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transNEWS

27 June, 2017 | Vol - 31

## India's largest container port hit by global cyber attack

Operations at one of the three terminals of the nation’s largest container port JNPT were impacted tonight as a fallout of the global ransomware attack, which crippled some central banks and many large corporations in Europe. AP Moller-Maersk, one of the affected entities globally, operates the Gateway Terminals India (GTI) at JNPT, which has a capacity to handle 1.8 million standard container units. “We have been informed that the operations at GTI have come to a standstill because their systems are down (due to the malware attack). They are trying to work manually,” a senior JNPT official told PTI. The official explained that JNPT is trying to help the company, but there is little that others can do as the problem is with the systems. Fearing some clogging up of cargo, additional parking space is being made available, the official said, promising to help in any way that is possible.

## Abu Dhabi Ports inks concession deal for Fujairah Port

Port developer and operator Abu Dhabi Ports has entered into a 35-year concession agreement to develop, manage and operate the port of Fujairah, Emirates News Agency informed. Under the agreement, the parties said they would also establish a new operational arm, the Fujairah Terminals, which would be owned by Abu Dhabi Ports. Furthermore, the deal covers deepening of berths to -16.5 metres as the port prepares to welcome larger vessels, building a 300,000 sqm yard of storage space, as well as an additional 1 kilometre quay to accommodate the expected growth in the number of ships arriving to the port. The port operator is set to launch the development of berths and yards in Fujairah in 2018, during which the port is expected to remain operational. Additional capacity and new quay cranes are reportedly scheduled to begin operations in 2021. Fujairah is aiming to handle 1 million TEUs and 700,000 tons of general cargo by 2030.

## Container line no show fees a 'potential nightmare' for freight forwarders

Online booking platform iContainers warns that new “no show” charges by box lines are a “potential nightmare” for freight forwarders. Shippers cancelled container bookings at the last minute are a longstanding problem for shipping lines and recently the likes of CMA CGM, Maersk Line and Hapag-Lloyd have started to introduce “no show” penalty fees for the late cancellation of bookings on some trades. iContainers noted that while this was the right move for container lines for it could be an “accounting nightmare” for ocean transport intermediaries (OTIs) and NVOCCs acting as the middle man between shippers and lines and as a result stuck with cancellation fees. “For freight forwarders and NVOCCs, these fees could become a much bigger challenge as we do not necessarily control the cargo we are booking and often have no control over a client canceling at the last minute,” said Klaus Lysdal, vice president of sales and operations of iContainers.

## Myanmar gets six cargo vessels from India

Six cargo vessels, part of the Kaladan Multi Modal Transit Transport Project agreement, meant to facilitate transportation of goods from Sittwe to Paletwa have now been constructed. The total cost of constructing the vessels was 81.29 million USD (10.5 billion Kyats) which was met through a grant from India, according to a report. The design and drawings of the vessels were per the rules and requirements of RINA Class, and the model tests were carried out at the Indian Institute of Technology, Madras. The plant, requirements and materials used in the construction of the vessels were of RINA Class. The construction of the vessels was carried out in Myanmar by IWT, Myanmar as per the rules and regulations of DMA (Department of Marine Administration). The entire manpower used for the construction of the vessels was from Myanmar. The keels were laid on March 2013 and the vessels were launched between April 2016 to December 2016. On completion of tests and trials at Yangon, the vessels reached Sittwe in March 2017.

## Adani-owned Dhamra port to start container operations in three months

Dhamra Port Company Ltd (DPCL), a fully owned subsidiary of Adani Ports & Special Economic Zone (APSEZ), is gearing up to start container business operations in the next two to three months. "We intend to start container operations at the port in the next two to three months. Initially, the container operations will take off in a small way. The larger plan is to build a full-fledged container terminal," said a source at DPCL. Dhamra port's move to start container operations will see it competing with the two major ports on the eastern coast- Kolkata and aradip. Paradip port lacks facilities for container operations but is actively pursuing its plans to set up a container terminal estimated to cost about Rs 500 crore. A container berth is expected to be commissioned shortly. Apart from containers, it would also handle clean cargo like breakbulk steel and fertilisers. DPCL is currently pursuing its second phase expansion to ramp up cargo handling to 100 million tonnes per annum (mtpa) to 25 mtpa.

## Coastal India-Bangladesh port network expands

A pact between India and Bangladesh to provide coastal shipping services between the two countries has expanded to include six ports of calls for each, with the addition of Pangaon and Dhubri. The Protocol on Inland Water Transit and Trade (PIWTT), signed between the two countries in 1972, saw several amendments, last time renewed in June 2015 for five years, during Indian prime minister Narendra Modi's visit to Bangladesh. The protocol facilitates passage of goods between two places in one country and to third countries through the other's territory. Pangaon Inland Container Terminal joins fellow Bangladesh ports Narayanganj, Khulna, Mongla, Sirajganj, and Ashuganj in the network, and Dhubri will round out the six Indian ports including Kolkata, Haldia, Karimganj, Pandu, and Silghat. India has already started to use transit facility by sending cargoes from Kolkata to its seven sister states in the northeast using Bangladesh territory, which helped cut distance and transportation costs drastically.

## India Govt again exempts vessel sharing pacts from CCI ambit

Vessel sharing pacts among shipping companies have been again exempted from the CCI purview till June next year. The corporate affairs ministry has decided to extend the exemption for shipping entities from seeking approval for these agreements from the Competition Commission of India (CCI). A common practice in the shipping industry, Vessel Sharing Agreement (VSA) allows entities to share space in each other's vessels. The ministry said in a notification that in public interest VSAs of liner shipping industry are being exempted from the provisions of section 3 of the Competition Act for one year starting from June 20. Section 3 of the Act relates to anti-competitive pacts. The earlier exemption given by the ministry ended a few months ago. The shipping ministry will keep a watch on VSAs to ensure that they do not result in unfair business practices. For the exempted period, the ministry said the Director General of Shipping will monitor VSAs.

## Reliance Defence & Engineering delivers newly built Panamax bulk carrier

Ship building and repair infrastructure major Reliance Defence and Engineering Limited (RDEL) on Thursday said it has built and delivered an "Ice-class Panamax bulk carrier" — 'Golden Opal — to an international customer. According to RDEL, it successfully delivered the 73,500 DWT (deadweight tonnage) bulk carrier on June 21, 2017, to one of the largest international shipping companies. "Reliance Shipyard has delivered till date eight similar size, Ice-class Panamax vessels to its international customers," the company said in a statement. "The vessel has been built as per one of the best-in-class international standards, meeting the toughest environmental emission norms as well as fuel economy (EEDI) standards." RDEL said that these are the largest dry bulk carriers of its class ever built in India. "RDEL is the only Indian Shipyard to achieve this landmark," the statement said.

## Cargo loading, unloading at Iranian ports up by over 10%

Iran's ports saw loading and unloading of 11.8 million tons of various goods and commodities, including construction materials, over the last Iranian calendar month (April 21 to May 21). According to the latest data available on the Ports and Maritime Organization's website, the figure increased by 10.25 percent year-on-year. The organization loaded and unloaded 2.254 million tons of construction materials in the one-month period. In the meantime, about 2.158 million tons of construction materials were exported through the country's ports. Oil and metal products as well as food were among the main goods exported and imported through the country's 20 ports between April 21 and May 21.

## Cruise policy next month, India to attract 700 vessels: Gadkari

Union minister for Shipping, Road Transport and Highways, Nitin Gadkari announced today that a cruise tourism policy is in the making and will be announced next month with an aim to tap India’s vast potential on this front and attract more vessels. The country draws nearly 70 cruise vessels a year, which is expected to go up to 700 with this initiative. “Cruise tourism can be India’s economic growth engine as there is a vast untapped potential. In a month, the policy will be ready as a joint working group comprising shipping and tourism secretaries is working on it,” Gadkari said. Speaking to reporters here after chairing a workshop on development of cruise tourism, Gadkari said the action plan will be finalised in the next three months that includes key steps on par with international standards, simplification of procedures, easy immigration and ways to make India a global hotspot. The idea is to put India on the global cruise map, both for oceans and rivers which is seen to create about 2.5 lakh jobs and boost growth.

## Kandla Port Trust on expansion mode; eyes 180 mt capacity by 2020

In a bid to consolidate its position as one of the largest ports in India, Kandla Port Trust (KPT) is undertaking several measures including expansion of jetties, revision of rentals on storage and achieving higher discharge rates. The measures are collectively aimed at taking up KPT's total handling capacity from 120 MT as on date to 180 mt by 2020. For this, KPT is enhancing both liquid and dry cargo handling capacities at the major port. Among such measures include the recent revision of rental rates on storage which have been rationalised to Rs 130 per kiloliter (kl) per month, down from Rs 500 kl per month in recent past. According to Ravi Parmar, chairman of KPT, the revision of rates alone have led to its profits jump by 100 per cent in financial year 2016-17 to close at Rs 700 crore. Having seen diversion of traffic and losing pace against other major ports in liquid and dry cargo, KPT is undertaking measures to regain its share. To begin with, since February this year, KPT started handling container cargo as well.

P.O. Box 261036, Plot No. S 20119, Jebel Ali Free Zone (South),
Dubai. United Arab Emirates. Email: tgc@transworld.com
Phone: +9714 8035400 Fax: +9714 8860086

Geetmala Complex, Off Deonar Village,
Near Shah Industrial Estate, Govandi East, Mumbai - 400088.
Phone : +91 22 66110300 Fax : +91 22 66110419

transworld GROUP
www.transworld.com

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