

Transworld Group bestowed with CSR Label certificate from Dubai Chamber of Commerce and Industry

Transworld Group was presented the CSR Label certificate by H.E. Majid Saif Al Ghurair, Chairman of Dubai Chamber of Commerce and Industry at a special ceremony held at the Chamber's premises. The first time applicant, Transworld Group was recognized for integrating CSR principles into its business operations and for its programs which support a variety of initiatives in the main impact areas of community, environment, workplace and the marketplace and exceeded the industry average score in the H1 cycle of 2019. CSR Label given by the Center of Responsible business recognizes organizations that are excelling in adopting best CSR practices in line with international standards. Launched in 2011, the Dubai Chamber CSR Label serves as a diagnostic framework and management tool for the participating companies to gauge their approach to CSR and sustainability best practices, and assess their organizations' impact on the environment and the local community. The CSR Label recognizes that Transworld Group has implemented responsible business practices within its business to strive for meeting the expectations towards its customers, employees, suppliers, the community and environment. The company is determined to ensure that its business operate in an ethical, sound and responsible manner. With a strong commitment to CSR, the company has taken practical measures to ensure that CSR is an integral part of the company's operations.

Saudi Customs: Blockchain technology vital in shipping sector development

Saudi Customs, in partnership with the Ministry of Communications and Information Technology, the General Authority of Ports, and Maersk International Company, held a press conference to present the successful Blockchain pilot and the importance of blockchain technology in the shipping industry. It encompassed the guarantees the latter provides in enhancing the security of global supply chains and improving the reliability of shipping procedures through all stages, from origin to arrival. Subsequently, the General Manager of Marketing and Customer Service at Saudi Customs Adel Baraja inaugurated the conference, emphasizing the role of Saudi Customs in alignment with Vision 2030. He pointed out that Saudi Customs is considered to be one of the most cross-functional organizations across both the government and private sectors, placing Saudi Customs at the heart of government entities essential to achieving the goals of the Kingdom's Vision 2030. For his part, Dr. Hisham bin Abbas, Advisor for Modern Technologies and Blockchain at the Ministry of Communications and Information Technology (MCIT), explained that the Ministry's direction is to develop new technologies to ultimately enhance the Kingdom's position and make it one of the most important centers of the world.

India, China and Africa offer growth potential for UAE ports sector

The UAE's maritime sector stands to benefit from the country's growing trade with India, China and Africa, Salem Al Zaabi, director general of the UAE Federal Transport Authority – Land and Maritime, told the Dubai Maritime Agenda. At the conference, the opening event of UAE Maritime Week, Al Zaabi said the UAE is already an important trade partner for India, China and Africa, but as economic ties become even closer there will be more opportunities for the maritime sector. In August, India's Prime Minister Narendra Modi paid his third visit to the UAE in four years. Bilateral trade between the countries reached \$60bn in the 2018-19 financial year and there is huge potential for this figure to grow further on the back of Modi's plans to turn India into a \$5trn economy by 2025. Abdulla Bin Damithan, chief commercial officer of DP World, told the Dubai Maritime Agenda that DP World's investments in India include about five terminals, seven inland container depots and five sea vessels. He said the company is also investing in freezone warehouse facilities integrated with rail logistics. Bin Damithan added that DP World aims to be a one-stop shop for Indian exporters and it recently launched the India-UAE bridge initiative, which positions its flagship Jebel Ali Port in Dubai as a gateway to the world for India.

Qatar- Hamad Port crosses 3 million container-handling mark

Hamad Port has accomplished yet another feat as it reached important milestone of handling over 3 million Twenty-Foot Equivalent Units (TEUs) containers on August 24. The port has also handled 7 million tonnes of general cargo since it began operations. It has been an incredible journey for the \$7.4bn port which began operation on December 2016. The port did not take much time to reach one million mark, as it celebrated the handling of its first one million TEUs containers in March last year. The Port had achieved this feat in less than 14 months, which was well ahead of its expected schedule. The port had then set its sight on the next one million mark and it did not take much time to reach there. The aim was to achieve the next one million container throughput by the end of 2018. As expected, the port touched this milestone well before schedule. Expansion of route network is one of the main factors behind stupendous growth in cargo handling. Within a short span of time, the port has been linked to 50 ports regionally and internationally in three continents. In November last year, Qterminal announced that it had reached the major milestones of handling two million TEUs containers and five million tonnes of general cargo at the end of October 2018.

Indian Register of Shipping (IRClass) opens office in Doha

Leading Classification Society the Indian Register of Shipping (IRClass), has opened an office in Doha at the Qatar Financial Centre (QFC). Commemorating the office opening, a function was held at the Sheraton Grand Doha Resort and Convention Hotel which was attended by a large number of senior delegates from Indian Embassy, Qatar Financial Centre, Ministry of Transport and Communications and various other ministries, port authorities, terminals, shipowners, ship managers, media, insurance and logistic companies. H.E. the Ambassador of India to Qatar Mr. P Kumaran graced the occasion by his presence. The Middle East is one of IRClass' most important strategic markets outside of India and the new branch office in Doha will help the class society extend its services to the marine, ports and terminals, industrial, oil and gas and offshore companies based in Qatar. With 52 offices worldwide and recognised by 44 major flag administrations, including the state of Qatar, the Indian Register of Shipping is renowned for its quality of service and professional approach. Speaking on the occasion, H.E. Ambassador of India Mr. P Kumaran, congratulated IRClass on setting up of an office in Doha and lauded the initiatives to serve the industry specially when India – Qatar trade was at an all-time high.

Indian container market expected to grow further: Hapag-Lloyd launches two new services

Growing demand in the container shipping market has prompted liner shipping company Hapag-Lloyd to launch two new services - the South East India - Europe Express (IEX) and the Middle East-India-Africa Express (MIAX). Both the services will be operational from October 2019, closely connecting India to North Europe and Africa. Making the announcement at an event in Mumbai on Friday, Lars Sorenson, managing director of Hapag-Lloyd's Region India said, "I can assure you that there are not many shipping lines that launch two new services in the same month, in the same country. Hapag-Lloyd is doing that in October. IEX is the first and only direct service from east and south India to Europe. MIAX offers the fastest transit times in the market between India, and Ghana and Nigeria. We also believe there's need to improve connectivity toward Bangladesh which currently is quite challenging. A part of that from Europe and West Africa, we will still be able to connect to other markets like Latin America and North America through transshipments." The IEX will provide the only direct connection between south and east India and Europe in the market. The weekly service, jointly operated with ONE, YML and COSCO, will be made up of nine 6,500 TEU vessels, with Hapag-Lloyd contributing four ships.

Port of Long Beach offers incentives to attract more container cargo

The Port of Long Beach is instituting an incentive program to attract more containerized cargo through its terminals, a year after the Port of Los Angeles launched a similar program. In a memorandum to its Board of Harbor Commissioners, the port's staff said the Los Angeles incentive program has "resulted in incremental cargo volume shifting from the Port of Long Beach to the Port of Los Angeles." Members of the Port of Long Beach Board of Harbor Commissioners approved the program first on Sept. 9 and again on Sept. 23 as two votes were necessary. The one-year program will go into effect on Oct. 1, at the beginning of the port's 2019-20 fiscal year. Container carriers will be given a payment of \$10 per TEU for additional cargo that moves through the port over and above the cargo they handled the prior year and over and above the general growth in the trans-Pacific trade. So, for example, if a carrier moved 100,000 TEUs through the port in the 2018-19 fiscal year, moved 150,000 TEUs in 2019-20 and the trans-Pacific trade grew by 3% in 2019-20, the carrier would be eligible for payments on 47,000 TEUs (150,000 TEUs minus 100,000 TEUs minus 3,000 TEUs) or \$470,000.

New container terminal boosts capacity at Mombasa Port

Mr Manduku also said that upon completion of the second phase of the second container terminal, Mombasa Port will have an additional capacity of 450,000 TEUs giving it a total capacity of one Million TEUs. He spoke during a tour at the Port of Mombasa to witness the progress of the ongoing construction of the second phase of the Second Container Terminal. "Normally in the maritime sector the one Million TEUs is very high threshold and I am happy to note that almost four months before the close of the year we have attained it. Going by our daily handling of between 3500 TEUs and 4000 TEUs simple arithmetic tells us that we might even surpass 1.4 million TEUs," said Dr. Manduku. He expressed satisfaction with the performance at the Nairobi Inland Container Depot saying it has continued to record high efficiency levels. "A year ago the cargo dwell time at the container depot was 23 days. Today I am happy to note that 80 percent of all cargo is leaving the Inland Container Depot within four days and our average dwell time has gone down to below six days. This is because of the efforts by both Government agencies and private sector in ensuring that we make business smooth and efficient."

Chabahar Port investment could unlock Central Asia

Iran's Ports and Maritime Organization (PMO) has announced a massive private sector investment scheme to expand Chabahar Port, the country's largest ocean gateway. According to a statement, 29 companies have applied to invest in the Shalid Beheshti Port of Chabahar in the first half of the current financial year. The PMO says this is a sign of Chabahar's national and transnational importance and that Iran is open to investment. Chabahar Port is not only Iran's largest seaport but is also a gateway for its landlocked neighbors, including Afghanistan and other countries in central Asia. Its status as a national and regional hub is emphasised even more by its close proximity to major ports on the Sea of Oman. Behrouz Aghaei, Director General of Sistan and Baluchestan Ports and Maritime Organization was quoted as saying that Chabahar Port "has a special place in Iran's exchanges of goods with other countries in the region." He also stressed that Chabahar's aforementioned location made it an attractive recipient for investment. In February 2019, PTI reported how the port was central to an India-Afghanistan trade corridor that will open up central Asia to the shipping lanes of the Indian Ocean and other global markets.

Visakha Container Terminal set to become regional trans-shipment hub on east coast

Container lines Hapag Lloyd, ONE, YML, COSCO and OOCL will jointly run a new direct service from Visakha Container Terminal (VCT), the privately-run facility at State-owned Visakhapatnam Port Trust, to the Mediterranean and Europe, which will also bring connectivity with Africa and the America. The announcement strengthens Visakha Container Terminal's rising stature as a regional container transshipment hub on the east coast, said shipping industry sources. "The commercial benefits offered by Visakhapatnam Port Trust makes the terminal even more attractive in the long run by being the gateway to the East for both northern and southern regions extending right up to Bangladesh and even Myanmar," the terminal operator said. The terminal, majority owned by International Cargo Terminals & Infrastructure Pvt Ltd, is located centrally and strategically on the East Coast of India between Kolkata and Chennai. The facility handled over 0.45 million TEUs during FY19 and is on the verge of crossing the 0.5-million TEUs in FY20, aided by a 16 per cent growth in traffic, complemented rail movement and also transshipment. The transshipment volumes at VCT grew by a whopping 148 per cent in FY19 over FY18.

MSC and Cosco drive huge growth at Abu Dhabi container terminal

Abu Dhabi Ports (ADP) saw a massive 82% jump in the number of containers handled at its flagship Khalifa Port facility in the first half of the year. It attributed the rise, in the main, to the concession agreement signed last year with shipping line MSC. ADP is also bullish about the outlook at Khalifa Port after its latest 35-year concession deal, inked with Cosco last year. Container volume at Khalifa soared to 1,135,021 teu in the first six months, compared with 620,974 teu in the same period of 2018, as the world's second-biggest ocean carrier contributed its substantial global reach. ADP said it anticipated further significant growth at the facility after the completion of its CSP Abu Dhabi Container Terminal, built in partnership with Cosco Shipping Ports (CSP). CSP began trial operations in the second quarter, ahead of the launch of full commercial operations in Q4. The \$300m, 1.5m teu capacity facility is regarded by Cosco Shipping chairman Xu Lirong as a "pivot for us to develop a global maritime hub". When fully operational, two terminals will have an annual throughput capacity of six million teu with a target of expanding to over nine million teu by 2024.

Intra-Asian and feeder container lines more resilient than their European cousins

Container mainline operators have not taken market share in the fast growing intra-Asian region from shortsea and feeder lines in the way they have in the European market, according to Maritime Strategies International (MSI). "The mainline operator share of the intra-Europe, shortsea and feeder capacity has increased substantially over the last six years," David Jordan, regional director, Asia for MSI, told Global Liner Shipping Asia conference in Singapore, organised by KNet365 Maritime, earlier this week. The mainline operators dominate the intra-European market and have seen their share rise from 59% to 66% of the market. "In contrast shortsea and feeder operators have lost market share dipping from around 41% in January 2013 to just around a third in August this year." Jordan said this had been caused by a combination of some shortsea players losing market share and others closing down altogether. But it's a different story in the fast growing intra-Asian market where while the mainlines have grown their market share the intra-regional and feeder operators have maintained a majority of the market. Jordan said that the intra-Asian market had seen a 40% growth in capacity over the last six years to around 2m teu.