping lines withdraw congestion surcharge from Karachi port

Shipping lines have decided to withdraw the upcoming port congestion surcharge at Karachi Port. The decision was made in a meeting held at the Karachi Port Trust head office. The meeting participants ratified that there is no congestion at Karachi Port and its terminals. The shipping lines then unanimously resolved that port congestion surcharge should be withdrawn with immediate effect. Shipping lines usually incur this charge while operating at congested ports because it not only cause disruptions but tend to increase the operating costs for companies. Major shipping lines which operate on the port include Maersk, Hapag Lloyd, MOL, USAC Cosca, APL, MSC, CMA and NYK among others.

CPEC to make Gwadar busiest port of world

Effective economic policies of the government have put the country on the path to prosperity and the day is not far off when Pakistan will emerge as a major economic power of South Asia within next 15 years, Pakistan's Federal Minister for Defence Production and Science and Technology Rana Tanveer Hussain has said. About 51 countries including Turkey, China, Malaysia and Russia are going to join the China-Pakistan Economic Corridor Project (CPEC) which will make Gwadar the busiest port of the region. "Through the CPEC project, all parts of the country will be connected through networks of roads which will enhance economic activities across the country," he said. CPEC project will be completed at all costs.

DP World Nhava Sheva decreases DPD charges

In line with Government's initiative to facilitate Ease of Doing Business, D P World Nhava Sheva has halved their charges for handling imports under the Direct Port Delivery programme. This has been undertaken in order to facilitate productivity gains at India's largest container gateway – JNPT. The revised pricing structure took effect from 18 March 2017; wherein the terminals started charging customers for only one shift move instead of two. The revised rates are as follows – INR 2,212 (~$35) per 20-foot-equivalent unit (TEU) and INR 3,318 per 40-foot-equivalent unit. This move along with the 24X7 customer service and an exclusive yard to stack DPD containers have resulted in the rapid growth in volume and increase in customers opting for DPD at our terminals, said Capt. Ravinder Johal, Chief Executive Officer, DP World Nhava Sheva.

India Govt reduces number of ports to 14 for imports of scrap

The government of India has reduced the number of designated ports to 14 for imports of scrap, disallowing about a dozen ICDs from such activities. Earlier, these imports were permitted through 26 ports, including inland container depots (ICDs), spread across the country. The Directorate General of Foreign Trade (DGFT), said that import of scrap would take place only through the 14 ports and no exceptions would be allowed even in case of export oriented units (EOUs) and special economic zones. These ports are Chennai, Cochin, Ennore, JNPT, Kandla, Mormugao, Mumbai, New Mangalore, Paradip, Tuticorin, Vishakhapatnam, Pipavav, Mundra and Kolkata. The ICDs at Loni, Ludhiana, Dadri, Nagpur, Jodhpur, Jaipur, Udaipur, Kanpur, and Malanpur among others have been removed from the list. The DGFT also said that these 14 ports will be allowed to import un-shredded scrap till March 31, 2018. By that time, they are required to install and operationalise radiation portal monitors and container scanner.

New Alliances to feature many direct route changes

Ahead of the launch of the reshuffled alliances in April 2017, the shipment services provider CargoSmart said that the new combinations will include many direct route changes, both dropped routes and newly added routes, across the major trade lanes. After the alliance service adjustments, over 150 port pairs will be dropped from the Asia-Europe trade and over 180 port pairs will be axed from the trans-Pacific trade. The alliances will add over 200 new port pairs on the Asia-Europe trade, while over 50 will be added on the trans-Pacific trade. The three mega alliances, OCEAN Alliance, THE Alliance and 2M, are dropping 6 ports that used to be part of the 2M, CKYHE, G6, and O3 networks and they are adding 8 new ports in the Asia-Europe trade. Overall, they will be dropping 22 ports and adding 19 ports on the Asia-Europe, trans-Atlantic, and trans-Pacific trades.

Kandla port opens dock rail terminal for handling all types of cargo

Kandla Port, India's top state-run port handling more than 100 million tonnes of cargo, has opened a rail terminal inside the port. Kandla handles more than 30 million tonnes of dry cargo. It has created a large infrastructure inside the Port for handling of cargo through rail. However, it was not optimally utilised as the nearest notified railway station was outside the Port limits. As such, Railways' levied wagon placement charges for handling rakes inside the Port. This led to additional charges on Port users, due to which direct loading inside the Port was mostly avoided by them. Cargo was taken outside the Port through road and then handled. This caused under-utilisation of railway infrastructure created by the Port, apart from increase in cost to the end user and avoidable traffic on road. In view of this, Kandla Port has decided to notify a station inside the Port limits.

Reduction in dwell time at JNPT for containers moved through Concor

Container Corporation of India Ltd (Concor) said that the dwell time for containers it moved through JNPT has drastically reduced form 72-75 hours earlier to an average of 36 hours in February 2017 and to 32 hours in March 2017. Higher dwell time at JNPT has always been a cause for concern for the trade, but Concor took the issue seriously and made all out efforts by liasioning with Port, Customs and Railways in order to affect this improvement. "We assure the trade that we will continue our sincere efforts in this regard in coming days as well, and would try to make further improvements in dwell time," the rail operator said.

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