

Japan's likely new rules for conference system

Japan Fair Trade Commission (JFTC) plans to ask for shipping lines to lose their exemption from some anti-cartel rules, which would mean asking the liner companies to withdraw from the conference system. This system, which has been in practice for several years, has seen a declining trend recently, as shipping companies want to woo the shippers in their own way by charging competitive rates. Japan has traditionally been a major promoter of this system and has even recently disapproved European Commission's plans to withdraw shipping conferences' exemption from antitrust rules. Shipping services were exempt from anti-cartel rules, which, they argued would cushion the shippers against major volatilities, which the industry usually faces. If this is withdrawn then the three major shipping lines of Japan, may face a setback.

Shipping companies chartering new courses

In order to hedge against the cyclical nature of the shipping business, shipping companies are looking for ways to not only stay afloat, but also to move ahead with a good speed. The shipping companies are getting into related segments in the maritime sector in order to create a value chain. Port development, logistics business, shipyards and offshore business are some of the segments for expansion. To name a few, Chowgule Steamship plans to develop Jaigad port, Mercator plans to get into the offshore segment, Varun Shipping will invest Rs 450 crore by 2006-end of this calendar year on acquiring vessels to support offshore activities, Shipping Corporation of India (SCI) is planning to foray into container terminal handling, Coastal shipping major Shreyas Shipping & Logistics is planning to construct five logistics parks for multimodal logistics, warehousing, distribution and consolidation., SKS Shipping is planning to construct a ship repair yard at Mankule village in Raigad district of Maharashtra.

Sudden interest in offshore segment

The rising crude oil prices and the discovery of new gas files and the rising number of oil explorations have led to a rise in the interest in the offshore sector with respect to the maritime side of it. Shipping companies are now looking to acquire rigs, supply ships and drill ships. The demand for rigs is expected to increase this year, there is likely to be a deficit of the rigs by the end of the year. To name a few, GE Shipping has just placed a new-building order for a 350 ft jack-up rig with Keppel of Singapore, scheduled for delivery towards end-2009. Mercator Lines also recently placed an order for construction of a new offshore jack-up rig with Keppel — this is scheduled for delivery by March 2009. Varun Shipping also has plans to invest Rs 450 crores for acquiring offshore assets, including PSVs.

Reliance spreads out major SEZ plans

Reliance Industries (RIL) has entered a pact with the Haryana government for setting up the country's largest multi-product special economic zone (SEZ) near Gurgaon, with an investment of Rs 25,000 crores. a joint venture company has been floated by Reliance Ventures Ltd, a subsidiary of RIL, and the Haryana State Industrial and Infrastructure Development Corporation (HSIIDC), in which Reliance will hold 90 per cent stake. RIL will have two directors on the board of the newly formed entity, while the HSIIDC will appoint one. The SEZ would focus on new economy sectors like nano-technology and bio-technology, besides agro-based industries.

Myanmar port development

India is planning to develop Settewe port in Myanmar to boost trade from northeastern states. This would be part of a strategy to reduce dependence on Bangladesh for the connectivity of NE states with the rest of the country and the world. It would be first dedicated overseas port for Indian export and import trade. Settewe port is not very far from Kolkata and Vishakhapatnam port and could be used for internal trade with NE states, which is now mostly done by the land route. The central government would make the river navigable for movement of mid-size cargo vessels.

New service from Tuticorin

Tuticorin Container Terminal (TCT), operated by PSA SICAL Terminals Ltd, has announced the beginning of the China-Middle East direct service which will link TCT to Singapore and China. The first ship, MV Wan Hai 302, under this service, arrived at TCT on June 14. This is the third direct mainline service to call at Tuticorin after the India-US Express and the round-the-world mainline service. Operated by Wan Hai Lines, the China-Middle East direct service would see the deployment of six vessels of capacities ranging from 2,200 to 2,400 TEUs. The port rotation would be Tuticorin, Port Klang, Singapore, Hong Kong, Shanghai,

Dalian, Tianjin, Qingdao, Xing Ang, Ningbo, Shekou, Hong Kong, Singapore, Port Klang, Jebel Ali, bander Abbas and Karachi, before returning to Tuticorin.

Iron ore to Pakistan

Pakistan Steel Mills plans to import about 1.2 million tonnes of iron ore from India from Goa to be delivered to Port Qasim. Specific rules have been laid down for vessels to be used in the transportation of the ore that they have to be single-deck self-trimming ore/bulk carriers of less than 20 years of age. They must be suitable for grab discharge. They must not carry flags restricted by the Pakistani Government. The vessels must be classed Lloyd's 100 A1 or equivalent.

Status at Gangavaram Port

The fishermen at Gangavaram have agreed to the revised rehabilitation package announced by the Government and the stage is set for shifting the boats to Yarada. They have given up the demand for construction of a jetty in the vicinity of the village at Nallamarammapatalu. Construction work at the port site has commenced and the first phase of the project may be ready by December 2007. The master plan for the port envisages the construction of 29 berths, with a cargo handling capacity of 200 million tonnes, and the cargo-handling will be fully mechanised in conformity with the best international standards.

ABG Shipyard bags Rs 48 crore order

ABG Shipyard has bagged an order worth Rs. 48 crore from Lamnalco Ltd, Cyprus for construction of an anchor-handling tug for offshore applications. This is the 11th vessel that ABG will be constructing for Lamnalco, with five vessels already having been supplied. With this order, the shipyard's order book has risen to Rs. 2,350 crore. This is the fourth big order that the company received this year.

Haldia Dock may take mobile cranes on lease

J.M. Baxi & Co, Ripley & Co, TM International Logistics, and Cardinal Logistics have offered to lease out two mobile cranes. These cranes are to be deployed on the berth no. 4B of the dock. The contract will be strictly between the dock authorities and the lessor. The lessor will receive only the lease rent from the dock authorities. Four rubber-tyred gantries (RTGs), supplied by Fels Cranes of Singapore, will be installed at Haldia Dock and one at the Kolkata Dock System.

Juicy Bits

- Visakhapatnam Port earned a net profit of Rs 159.5 crore during the financial year 2005-06 as compared with Rs 10.47 crore in the preceding year.
- Shipping Corporation of India (SCI) in consortium with an international player has submitted its expression of interest to build and operate Jawaharlal Nehru Port Trust's Rs 4,500 crore, fourth container terminal, with SCI being the majority stakeholder.

Newsletter for the week ended 16th July, 2006

JNPT's 4th container terminal

The bidders to the container terminal at Mumbai Port have also applied for the bidding for the JNPT's 4th terminal. The bidders for JNPT's terminal include Dubai Port World, Maersk, Port of Singapore Authority and Mitsui, apart from domestic players such as ABG Heavy Industries and the JM Baxi Group. The delay in deciding the successful bidder for Mumbai port terminal has been on account of security issues relating to Hutchison Ports Holdings' bid for the project. The last date for submission of EOs for JNPT's terminal was July 4th, whereas Mumbai port had to further its date for opening the tender to July 19th.

Panel for container charges

A committee has been constituted by the Chairman of the Cochin Port Trust to work out reasonable container transportation charges from the port to various hinterland destinations. The aim is to have transparency in transactions and eliminate the hidden costs in container transportation. The committee would also take care of the employees' interests while fixing the charges. Once the rates are finalised, no hidden costs will be permitted for container transportation.

Mundra port

Mundra port is planning to have 4 more additional berths and two terminals to handle the growing volumes in traffic. With these, the port will have a total of eight berths to handle all types of dry and liquid bulk cargo and four container terminals to handle container cargo in a fully-mechanised handling process. The Group also has plans to set up coal-based liquefied natural gas (LNG) receiving and re-gasification terminal at the up-and-coming Mundra Special Economic Zone in the port's vicinity.

Inland Waterways in Kerala

The inland water transport operators in Kerala have requested the government to deepen the National waterways 3 to deepen the channels so as to enable night navigation and smooth movement of cargo. The development of NW-3 will result in rural development and create employment potential as Inland Waterways Authority of India has already constructed terminals at different locations between Kottappuram and Kollam for cargo handling. Moreover, the development of Vallarpadam container transshipment terminal will require transportation of containers from the hinterlands of Kochi.

Safety measures at Kochi port

FACT, which has a captive facility at sulphur handling facility on Q-10 of the Ernakulam wharf has reviewed the safety measures at its sulphur and rock phosphate handling and storage facility at the Cochin Port Trust premises. The fire at the Q-10 berth of the port had partially damaged the conveyor system and destroyed a minimum quantity of sulphur discharged from the vessel Stella Teresa anchored in the berth. The fire broke out during discharge of cargo due to friction in the conveyor system.

Pension payment at Kolkata port

A large number of pensioners of the Calcutta Dock Labour Board (CDLB) have been not been getting their pension regularly due to the board's critical financial condition. Kolkata port on the other hand has urged the Shipping Ministry to create a corpus of Rs 735 crore for this purpose. The port has made several suggestions to the Ministry to expedite the payment, which include providing grant-in-aid or loan or imposing a levy of 10 per cent on tonnage handled by the port to create a pension fund.

Congestion charge at Chennai container terminal

The Chennai Feeder Operators, Advance Container Lines, Bengal Tiger Line, RCL Feeder, Samudera Shipping, Sea Consortium and Simatech Shipping, operating container feeder services from and to Chennai, have implemented a congestion surcharge of \$30 a TEU at the Chennai Container Terminal (CCT). This would be applicable for all loading/discharging containers at the port.

ONGC clears GE Shipping demerger

ONGC has issued No Objection to the demerger of the offshore services unit into a separate company, Great Offshore. The Bombay High Court had approved the scheme of arrangement between GE Shipping and Great Offshore. GE Shipping has been waiting for approval of material contract from various contracting counter parties to execute the scheme of arrangement.

Vessel collision at Kandla port

A 35,000 mt - 45,000 mt weighing Cyprus-registered vessel Pontonostus, toppled a Barge vessel of 50 mt at Kandla port killing eight people. The vessel belonged to Kandla-based Jaisu Shipping Company, (JSCPL), which was carrying staff on shift rotation, while transiting the channel waters of Kandla Port. The matter is being probed on emergency basis by the Mercantile Marine Department (MMD) under the aegis of director general of Shipping. Movements of such vessels are supposed to be well communicated. After vacating timber logs on jetty-1, the vessel was moving out and was 50 metres away from the port, which is not permissible for vessels of such huge capacity, as they have to sail at a distance of 250 metres from port, which is an implied set for rules for marine transportation.

Service tax for shipping companies

Director-General of Central Excise Intelligence (DG-CEI) has issued notices to the shipping companies asking them to pay service tax retrospectively in respect of all services received and consumed by their respective ships outside India during August 2002 to March 2006. The companies were issued summons by the department, seeking "full details" of their foreign exchange payment, including dry docking expenses at foreign ports, during this period. The domestic shipping companies have moved the Bombay High Court, seeking reversal of the order. The association plans to take up with the Government its plea of re-examining the issue of services "wholly consumed in foreign ports", which have been exempted from service tax as it is difficult to classify the services as such.

Lots Shipping launches 8th cargo barge

The inland water transport operator, Lots Shipping Ltd, Kochi, has launched its new 450 DWT dry cargo barge – Bharatapuzha. This is the first barge built under the capital subsidy scheme of Inland Water Authority of India. It is a flat bottom dry cargo cum container barge propelled by two engines. The new barge, constructed at Master Shipyard owned by Lots, is capable of carrying raw materials for various public sector undertakings in the National Waterways.

Tuticorin port project gets environment clearance

The Rs 685-crore Inner Harbour Development Project at the Tuticorin port has got environment clearance from the Union Ministry of Environment and Forests. The project involves dredging to improve the draught in the port to 12.8 metres from the present 10.7 metres. This will enable the port to handle panamax size vessels, which are of the maximum dimensions that will fit through the locks of the Panama Canal. The port had sought Rs 221 crore budgetary support from the Union Government for dredging, and the rest of the amount would be funded by the port trust, which would consider institutional financing.

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Mittal's Orissa plant will be port-based

Arcelor-Mittal indicated that its proposed 12-million tonne steel project in Orissa would be a port-based plant. The Orissa government suggested seven sites for the project's location across the four districts of Keonjhar, Bhadrak, Balasore and Ganjam. Of these, while one site belongs to Keonjhar, the latter three districts have two sites each on offer. Incidentally, Keonjhar is located inland while the other three districts have long sea frontages. Bhadrak and Balasore are close to the upcoming Dhamra port and Ganjam has the Gopalpur port, which is currently being developed into an all-weather port with private participation. Apart from being shore-based, the selection of the site would depend on its proximity to road, railway line and mines.

Concor for cold storage facility at Rai

As part of its cold storage chain, Concor is starting with one at Rai in Haryana's Sonapat district, with a storage capacity of 12,000 modular tonnes. The cold storage facility at Rai would be an engineering, procurement and construction project targeted mainly at the apple growers of Himachal Pradesh, Jammu and Kashmir and Uttaranchal. The company plans to transport apple to store them at Rai and then send them across the country. Haryana State Industrial Development Corporation has given 16.6 acres of land on lease for the first phase. Concor has also tied up with Agricultural and Processed Food Development Authority for the project.

New National Environmental Policy

The new draft on National Environment Policy states that Environmental Clearances would be required for all port projects, those above 5 million tonne at the central level and below that at the state level. All developmental activities in ports like deepening of channels, extension of existing berths, installation of equipment, and improvement of rail and road network would require clearance. With regard to industrial estates and SEZs, the draft proposes to include all industrial complexes including SEZs within the purview of the notification, if

the complex houses any unit which by itself requires EC, irrespective of the size of the complex.

Steel pouring in Orissa

Paradip Port Trust is lining up berths owing to the growing interest of steel industry in the state. More than 40 steel companies have signed MoUs with the Orissa government to set up steel plants. The port is hence promoting development of captive berths to steel companies to handle the raw materials such as coal, coke, lime, stone as well as finished steel products. The port trust is planning to develop a completely new dock system on the western side of the central dock system of the port for the construction of as many as eight berths. While five of the eight berths will be earmarked for captive use, the remaining three will be developed for handling clean cargo, container cargo and multipurpose cargo.

New Mangalore port getting IT savvy

A pioneer in implementing International Ship and Port Facility Security (ISPS) code and Vessel Traffic Management System (VTMS), New Mangalore port is now automating its operations at the offices and the docks. In the office space, all departments would be connected electronically; there would be biometrics-based attendance tracking system and information kiosks for staff. On the dockside, it already has in place computerised allotment of gangs for docks and would now implement biometric system for attendance. For the users, the port plans to facilitate easy documentation through Electronic Data Interchange (EDI) at All-India level.

Vizhinjam project

The fishing harbour project at Vizhinjam is expected to be commissioned within two years. The project, at an estimated cost of Rs 15.5 crore is almost 90% complete, with only dredging and wharf construction remaining. The rehabilitation of the displaced fishermen would be taken up in collaboration with other agencies. The government is likely to launch a new

scheme for the construction of houses for fisherfolk residing around the project site.

ONGC to give shipping companies more time to modernise their fleet

In order to meet the requirements of ONGC, shipping companies will have to beef up their fleet by modernising them. ONGC's contemplation on catering to its own shipping requirement by acquiring a few Offshore Supply Vessels made the shipping lines a worried lot. But the time given by the oil major is not going to be very helpful as the global shipyards being full up, may not be able to deliver the vessels for more than two years. ONGC is keen on replacing the older offshore vessels with new ones that have sophisticated equipment, such as on-board satellite-linked Dynamic Positioning (DP) facility.

Ship Division at Cochin Shipyard Limited

Mr T. R. Baalu dedicated a 300-tonne gantry crane to Cochin Shipyard Limited (CSL). The crane has a lifting capacity of 300 tonnes would vastly improve the productivity of the yard. The small ship division bay is envisaged for facilitating concurrent construction of small commercial vessels along with the air defence ship. The yard at present has 19 ships in its order book. CSL was able to achieve the highest production in shipbuilding during the year 2005-06 at 1,01,663 DWT.

Two SEZs at Haldia

The West Bengal government is keen on promoting both Reliance and Salim group of Indonesia to set up SEZs at Haldia. Salim is likely to develop a multiproduct SEZ and Reliance is likely to set up chemical SEZ, now being called the Petrochemicals, Chemicals, Petroleum Investment Region (PCPIR). The state is likely to appoint IL & FS Infrastructure Development Corporation Ltd for preparing master plan for the two SEZ's. Each SEZ would have land area of around 10,000-12,000 acres. IL&FS and Haldia Development Authority had floated a special purpose vehicle for infrastructure development of Haldia called HIDAL.

Insurance cost for shipping firms falls further. General insurers were unable to reinsure marine hull risks underwritten last year as cut-throat competition after lifting of controls last year lead to over 50 per cent fall in premiums. However, insurers have underwritten marine hull risks this year at a premium 10-30 per cent lower than last year. The marine hull risk was removed from the list of tariff-based general insurance businesses last year. A marine hull policy primarily deals with insurance of inland and ocean going vessels. The insurance depends on parameters such as a ship's age, gross tonnage, dead weight tonnage, value and trading area. Major players in marine hull insurance business are Oriental Insurance, New India Assurance and ICICI Lombard General Insurance Company.

Juicy Bits

- To beef up operations on key routes, Shipping Corporation of India (SCI) will buy 70 vessels by 2012 at a cost of Rs 16,000 crore. Of these, four would be for its US and Europe operations.
- In the first quarter of the current fiscal, Paradip Port Trust (PPT) has registered 15 per cent growth in cargo through put by handling 9,013,863 tonnes, which comprised 5,881,409 tonnes of export cargo and 3,128,810 tonnes of import cargo as against a total of 7,853,906 tonnes cargo handled during the corresponding period in 2005-2006 comprising 4,927,422 tonnes of export cargo and 2,926,484 tonnes of import cargo.
- The two major ports in Mumbai, Jawaharlal Nehru Port Trust (JNPT) and Mumbai Port Trust (MbPT), have together reported 15 per cent growth in cargo traffic at 23.19 million tonne during the first quarter of the current fiscal against 20.16 million tonne during the corresponding period, last year.

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Multipurpose port in Navi Mumbai by Reliance

Reliance Industries is planning to develop a multi-purpose port for handling the cargo generated from the proposed SEZ at Navi Mumbai and is looking at locations of Uran and Pen. The port would be developed through a special purpose vehicle (SPV), in partnership with an Indian or international port operator and the investment is estimated at Rs 3,500 crore. The port will be equipped to handle cargoes such as bulk, break bulk, liquid, and containers.

CMA CGM to have a new liner service

CMA CGM, has launched its own independent service connecting India with Far Eastern ports on the one hand and West Asian ports on the other, snapping ties with Super Galax consortium. The new service, named Cimex (China/India/ Middle East Express), to be operated by five vessels of the capacity of 2,500 TEUs each, will have the following port rotation: Ningbo-Shanghai-Fuing-Chiwan-Port Kelang-Nhava Sheva International Container Terminal-Jebel Ali-Khor Fakkan-Bandar Abbas-Port Kelang-Ningbo. The distance between Chiwan and NSICT is to be completed in 10 days.

Power project at Tuticorin port

Tuticorin Port Trust (TPT) has identified 75 acres of land within its jurisdiction for the 1,000 MW power plant project proposed to be established by the Tamil Nadu Electricity Board (TNEB). The land has also been provided for the 2x500 MW project that would be set up by TNEB in association with Neyveli Lignite Corporation. A project at a cost of Rs 442 crore would be taken up to provide an efficient sea port, for which environmental clearance has been received from the Central Government.

More Bay of Bengal feeders to operate on Colombo route

Far Shipping and Sea Consortium have announced the introduction of a third vessel each for operating between the ports of Kolkata/ Haldia/ Visakhapatnam and Colombo, thus bringing the total number of feeders to eight from the present six. Currently, there are three feeder operators

active on the route, each operating two vessels – Far Shipping, Sea Consortium and Bengal Tiger Line. Though Colombo has been experiencing increase in traffic, caused mainly by several large mail line operators' (MLOs) decision to switch over to the Sri Lankan port for transshipment, the number of feeder operators on the route has not increased.

The biggest container port in India headless

JNPT, with its huge expansion plans is without a chairman, deputy chairman and chief manager (finance). This has substantially slowed down the decisions. The port is in the process of setting up of a Rs 5,000-crore fourth container terminal, a Rs 1,000 crore third container terminal and a Rs 2,900 crore channel dredging programmes for various container terminals. At present, Mumbai Port Trust (MbPT) Chairperson Rani Jadhav is holding additional charge of JNPT.

Marine charges of Indian ports on the higher side

Marine charges collected by Indian ports from shipping companies are several times higher than other ports in the region. These include port dues, tow and berth hire charges, all of which are collected for docking a ship. Our own studies have indicated that the cost of handling a ship in India is \$14.60 per TEU (twenty-foot equivalent unit), while it is between \$0.54 per TEU and \$3.06 per TEU in other ports in the region. Almost all components of marine charges, port dues, pilot & tow charges are on the higher side in India. But the actual container handling charges in the country are on the lower side as compared to other ports in the region.

Pawan Kumar Ruia group into Ship and coach business

The Pawan Kumar Ruia group plans to invest Rs 1,250 crore in ship building and coach manufacturing for underground railway systems. The group would invest close to Rs 1,000 crore in ship building activities and the remaining Rs 250 crore

would be on metro coach manufacturing facility. The group is likely to float a SPV for ship building with leading global players. The group has already applied to the state for 1,500 acre land for setting up a dry dock for ship manufacturing in West Bengal.

Dhamra port closure by September 2006

The Dhamra Port Company Ltd (DPCL), a 50: 50 joint venture between Tata Steel and L&T expects to achieve financial closure for its greenfield port project at Dhamra in Bhadrak district by September end, 2006. The project is of an estimated cost of Rs 2400 crore, with a cargo handling capacity of 83 million tonnes. The company has almost completed the land acquisition for the port site of 912 acres while the land procurement for the 63KM rail corridor connecting the port to main line at Bhadrakh is in progress. Though the master plan provides for 13 berths capable of handling dry, bulk, break bulk, liquid bulk and containerised cargo per annum, in the first phase the company intends to build two deep draught berths for dry bulk and one berth for clean cargo, which will be completed by April 2009.

International Shipyards on either coasts of India

The ministry of shipping has proposed to set up two international-size shipyards, one on east coast and one on west coast under the National Maritime Development Programme. A committee was set up under the chairmanship of the Indian ports association to identify and facilitate setting up of these shipyards. The committee's report has been received and is under consideration. The Kerala government has requested the sanctioning of proposals to set up of two international size shipyards, one at Poovar near Vizhinjam and the other at Matool.

Workers protest at Vizag and New Mangalore ports

Port and dock workers of Vizag port staged a demonstration in front of the port administrative office and submitted a memorandum opposing the Kolkata National Tribunal Award regarding manning scales

and other issues. Nearly 500 dock and port workers staged a demonstration in front of the administrative office of the New Mangalore Port Trust (NMPT) urging the Union Government to fulfill their various demands. In a memorandum submitted to the Union Shipping Secretary the protestors urged the Government to convene a meeting of the representatives of the port and dock workers' federations to discuss and settle various issues related to them.

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