

J. M. BAXI GROUP

# TIDINGS

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J. M. BAXI GROUP

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## From the Quarter Deck

**D**ear Friends and Colleagues, As we bid farewell to 2019, I recap some of the main global events that are relevant to our business. I am afraid it looks a little bleak. The China-US trade war is still ongoing and not yet resolved. Similarly, Brexit is not yet resolved. There is instability in the Middle East and economic and social progress in Africa has declined. Commodity prices are low – apart from oil. Oil prices are high and stable, resulting in high costs for developing non-oil-producing countries.

The year gone by has been one of the most prolific for natural calamities according to the leading insurance companies. Climate change – global warming – is fast becoming critical! With ships adopting the IMO 2020 guidelines of low Sulphur fuel, shipping companies have expressed concerns over the jump in fuel costs by US\$ 200 to 300 per tonne for low Sulphur fuel. The oil and gas exploration fleet remain deeply distressed, and the dry bulk sector, for most sizes of vessel, remains bearish.

Ok, now for some interesting positives. On the container shipping side, we've continued to see the big lines and consortiums putting large ships (20,000+ TEUs) on Asia to Europe and the Asia to North America trade routes. In the last quarter of 2019, the tanker market recovered well from its historic lows and settled at levels that are acceptable to both the owners and the charterers. The gas carriers are continuing to perform well and there is continued demand for tonnage.

That was a global snapshot. Back in India, 2019 saw us coping with similar challenges, such as non-performing assets (NPAs), the problems of the banking industry and sick companies. In contrast, asset sales and auctions in the steel sector were reasonably successful. Essar Steel was bought by Arcelor Mittal, Bhushan Steel by the Tata Group, the Electrosteel Group by Vedanta and Monnet Ispat by the Jindal Group. Similarly, we have seen

some of the older distressed power companies also changing hands.

If these trends continue into 2020, we can be sure that by 2021, the liquidity crunch and the NPA problem will have been solved, leading to a healthier investment climate. Let me paraphrase Darwin: the fittest survive, not necessarily the fastest or the biggest. Always remember, dear colleagues, that the fittest are disciplined and hard-working people who do not have “cheat days”. Our mantra is **Honesty, Humility, Innovation, and Perseverance.**

One of the objectives of the government of India for the present fiscal year and the next is an ambitious and aggressive disinvestment program. The main public sector companies that have been shortlisted for disinvestment are Bharat Petroleum Corporation Ltd. (BPCL), Container Corporation of India Ltd. (CONCOR), Shipping Corporation of India Ltd. (SCI), Air India Ltd. Interestingly, each of these companies are deeply and closely linked to the maritime, transport or logistics space.

For 2019, I would like to express a very warm thanks to our very special guests “In Conversation”, Ms. Birgit Marie Liodden, Mr. Stuart Munro, Shri. Pravir Pandey and Dr. Bruce Tomlinson. Not only is Tidings richer due to them, but we believe that the Indian maritime and transport sectors benefit greatly from their thoughts and insights.

I would like you all to join me in welcoming 2020. Let me share with you my New Year resolutions as well as a few predictions. Please, hold me to them during the year or even later.

### My Resolutions

1. To uphold our values of Honesty, Humility, Innovation, and Perseverance.
2. To prosper in today's soft markets and tough times by working harder and smarter.
3. To listen to our customers and principals closely.



### Predictions - JMB Group will achieve:

1. Terminals:
  - KICT will cross 650,000 TEUs per annum.
  - MICT-II will be inaugurated.
  - RICT will handle 750,000 MT.
  - VCT-II will open 900 m of quay length.
  - PICT will handle 6 million MT.
  - HICT will handle 250,000 TEUs.
  - DICT will handle 250,000 TEUs.
2. Services:
  - 100% digitalization in the documentation for principals
  - Zero errors in final voyage statements
  - Sub-30-minute pre-berthing interviews with vessel masters
  - Lower dwell times and turnaround times for containers
  - 100% fill factor of principal-designated slots at all locations, both inland and at ports
3. Logistics: Boxco will handle two of the three most talked about important and complex heavy lift projects in India.
4. Technology: In partnership with Niti Aayog and smart cities, Arya Water will install a major decentralized sewage treatment system.
5. Hospitality: Thirsty City will open a few more successful outlets.

I am sure each and every one of you will help me in both upholding my resolutions and making sure that each of my predictions comes true ■

Best wishes for 2020!

**Krishna B. Kotak**  
Chairman - J M BAXI GROUP

## Agency & Services

# Assistance Given When Needed The Most: A Vessel In Distress



**A**s they say, “When the going gets tough, the tough get going,” and similarly, following J. M. Baxi & Co.’s ethos of “never say no”, we helped a bulk carrier that was facing the imminent danger of sinking due to the heavy ingress of seawater through a breach in the ship’s hull on the starboard side.

The owners contacted the J. M. Baxi & Co. office in the wee hours, requesting shelter for the ship so that they could arrest the ingress of water. Since the vessel was not far from the Port of Mormugao in Goa, J. M. Baxi & Co. instantly activated its team to ask the port authorities to accept the vessel and allow emergency repairs to be carried out. Permission was obtained from the port in Goa, but the owners contacted J. M. Baxi & Co. again and advised that the vessel had to stop urgently as she could not even make her way to Mormugao and was doing her utmost to make it to Jaigad Port, which is close to Ratnagiri in the state of Maharashtra. Although Jaigad is in a remote location with no repair workshops nearby, J. M. Baxi & Co. was left with no option but to arrange shelter there. Jaigad Port acknowledged the criticality of the situation and immediately agreed to accept the vessel.

When the vessel, a Bulk Carrier, dropped anchor at Jaigad’s outer anchorage, she was carrying 65,000 MT of iron ore and was en route to the Far East with 23 crew on board including the master. She was taking in seawater heavily and drawing a trim of 2.50 m by the head, with drafts F/15.10 m and A/12.60 m. The vessel being double hulled restricted the ingress only to the side tanks and water was not getting into the holds, which otherwise could really have made the situation much worse.

As per standard shipping practice, J. M. Baxi & Co.’s team sent preliminary reports to the various authorities, including the Mercantile Marine Department, the Directorate General of Shipping, Maharashtra Maritime Board and the Indian Coast Guard. Thereafter twice daily repair updates along with the drafts was sent to the Authorities. This reporting continued until the vessel finally completed her repairs and set sail.

The master, after getting safe anchorage, continued pumping out the water and requested workshop assistance from us. A mobile workshop was sent along with divers, to assess the damage, which had mainly occurred below the water line. Despite the weather being bad, as the vessel had arrived during the

monsoon in the west coast of India, the divers, with our help, agreed to carry out an underwater inspection without any further delays.

Considering the weather conditions, there were serious challenges in getting the repair materials on board, but with the J. M. Baxi & Co. team’s insistence and repeated requests to the port, all the materials arrived promptly.

The condition of the vessel was not very satisfactory and the extent of the damage kept on increasing as the workshop was carrying out the repairs, since fresh cracks developed in the vicinity of the existing damage. The vessel eventually stayed for 69 days at anchorage. During this time, whatever supplies were necessary, such as freshwater and provisions, were provided by J. M. Baxi & Co. despite the weather.

While the vessel was at Jaigad, J. M. Baxi & Co. took every opportunity to save costs for the owners, knowing the commercial losses they were facing due to this emergency under which the vessel had been forced to call at the Indian port.

Sometimes, somewhere a boost or a small gesture of appreciation takes precedence over any financial gains. The J. M. Baxi & Co. team experienced this after servicing this principal. Our support at the right time meant a lot to them and they realized the genuineness with which we went all out to support them when they needed it the most ■



## Agency & Services

# Persevere Till You Succeed

There are times in shipping when, for an unforeseen reason, a port call becomes a nightmare for the owner and the ship faces encumbrances that multiply with each day in the port. Such events are not premeditated and they can be quite unfortunate for the owners, who have to bear the costs of the delays and other financial losses.

J. M. Baxi & Co. undertook the agency of one such vessel in a series of unhappy occurrences that caused the owners losses in the form of delays in port and other misfortunes beyond their control.

The vessel, owned by a company based in Hamburg, Germany, arrived at Visakhapatnam (Vizag) on 13 June, 2019 to unload 10,800 MT of ammonium nitrate in jumbo bags under agents nominated by the charterers. The owners appointed J. M. Baxi & Co. to act as their protecting agent (OPA). However, the stay of the vessel extended for over two months at Vizag and she did not sail until 18 August, 2019. Initially, the long stay in the port was a result of an extended delay to secure a berth, as the covered warehouse was not available and the cargo could not be stored in an open port plot. The vessel had to stay at anchorage for over two weeks prior to getting a berth. During this time, they had an urgent requirement for freshwater and ship stores, which could not be replenished initially as the vessel had not been cleared by customs and the charterer's agents were not willing to undertake the clearance at anchorage. Though J. M. Baxi & Co. was the OPA and the activity was not under our scope, we made a representation to customs, managed the vessel's clearance and supplied freshwater and stores on board.

After berthing, there were incessant rains, which prevented the unloading operations. The hatch covers had to be moved, and one of them slipped out of its track and got badly damaged. Since this happened in the open position, the vessel required the assistance of a workshop. The owners wanted to get the repairs done under warranty in a dry dock. However, when its workshop team arrived in India to undertake the repairs, they only had tourist visas and so were not permitted to enter the port. As there were no other options, J. M. Baxi & Co. suggested the team to depart from India and re-enter with business e-visas. Although they would not normally be permitted to enter restricted areas with an e-visa, as a special request due to the difficult circumstances, the repair team was allowed to board the vessel and carry out the repairs.

During the repairs, Vizag Port Trust advised the vessel to shift to anchorage since there were no idle repair berths available. However, due to the conditions of class, as

issued by DNV, the ship could not shift to anchorage as she was not seaworthy. This was a catch 22 situation for J. M. Baxi & Co., being their protecting agents, and a major challenge for the owners. J. M. Baxi & Co. eventually secured a berth at Visakha Container Terminal (VCT), its own terminal, even though VCT is a container terminal and gives priority to container carriers. VCT let the vessel berth as no container vessels were expected.

The owners, no doubt had a harrowing experience while the ship was in Vizag, but J. M. Baxi & Co. ensured that they never felt alone or without support in this foreign port. J. M. Baxi & Co. very promptly aided them wherever any situations arose, and provided solutions and a way forward. Despite the occasional outbursts, the owners realised and acknowledged that throughout the stay, J. M. Baxi & Co.'s entire team had upheld its humility and remained a pillar of support. The vessel and agent cheered together as the Blue Peter flag was finally hoisted ■



## Logistics

# BOXCO Logistics: Routinely Setting Standards And Establishing Firsts

It is always a challenge to be the first in any field. In the heavy lift and logistics industry, being first or setting standards is not even attempted by most players. It requires a pedigree, and a good mix of sound theoretical work, calculations and experience to identify the inevitable issues and imponderables that need to be surmounted when successfully setting standards and establishing firsts.

### Double First

In the ever challenging world of heavy lifts and Super Over Dimensional Cargoes (ODCs) transportation, with its high stakes, it takes a team of experienced and confident field personnel with years of experience and extensive training to deliver firsts.

This year, Boxco delivered twin firsts, simultaneously:

1. The heaviest single consignment through New Mangalore Port Trust (NMPT), a major port and
2. The first vessel to be berthed perpendicular to the quayside for roll-on roll-off operations for the same consignment.

These were considered to be outstanding achievements for the port as well, and indeed, they made the news!

After all, the move was of a giant 1,250 MT column for a petroleum refinery abroad.

The column was carried from the industrial area where it was fabricated, on a 56-axle 448-wheel Self-Propelled Modular Transporter (SPMT). One entire carriageway of a national highway was cleared for the movement.

At the port, a perpendicular mooring, called Mediterranean mooring, was organised for the ro-ro vessel. At the opportune wind and tidal conditions, the vessel was moored and then safely anchored in the right position. After a mandatory end-to-end check, the vessel was considered to be ready to receive the column.

In preparing the transport for ensuring a safer weight distribution on the Vessel, the huge cargo was first stooled down at the port. Then the number of axles was increased to 68 and the column now secured over 544 axles. This task was safely completed within the stipulated time.

When the tide was just right, the vessel was lowered down to the level of the berth using ballast water and the 544-wheel transporter was rolled on to it carefully and in a coordinated manner to ensure the stability of the vessel.



# Logistics

## Super Over-Dimensional Cargoes

In the same period, another of Boxco's field teams executed a challenging assignment at an inland location about 2,500 km further north. Three super ODCs were carried to and carefully positioned within the confines of a working refinery undergoing an expansion. The challenges were such that the fabricators set up their facilities about 15 km from the refinery.

The expensively fabricated items that were entrusted to our hands were:

- 1. Quench Tower Top Column**  
22 (L) × 13.5 (W) × 13.7 (H) m, 240 MT, transported on 16 axles, side by side, 32 axles + 1 PPU
- 2. Quench Tower Bottom Column**  
38 (L) × 13.5 (W) × 13.7 (H) m, 940 MT, transported on 24 axles, side by side, 48 + 1 PPU
- 3. Caustic/Water Wash tower**  
68 (L) × 10.2 (W) × 9.5 (H) m, 835 MT, transported on 24 axles, side by side, 48 SPMTs

To ensure safe and secure handling, Boxco undertook an extensive pathway analysis and the necessary civil and other works, such as opening and shutting 66 kV electric tower lines and 11 kV electric lines.

Needless to add, the transit was supervised and managed every step of the way by Boxco's road management and handling teams.

The three super ODCs, built at a great cost in terms of money and time, are extremely critical for the expansion of the refinery's capacity. They were delivered and placed without a hitch, one after the other, exactly as planned.

## Conclusion

The foregoing descriptions of two recent projects reflect our desire to

be a part of an industry that is raising operational standards in our country. The projects demonstrate the capacity of Boxco to manage all its other myriad assignments across the far corners of our country, in addition to these two very challenging jobs, almost simultaneously. It is a matter of pride that we can serve our clients and obtain their trust at a level that very few logistics companies can touch. This gives us a well-earned reputation, and motivates us to continue on our path towards establishing many more firsts and setting standards for our clients ■



Quench Tower Bottom Column



Quench Tower Top Column



Caustic/Water Wash Tower

## In Conversation

# With Mr SANJIV KANWAR, MD Of YARA FERTILISERS INDIA

**Q: Why are water-soluble fertilisers (WSF) gaining in importance for Indian agriculture? What are the global trends?**

**Ans:** Globally, especially in India, we can see that climate change is affecting agriculture. In almost every part of India, a cycle of droughts then floods is seriously impacting the ability of farmers to earn a profit from their land. Farmers are adapting to the new situation and are making the investments necessary to grow crops, especially in greenhouses and fertigation systems. India has seen a sharp growth in land area under fertigation in the past decade, leading to an increased demand for WSF. Sales of these fertilisers are growing at almost 8% CAGR, and in the coming years, we expect double-digit growth. Farmers who have made the shift are beginning to see more steady returns on their investment, as they are able to manage the unpredictable weather conditions better.

**Q: How does the dependence on WSF compare against that for conventional fertilisers, like urea, DAP and MOP, which are extensively used in India?**

**Ans:** India has almost 140 million hectares of land under tillage, of which around 26 million hectares are under horticulture crops. The commodity products are largely cereal crops, but WSF is mainly used for horticulture crops. In the coming years, we expect the dependence on WSF in horticulture to be quite high, as WSF helps to improve yields and quality and thus, returns to the farmers.

**Q: Does India depend on imports for WSF?**

**Ans:** It is estimated that India imports almost 90% of its WSF requirements.



*Mr Sanjiv Kanwar started his career in, 1986 as a trainee with Indo Gulf Fertilisers. He then joined SABIC India Private Limited as a Sales Manager in September 1993. Subsequently, Mr Kanwar worked for Hydro Agri International as the Sales Manager for India and held the position of a Country Manager from 1998 to 2004. From 2005 to 2010, he served as a representative for Yara International ASA in India.*

*Mr Sanjiv Kanwar led Yara India during its formative years from 2011 to 2018 and helped to establish the company as a leading player in the specialty fertilisers segment in the country. He is now Managing Director of Yara Fertilisers India Pvt. Ltd. based at Gurugram, Haryana, India.*

We do not have the necessary raw materials in India and hence, it is more economical to import WSF than produce it locally.

**Q: Do you foresee any government initiatives or assistance in increasing the usage of WSF in India?**

**Ans:** The government has been focusing on the fertigation sector for the past several years and the positive results are there: fertigation acreages have gone up manifold in the past decade, since more and

more farmers are installing the latest water management technologies.

**Q: What is your experience of logistics in India over the years, including handling, packaging and transportation? What are the crucial areas that we should focus our improvements on?**

**Ans:** The logistics infrastructure has undergone a sea change over the years. The roads are better and the implementation of GST has seen delivery times come down. Packaging is now up to international standards and in some cases even better.

The areas that really need to be focused are related to Health, Environment, Safety and Quality (HESQ), as enforcing the rules will lead to safe and better operations. Mechanisation is another area that needs to be developed.

**Q: What are Yara's expansion plans in India?**

**Ans:** Yara is currently operating in 15 states in India and we do not plan to expand further. However, we shall continue to introduce new products to meet the needs of farmers.

**Q: Has your company got plans for further investment in India?**

**Ans:** No new investments are being planned for India.

**Q: Finally, do you have any advice to the port and maritime logistics fraternity as your partners in business?**

**Ans:** We really must improve HESQ across the supply chain. The safety of working conditions at times is worrisome and there are too many near misses. Let's all be "SAFE BY CHOICE" ■





## Infrastructure

# International Cargo Terminals

## Visakha Container Terminal

Poised on the verge of further growth due to introduction of new services Visakha Container Terminal (VCT), continues to keep its flag flying high further consolidating its position as a preferred gateway for its own origin/destination cargo and also as a transshipment hub.



### Volume

2019 was an eventful year at VCT where one witnessed an increase of 13% in total volume throughput of 494,390 TEUs at the terminal with a record volume of 46,065 TEUs handled during the month of July 2019. Our CFS also touched a record of 3,710 TEUs during the same month. The average throughput per call also increased from 1,450 TEUs/call in 2018 to 1,620 TEUs/call in 2019. The reefer volumes grew by 15% during this period.

### Productivity

The terminal achieved the highest ship moves/hour of 108.7 moves during April 2019 and the highest berth moves/hour of 101.6 moves on M.V. Sydney Trader of CHX service during December 2019. Similarly, on M.V. Neyyar of CCG service in November we achieved 3,457 TEUs as the highest throughput/call.

### Connectivity

VCT has now firmly established itself as a gateway port to Nepal with an average of 40 rakes per month. In September 2019, we had a record volume of 3,819 TEUs to Nepal with 46 rakes which is the highest for a month since the service commenced



Visakha Container Terminal

in 2017. Likewise VCT handled highest number of rail bound containers in the month of December: 47 rakes, 6,830 TEUs.

### CSR Initiatives

VCT as a part of the Sampurna Swachata campaign has provided machinery that can manufacture sanitary napkins made of eco-friendly cellulose in lieu of plastic to school going girls. Keeping in mind employee fitness both intellectual and physical, all employees have participated in health seminars and also attend the Fitness center set up for the purpose in addition to various personality, leadership and communication skill enhancement programs that have been introduced. Conversion of all terminal lights to LED fittings on high masts to have 50% savings on energy consumption in lighting, improved Lux levels and reduced maintenance requirement. Oil consumption was reduced by about 30% with reuse of recycled gear oil after filtration.

### New Services

Yet another milestone was breached in November 2019 with the commencement of the first service to/from Europe to VCT – the IEX service of Hapag Lloyd, Cosco, OOCL, ONE and YML with 5,551 to 6,921 TEUs ship size will now call on a weekly basis and this is in addition

to its expanding foot print in the ECI – SEA / AG sectors. VCT also had its first Ro-Ro caller for the Indian Navy in September 2019.

## Kandla International Container Terminal

Having posted record growth in 2018 over 2017, Kandla International Container Terminal (KICT) was able to have another robust year of growth in 2019 while showing significant improvement in operational efficiency while tackling the challenges posed by congestion outside the gates of the terminal, limited equipment and tidal restriction and yet turning around vessels with quick dispatch.



### Volume

From a volume growth perspective KICT has had a significant growth in terms of overall volume in 2019 as compared to 2018. In the year 2018 the terminal achieved a throughput of 207,619 TEUs which was a 176% growth over the volumes of 2017, while in the year 2019 the terminal achieved 410,924 TEUs clocking a healthy growth of 98%. In a remarkable achievement, nearly 75% of the Coastal volume from Morbi,



# Infrastructure

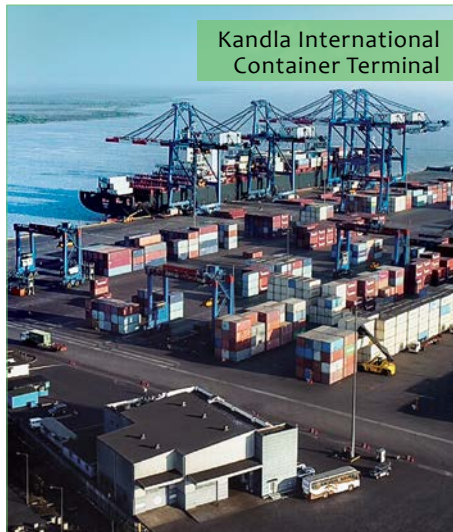
Rajkot, Ahmedabad belt now moves via Kandla which is a major shift in customers' choice of terminal. On an average, nearly 30,000 TEUs per month of coastal cargo is handled at Kandla.

## Productivity

Operationally the terminal has been striving towards excellence within its limited means of yard and equipment. Even with its current equipment of 4 RMQCs, 4 RTGCs and 6 Reach stackers, the terminal confidently handled 51,482 TEUs in the month of December 2019. KICT Engineering has been able to handle 73% of the vessels this year with nil or less than 15 minutes of delay and achieved indigenization on various OEM spares resulting in cost savings. These achievements can be accredited to the committed man-force of the terminal and their persistent and sustained efforts.

## Connectivity

In 2019, the terminal signed up with Concor for a committed weekly rail service from KICT to all Concor operated Inland Container Depot (ICDs) in addition to International Cargo Terminals and Rail Infrastructure Pvt. Ltd. (ICTRIPLs) trains which connect to DICT, Kanech and other ICDs in National Capital Region (NCR) and Punjab via our hubs.



Kandla International Container Terminal



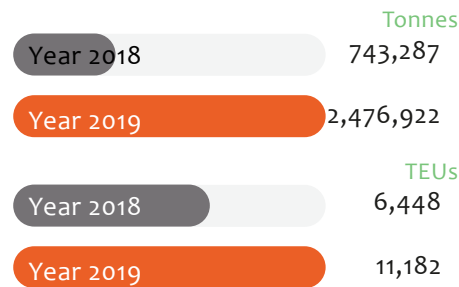
Paradip International Cargo Terminal

## CSR Initiatives

The HR and administration department of the terminal has been continuously coming up with innovative workforce engagement and lifestyle improvement activities like birthday celebrations, employee recognition programme, inviting health and wellness experts on a regular basis to keep up the morale. Kandla International Container Terminal as a responsible business entity takes utmost care in ensuring Quality, Health, Safety and Environmental standards, recognizing this the terminal was awarded the "Safety Initiative Award" at Seatrade Maritime Awards held in Hong Kong.

## Paradip International Cargo Terminal

The newest terminal of International Cargo Terminals (ICT / J M BAXI GROUP) Paradip International Cargo Terminal (PICT) is slowly but steadily gaining prominence and relevance on the East Coast of India. Some of the key facets of PICT in 2019 are as follows:



## Volume

2,476,922 MT of Bulk / Break bulk cargo handled in 2019. Of this the highest quantity of cargo handled in a month was 304,044.434 tonnes in the month of August 2019. On the container front 11,182 TEUs were handled in 2019 with the highest number of containers handled in a month being 1,853 TEUs in December 2019. As a steady volume, PICT has secured breakbulk volume from SAIL and Jindal's coastal traffic which is also handled at PICT. The terminal saw 140 vessel calls during the year despite adverse weather conditions. In addition to Steel, Pig Iron and Fertilizer, the terminal has successfully developed volumes of Limestone, Pig Iron granules and project cargoes.

## Productivity

The load rate for pig iron was 9,968 MT per day surpassing our previous record of 9,752 MT while the load rate for Steel billets achieved was 7,630.296 MT per day and the discharge rate of Limestone 11,679 MT per day was achieved. Another significant milestone was done when a 203.520 MT single piece project cargo successfully discharged from M. V. Josef on 16 December, 2019.

## Connectivity

Total Number of rakes handled during the period – 682 rakes and the total Cargo through rake



# Infrastructure

handled is 1,998,976.02 MT. Month of December 2019 witnessed the highest number of rakes i.e. 86 rakes in a single month. The First Export containerized shipment of Indian Oil Corporation on ONE Line services has been flagged off through PICT in December 2019.

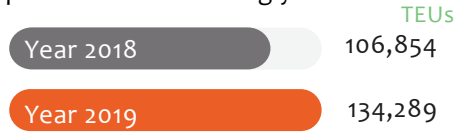
## CSR Initiatives

As a responsible citizen, PICT craved a niche in executing a plethora of CSR activities at Paradip. PICT is engaged in various social initiatives through its interventions in the area of Social Welfare, Education, Infrastructure, Healthcare – a few examples are Development and maintenance of the Ambedkar park, Donating an ambulance to Paradip Port Trust hospital, Financial aid for differently abled children foundation called “Jagruty”, participation in rescue, relief and aid supply during cyclones that have been regular visitors to Paradip among many other similar initiatives.

## Delhi International Cargo Terminal

Handling a volume of 12000+ TEUs on an average per month and with a market share of 13% in the NCR region, DICT is the numero uno private Inland Container Depot in the NCR. With daily rakes to Mundra and option to call Kandla on those and

with 4 rakes a week to Pipavav, DICT looks at further consolidating its position in the coming year.



## Volume

While marking the average as above, DICT in August 2019, achieved a record volume of 13,674 TEUs.

## Productivity

DICT handled the highest no. of rakes i.e. 72 in the month of August 2019 with an average turnaround time of 15:19 (hh:mm) and also achieved the minimum rake handling time of 15 mins at the terminal before handing over the same to Indian Railways for examination. The terminal also maintained an average turnaround time of 01:30 (hh:mm) for trailers throughout the year.

## Connectivity

The team has kept volume increase driven by increased connectivity as its mantra. The latest among these initiatives are – Daily Panipat Express – A fixed time export rail service for cargo bound to Panipat bound with which customers are happy considering cargo arrival time within 50-52 hrs average after departure from DICT.

Block train movement - Fixed day Train Service for shipping lines (like CMA-CGM, ONE line, Maersk line) to provide time bound evacuation for both export and import cargo.

## CSR Initiatives

The terminal focused attention on having regular interaction with customers at all levels to relate to their requirements better. In order to do its bit for the environment, some trailers have their engines modified from diesel to CNG. Another initiative has been to perform rainwater harvesting to improve ground water levels. Usage of solar panels, regular health camps for employees, exposure to safety training etc. have also been undertaken.

## Haldia International Container Terminal

Haldia International container Terminal (HICT) completed another successful year of operation while strengthening its presence in the east coast. HICT, in close cooperation with Haldia Dock complex created eco system desired by marine products exporters with investment in new reefer plug points. Several container trade benefit promotional measures were put in place resulting into logistic cost optimization and hassle-free support services. Haldia Dock complex (KoPT) felicitated HICT for providing modern and efficient integrated container handling facilities and achieving the highest ever volume in container traffic at Haldia Dock Complex. In line with continual process improvement in a cost-effective manner, HICT migrated to a new Terminal Operating System viz., Infyz with features like EDI support, Analytical Reports, Easy data migration and customization, Mobile Gateway and browser-based application.



Delhi International Cargo Terminal



# Infrastructure



Haldia International Container Terminal

## Volume

In FY 2018-19, HICT witnessed an increase of 14% in total volume throughput at the terminal with respect to FY 2017-18. July 2019, a volume of 16,968 TEUs were handled which was the second highest throughput.

## Productivity

The terminal successfully handled 1000 vessels in January 2019 since inception. Ship productivity of 60 moves per hour (MPH) and highest gate movement of 769 TEUs in a day were recorded. Highest quay side exchange of 433 TEUs in an 8 hrs shift were achieved.

## Connectivity

The year saw commencement of Inland waterways services thus providing a fillip to north and northeast region by opening an alternate route. Rake operation too commenced between Haldia and ICD Balasore thereby providing alternate mode of transport to the hinterland.

## CSR Initiatives

The only Government sub-divisional hospital in Haldia was lacking with proper medical facility for local

people. HICT has made financial contribution for modification of the emergency ward of the hospital. HICT also promoted local football tournament with an objective for providing platform to local sportsman to showcase their talent. While workplace safety has become a critical component to worker well-being, at the same time integrating worker wellness into a company's core values is becoming just as essential. The link to a healthy workforce and a safe workplace is too hard to ignore with economic factors (workers' compensation, turnover rate), work environment (incident rate, hazard recognition) and social factors (prevalence of health conditions and risk) directly affecting safety and productivity. HICT endeavored through upgraded process by internal and external

trainings / workshops for wellness, skills and behavior of the employees and health check-ups.

Several environment friendly initiatives were taken towards reduction of carbon footprint. Shore power supply was installed which obviated the diesel consumption during maintenance of Rubber Tyred Gantry (RTG) Cranes. The traditional 1000W halogen lamps on Quay Cranes were replaced with energy efficient 350W LED light helping in reduction of electricity consumption.

## Rozi International Cargo Terminal

The New Rozi Port, has 400 meters of quay length. Out of this, 100 meter length with suitable back-up area is leased to M/s. J. M. Baxi & Co. by the Gujarat Maritime Board for 25 years. The terminal has handled 17.17 million MT since inception.



## Volume

Over the years, the volume at Rozi terminal has grown – In FY 2019-20 the volume handled was 578,226 MT. In FY 2020-21, it is expected that the volume will surpass this with ease as till 31<sup>st</sup> December 2019, we have hit 498,836.07 MT.



Rozi International Cargo Terminal



# Infrastructure

## Connectivity

On an average, the terminal handles 160 rakes per year for destinations in North India, Rajasthan, Madhya Pradesh, Gujarat in addition to the road movement.

## CSR Initiatives

Donation to the Jamnagar Chamber of Commerce & Industry (JCCI) under “Sujalam Safalam Jal Sanchay Yojna” for increasing the bund height of the ‘Kabir Lehar Lake’ near Naghedi / Villege Lakha Baval, Jamnagar to increase the water storage capacity of rain water for the benefit of the people of nearby village without taking Government grant and under the leadership of JCCI, other associated industrial associations, Co-Operative Banks and other social organisations

## New Representations

Swiss Singapore – As charterers agents for Urea Vessels

Mosaic India – As cargo handling agents for DAP and Fertilizer cargo.

## Mumbai International Cargo Terminal

Mumbai International Cargo Terminal (MICT) is the first CFS facility in J M BAXI GROUP’s Portfolio and it takes utmost care in ensuring Quality, Health, Environment & Safety Standards with recognition from ISO operating standards, AEO, C - TPAT compliances.



## Volume

MICT, with optimum capacity of 90,000 TEUs. We have been consistently handling approximately 7,200 plus TEUs every month.

Volumes handled in 2018 vs 2019 Captive volumes consisting of Enblock from panel MLOs and our contracted corporate clients.

Amongst the top 10 CFSs from 32 CFSs in Nhava Sheva.

## Productivity

Quick turnaround of all Exim container within free days at the terminal is our forte.

- ✓ Highest Reefers Handled in day with maximum plug points – 128 containers in December 2019
- ✓ Highest Import Gate-in in a day – 515 TEUs in February 2019
- ✓ Highest Delivery in a day – 479 TEUs in April 2019
- ✓ Highest Export Handled in a Day – 86 TEUs in April 2019

## Connectivity

Connectivity - Situated 14 km away from JNPT port

## CSR Initiatives

We as an organisation believe in giving back to society through our various CSR initiatives majorly in the field of education (including distribution of educational materials to school kids) and sports for underprivileged children.

MICT regularly contributes to an educational institution in URAN, which is located near the CFS. The institution imparts education to underprivileged children in the vicinity of Uran Village - Dist Raigad, Maharashtra.

We have a corporate tie up with a NGO OSCAR Foundation which imparts football training to underprivileged youth and in turn empowering them.

We are constantly working towards reducing our carbon footprint by creating infrastructure to support the same namely

- Hazardous leakage containment cell.
- Unclaimed cargo destruction through biodegradation process.
- Installation of solar panels on the admin building of our CFS.

## New Representations

Despite Nhava Sheva’s volatile trade environment and Direct Port Delivery (DPD) policy dampening the overall volumes with Main-Line Operators (MLOs) we have been performing at 100% of our capacity.

We are now in contract with large corporates to complement our MLO volumes and constantly striving to add more MLOs to our panel ■



Mumbai International Cargo Terminal

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## Infrastructure

# Dredging In INDIA

(Continued from issue XXVII)

### Sagarmala And Focus On Dredging

In July 2015, Sagarmala, the government's most ambitious programme for the port sector till date, was launched. The National Perspective Plan of the programme was released in April 2016. So far, 605 projects, involving an investment of over Rs 8.7 trillion, have been identified over the four focus areas of Sagarmala port modernisation and new port development, port connectivity enhancement, port-linked industrialisation, and coastal community development. These projects are to be implemented by 2035. The development of six new ports Sagar, Cuddalore/Sirkazhi, Belekeri, VadHAVAN, Paradip outer harbour and Enayam has also been announced as a part of the programme. A significant amount of dredging will be undertaken as part of these projects. Further, to give a push to coastal traffic at ports, the Coastal Berth Scheme under the Sagarmala programme has been extended for three years (till March 31, 2020). Its scope has also been expanded to cover capital dredging at the major ports as well as the preparation of detailed project reports for the development of new coastal berths.

Committee on Security approved the guidelines for processing the security clearance of bidders for public-private partnerships and dredging projects in major ports. Also, the Dredging Guidelines for Major Ports, 2015, have brought clarity on various issues that have resulted in disputes and led to arbitration in the past, thereby delaying dredging projects. Amendments to the guidelines for chartering foreign flag dredgers, promoting the indigenous manufacturing of vessels through financial assistance to domestic shipyards, easing the process of vessel registration, etc., are some of the other important initiatives.

### Dredging Projects under Sagarmala Programme

Project Name	Project Cost (Rs. Cr)	Completion Date
Deepening of Approach Channel Capesize vessels at Mormugao	193.50	September 2019
Channel and Basin Deepening of Inner Harbour Tuticorin for Fully Loaded Panamax Ships	3,090.00	July 2021
Capital dredging at Versova	37.00	September 2020
Capital Dredging at Old Mangaluru Port -Bengre Side	29.00	March 2021
Capital dredging- including rock dredging at Karwar port to increase the draft up to 16m	100.00	December 2025
Capital Dredging for Puducherry Port	68.75	June 2021
Dredging at Vanakbara Port of UT of Daman & Diu	46.44	NA
Dredging at Diu port of UT of Daman & Diu	45.90	NA
Maintenance dredging at Karaikal port	15.00	NA

Source: Indian Infrastructure

### Inland Dredging

India has about 14,500 km of navigable waterways which comprise of rivers, canals, backwaters, creeks, etc. With the enactment of the National Waterways Act, 2016, the government has declared 106 waterways across 24 states as National Waterways in addition to the five existing.

There are some constraints in transporting men and material regularly on inland waterways due to silt that comes with monsoon, hence periodic dredging is required so that adequate depth is maintained. Many rivers are drying up, many that retain volumes have low bridges that would hinder passage of vessels. India invested Rs. 1,605 crore from 2014 to 2018, while in comparison China invested Rs. 1,09,000 crore from 2005 to 2010.

### Ganga Dredging

In 2014, the Union Government announced the Rs. 5,369 crore NW1 project for capacity augmentation with technical and financial assistance from the World Bank.

Spanning 1,400 kms from Allahabad to Haldia on the river Ganga that would come up with technical and financial assistance of the World Bank (WB). The primary objective is to enable movement of cargo on vessels up to 1,500 to 2,000 tonnes. Under this project there will be three multi-modal terminals with railway and road connectivity at Varanasi (U.P.), Sahibganj in Jharkhand and at Haldia in Bengal. There will be constructions of new navigation lock at Farakka. Keeping in mind that a rail rake carries 2,200 tonnes of cargo, there will be operating vessels with the capacity of 1,500 to 2,000 tonnes.

According to the dredging (desilting) management plan for Jal Marg Vikas Project (JMVP), dredged material will not be deposited outside the river. The bed of the river is not being disturbed. Only maintenance dredging will be done to desilt 20 % bed load silt even as 80% of silt is in suspension.

Under dredging programme, it has been decided to create a 1,400 km channel with a width of 45 metres

# Infrastructure

and a minimum draft of 3 metres from Varanasi to Haldia to enable two vessels to pass smoothly. M/s DST, Germany will design ships for this. Initially they will be designing car carriers which will have capacity to carry 300 cars and these vessels would require about 1.5 metres water depth. To address concerns of environmentalists, objective is to design special vessels that can run on low draft but can carry high capacity. M/s DST, Germany is designing LNG-powered vessels.

The government is replicating the engineering, procurement and construction (EPC) model of highway contracts in waterways projects. (EPC model means the project will be funded by the government and the contractor will have to meet certain set specifications and parameters) The agency will issue assured depth dredging contracts. Instead of a shore location, the IWAI will select, and award water stretches. Appended below are water stretches planned to carry out dredging work

Dredging Management Plan for Ganga river

Stretch	Qty to be dredged million Cum	Least assured depth (LAD)
Farakka-Kahalgaon (146 kms)	2.865	3M
Sultanganj-Mahendrapur (74 kms)	3.369	3M
Mahendrapur – Barh (71 kms)	3.232	3M
Barh – Doriganj (109 kms)	8.974	2.5M
Doriganj-Ghazipur (178 kms)	8.665	2.5M
Ghazipur - Varanasi (133 kms)	7.120	2.2M
Kahalgaon-Sultanganj (50 km)	No dredging due to the presence of Dolphin Sanctuary.	

Source: JMVP

According to IWAI work on multi-modal terminals in Varanasi, Haldia and Sahibganj terminals was in full swing and these were expected to be ready for operations by March 2022.

The 140 km stretch of the navigational lock from Farakka to Kahalgaon, contract for which has been given to Adani Ports. The Sahibganj navigational lock being built by L&T, Varanasi being built by Shapoorji Palloonji group company Afcons and Haldia.

## Farakka-Kahalgaon (146 Kms)- Adani Group

To facilitate cargo movement from Kolkata, IWAI has entered into a 30-year contract with Bangladesh's Summit Alliance in April 2018 to operate and maintain a jetty at Garden Reach near the Kolkata Dock Complex. As part of the project, the Adani group has been awarded the contract to dredge the Farakka-Kahalgaon section of the Ganga for five years. IWAI are focussing on dredging only the shoals (natural ridges) to create a 35-metre-wide channel with assured draft, causing limited disturbance to the river.

## Opportunities And Challenges

Going forward, significant growth momentum is expected in the Indian dredging industry. Most of this growth will be driven by the government's plans to develop new waterways and ports and modernise and expand existing ports. India Infrastructure Research estimates that more than 25 dredging projects are planned or are currently being undertaken at major ports. In the coming years, the demand to dredge around 170 million cum is expected at the existing major ports alone. Further, at least eight dredging projects are on the anvil at existing non-major ports, and around 18 million cum is proposed to be dredged under these projects. In addition, the six new ports that are planned to be set up under

Sagarmala offer another area of opportunity for the dredging segment.

Meanwhile, the declaration of 106 new NWs also presents a huge opportunity. In the next 10 years, over 200 million cum of dredging volume has been assessed for the existing five waterways as well as the 32 new NWs that have so far been found viable for development given this increase in dredging requirement, the sector offers ample opportunities for private players, as Dredging Corporation of India Limited (DCI) alone cannot meet the immense industry demand.

At the same time, there will be an increase in the demand for new dredgers. Significant scope exists for the indigenous manufacturing of dredgers due to their cost competitiveness. However, since Indian shipyards are yet to gain the technical know-how for manufacturing dredgers and dredging equipment, most of the opportunities are expected to be tapped into by foreign players, at least in the short term.

## Way Ahead.....

While the growth potential is huge, there are some areas that will need attention. For instance, contracts will need to be well defined, with a clear allocation of risks and responsibilities across all stakeholders; dredged material will need to be properly managed; effective coordination among various authorities and stakeholders will have to be ensured for faster project execution; and greater stress will have to be laid on manpower training. The procedure for obtaining approvals and clearances from the government will also need to be fast-tracked. Besides, dedicated repair and dry-docking facilities for dredgers need to be set up. Once steps are taken to address such issues, the segment will be set to realise its true potential ■



## Technology

# Port Community System: PCS 1x

## Celebrating One Year Of Success In The New Digital Era



### PCS 1x Go Live Gallery

The Port Community System PCS 1x was launched on 11 December, 2018 in a record time of 6 months. Indian Ports Association (IPA) chairman Shri Sanjay Bhatia declared 'Go Live' at 13 ports simultaneously in the presence of all port Chairmen and key stakeholders.

PCS 1x is built on a secure cloud-based open platform to enable the intelligent, easy, efficient and secure exchange of information between public and private stakeholders.

It can translate digital messages between different standards (EDIFACT, XML, ANSI, etc.) to facilitate the meaningful exchange of data between multiple external systems. The messages contain instructions, requests, approvals, status updates, payments etc. relating to operational aspects of the logistics process.

This first anniversary is a proud and happy moment for Portall, who were the architects, developers and executors of this project under

the aegis of the IPA and Ministry of Shipping (MOS). This is a major step in achieving the Government of India's vision for Digital India and in improving our logistics performance.

Here are the key highlights and successes from the last 12 months.

### Better Stakeholder Engagement

The number of stakeholders using PCS 1x has increased from 7 to 27. This is a big leap towards becoming a true Port Community System with all maritime stakeholders onboard.

### More Registered Users

The utilisation numbers say it all. In its first year of operation, PCS 1x has grown almost threefold, from 6,000 registered users to 16,000+ registered users.

PCS 1x gained momentum through roadshows. The objective of the roadshow campaign was to demonstrate to the port ecosystem the features and benefits of PCS 1x to encourage active adoption by the

local community. Key government agencies, like Immigration, Port Health Organization (PHO), Mercantile Marine Department (MMD), Customs, Directorate General of Foreign Trade (DGFT) etc., were present at the roadshows at most ports and shared with the community the work being done by them to integrate with PCS and to upgrade their digital presence for the good of all stakeholders. It was a great medium for the stakeholders across all 13 major ports to interact with IPA and Portall. What they learned from the shows trickled up to the head offices of several shipping lines, who called to say that their local offices are now actively pushing for adoption.

### Private Ports And Terminals On PCS 1x

For the first time ever, the Government, Private Ports and Terminals, CFS's, ICD's and CONCOR have started working on the same platform, PCS 1x. Seven private ports and related entities have registered and become active on PCS 1x and more will follow soon.



# Technology

## API-Based Data Exchange And Latch-On

PCS 1x has really driven the transition from the old paper-based regime to data exchanges via EDI files between two entities, enabling the near real-time exchange of data between different stakeholders via APIs.

Latch-on was introduced to the trade to improve the ease-of-doing-business index. For the first time, technology service providers can interact with stakeholders via PCS 1x. This has reduced a lot of duplication of effort and has improved productivity.

## Data Pipe To Customs Via Pcs 1x

Due to its connectivity with Customs, PCS 1x has provided all stakeholders with a single interface to view notifications and data from this regulatory body. The decade-old direct connectivity between JNPT and Customs was routed through PCS 1x, so not only does JNPT receive sanitised data more quickly and more systematically but PCS 1x also sends relevant data to each stakeholder. The result is that JNPT receives data without interruption and other stakeholders receive the data that they need in real time.

## Pcs 1x Road Show Gallery



## Dashboard For The Authorities

PCS 1x has separate dashboards for each government authority registered on PCS 1x. A dashboard is a bird's eye view of a port for all managers and other stakeholders. These dashboards are customised to the needs of the authorities and use real-time data, thus enabling quicker decision-making.

## Leveraging Technology: A Mobile App

The convenience of PCS 1x led Portall to launch a mobile app for all stakeholders, which provides real-time status updates along with tracking functionality over and above the other technological benefits of PCS 1x.

## Good User Feedback

There has been very positive feedback from the maritime community with respect to the proactive role of Portall in supporting the IPA and various trade representative bodies as they adopt PCS 1x. Users feel supported as they move away from paper-based processes to digitalisation. Compared to its predecessor, PCS 1x has a better user interface that is easy



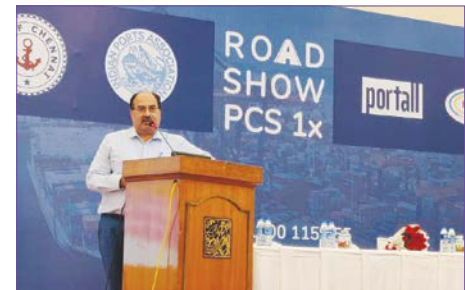
to use and provides a better user experience .

## Towards The National Logistics Portal

With the success of PCS 1x over the past year and with the constant support of various organisations, the Government of India along with the inhouse team are working towards developing a National Logistics Portal (NLP). It is thought that PCS 1x could be the base platform and Portall could be the front runner for launching the coveted NLP for India.

## The Way Ahead

Being members of IPCSA, the international port community network, we keep ourselves abreast of the latest developments in the industry. Portall is constantly upgrading PCS 1x to make it the best in class globally. Change is the only constant, but it takes time to implement change across a nation as large and complex as ours. However, we are witnessing growing support and a willingness to adapt to the changes powered by PCS 1x. With the active support and participation from various trade bodies and their various members, PCS 1x is leading the way in the maritime space to the digital era ■



# Weights & Measure

## LNG Shipping Infrastructure In INDIA

(Continued from issue XXVII)

The Dabhol LNG terminal in Maharashtra state is operated by Konkan LNG, which is a subsidiary of the GAIL, the largest operator in Natural Gas market in India. This terminal was initially built as a captive terminal for the adjoining Power plant, however there was a very long delay in commissioning of the Power plant and the import terminal. Presently the terminal is vastly underutilized, primarily due to lack of breakwater facilities at the port which make it difficult to handle vessels during the monsoon season. The promoters are setting up breakwater facilities at the port, which will enable it to handle LNG imports throughout the year hence improve utilisation of this facility.

Kochi terminal is also owned by Petronet set up in the year 2013. This terminal has committed LNG supply from Gorgon, Australia. However this terminal again is vastly underutilised due to limitations on offtake facilities at the port. Work is in progress to link the terminal to Gas Pipeline network of Mangalore to Bangalore and once connected, capacity utilization of the terminal will improve.

The Ennore terminal has been set up this year by Indian Oil Corporation, which is the largest oil refining and marketing company in India. This is the first LNG terminal on east coast of India and is expected to cater to industrial clusters in state of Tamil Nadu, Andhra Pradesh and Karnataka. It's too early for the terminal to utilise its facilities fully as it has to be connected to the national grid and this would take some time.

Whilst all existing LNG terminals in India are operating at reduced

capacity, expected increase in demand for LNG is going to put pressure on infrastructure and the country is gearing up to meet those challenges. Promoters are not deterred from making fresh investments over the next five years there are plans to build another 5 terminals. Some of the locations where projects are being set up or are in discussion stage are as follows:

Terminals under construction :

Sr No.	Port	Capacity (mmtpa)
1	Mundra	5.0
2	Dhamra	5.0
3	Kolkata	2.5
4	Kakinada	5.0
5	Krishnapatnam	2.5
6	Chhara	5.0
Total		25.0

In addition to Import Terminals there are a number of FSRU projects being explored in some locations along the Indian coast. Many locations both on the east and the west coast have been contemplating setting up FSRU facilities but not all have seen the light of the day owing to various reasons. Following two locations have however been successful in their foray:

Sr No.	Port	Capacity (mmtpa)
1	Jaigarh	4.0
2	Jafrabad	5.0
Total		9.0

Jaigarh FSRU terminal was inaugurated in mid-2018 and there have been few trial shipments too. Full commercial operations at the terminal are expected to commence before end of this year. The Jafrabad FSRU project is also moving at a fast pace and both the FSRU and the



receiving facility are expected to be functional in Q4 of 2020.

India has a vast hinterland and connectivity from the port terminals to hinterland locations remain the biggest challenge. India presently has 16,770 kms of Gas pipelines which mostly connects the existing LNG terminals on west coast to the hinterland in North and Central India. With new terminals coming up in the southern and eastern regions of the country, there is a need to connect those to the consumption centres in the hinterland. Major projects of new pipeline are in various stages of implementation and once completed, total pipeline grid of the country is expected to increase to 28,150 kms in the next 3-4 years. This would lead to huge savings in landed costs of Gas to Industrial and Domestic users in various parts of this vast country.

India is on a path of energy transformation and Natural Gas consumption is going to witness the maximum growth in the next decade. It is expected that imports into India would triple to 70 mmt by the year 2030. Whilst some critics state that the country already has excess LNG receiving capacity, majority believe this capacity would not suffice even after the next 4-5 years, the Government is under increasing pressure to fulfil commitments made under the Paris Accord ■

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# Port Statistics

## SHIPPING & CARGO PERFORMANCE

QUARTERLY UPDATES ON INDIAN MAJOR & MINOR PORTS (QTY IN MILLION TONNES)

JULY - SEPTEMBER 2019 (II<sup>nd</sup> QUARTER) 2019 - 2020 / JULY - SEPTEMBER 2018 (II<sup>nd</sup> QUARTER) 2018 - 2019 (QTY IN MT)

### AGRICULTURAL PRODUCTS

	SUGAR		SOYAMEAL		WHEAT		RICE		MAIZE	
	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18
No. of Ships called	28	15	5	5	0	0	24	26	1	1
Total Cargo Handled	2.248	0.617	0.086	0.159	0.000	0.000	0.324	0.455	0.050	0.020
Import	0.523	0.476	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Export	1.038	0.141	0.086	0.159	0.000	0.000	0.324	0.455	0.050	0.020

### FINISHED FERTILIZERS & FERTILIZER RAW MATERIALS

	UREA		SULPHUR		ROCK PHOSPHATE		DAP		MOP	
	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18
No. of Ships called	54	33	19	17	43	49	37	44	38	19
Total Cargo Handled	2.553	1.403	0.608	0.463	1.726	1.905	1.603	2.037	1.123	0.550
Import	2.553	1.403	0.394	0.303	1.726	1.905	1.603	2.012	1.123	0.550
Export	0.000	0.000	0.214	0.160	0.000	0.000	0.000	0.025	0.000	0.000

### COAL

	THERMAL COAL		COKING COAL		MET COKE		PET COKE		ANTHRACITE COAL	
	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18
No. of Ships called	161	237	217	237	18	26	54	29	61	12
Total Cargo Handled	9.230	13.418	13.441	11.002	0.563	0.750	2.484	1.250	2.483	0.348
Import	3.575	5.998	13.122	10.821	0.563	0.718	2.209	1.016	2.209	0.348
Export	5.543	7.420	0.319	0.181	0.000	0.032	0.274	0.234	0.274	0.000

### STEEL & METALLURGICAL ORES

	STEEL PRODUCTS		SCRAP METAL		CHROME		MAGNESIUM ORE		IRON ORE	
	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18
No. of Ships called	317	321	4	4	0	1	34	32	276	224
Total Cargo Handled	4.394	7.824	0.138	0.102	0.000	0.006	0.828	0.632	20.148	13.491
Import	2.312	6.252	0.138	0.102	0.000	0.000	0.828	0.632	5.147	7.240
Export	2.082	1.572	0.000	0.000	0.000	0.006	0.000	0.000	15.001	6.251

### LIQUID CARGOS AND LIQUIFIED GASES

	CRUDE OIL & OIL PRD		CHEMICALS		EDIBLE OIL		ACIDS		LIQUIFIED GASES	
	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18
No. of Ships called	1458	1403	766	1100	371	374	156	177	793	700
Total Cargo Handled	92.676	91.475	5.430	8.896	4.588	3.615	1.948	1.848	18.422	16.247
Import	68.812	68.495	3.660	4.591	4.574	3.615	1.915	1.835	18.205	16.012
Export	23.864	22.980	2.770	4.305	0.014	0.000	0.033	0.013	0.217	0.235

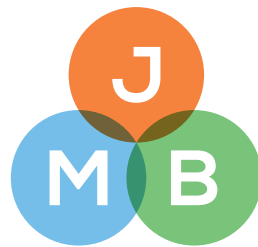
## INDIAN PORT PERFORMANCE - Q2 & FY 2019 - 20 THROUGHPUT (QTY IN MILLION TONNES)

JULY - SEPTEMBER 2019 (II<sup>nd</sup> QUARTER) 2019 - 2020 / JULY - SEPTEMBER 2018 (II<sup>nd</sup> QUARTER) 2018 - 2019 (QTY IN MT)

Ports	Types of Ports	NO. OF SHIPS		LIQUID CARGO		BULK CARGO		CONTAINERS (TEUS)		TOTAL CARGO *	
		II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18	II <sup>nd</sup> Qtr'19	II <sup>nd</sup> Qtr'18
Kandla	■	566	330	4.038	2.673	6.448	7.584	99,085	48,725	10.486	10.257
Mumbai	■	434	359	7.965	7.437	1.388	1.177	-	-	9.353	8.614
Nhava Sheva	■	181	174	1.585	1.780	0.191	2.794	1,266,036	1,277,523	1.776	4.574
Mormugao	■	114	140	0.162	0.276	3.262	3.411	-	-	3.423	3.687
Mangalore	■	328	330	6.027	6.921	2.396	2.507	-	-	8.423	9.428
Cochin	■	132	147	5.582	5.649	0.347	0.294	160,456	139,608	5.929	5.943
Tuticorin	■	187	169	0.550	0.463	4.238	3.665	225,441	189,027	4.788	4.128
Chennai	■	179	189	3.356	0.422	1.029	1.691	363,911	-	4.385	2.113
Ennore	■	170	154	1.187	4.941	3.586	5.972	31,583	-	4.773	10.913
Vishakhapatnam	■	475	312	4.614	3.941	10.756	6.824	134,382	115,244	15.370	10.765
Paradip	■	464	497	10.266	11.269	19.002	17.310	-	-	29.268	28.579
Haldia	■	489	514	3.621	3.498	6.258	5.705	46,330	45,766	9.879	9.203
Kolkata	■	27	18	0.041	0.023	0.020	0.025	176,284	169,305	0.061	0.048
Gangavaram	■	99	31	0.000	0.000	6.729	1.747	-	-	6.729	1.747
Pipavav	■	124	101	0.231	0.092	1.896	1.472	223,637	237,875	2.127	1.564
Mundra	■	673	655	5.211	7.063	10.336	13.335	1,216,421	1,109,374	15.547	20.398
Dahej	■	173	201	6.291	6.312	2.132	2.886	-	-	8.423	9.198
Hazira	■	171	155	0.996	0.905	2.531	2.38	156,984	148,947	3.527	3.285
Navlakhi	■	41	46	0.000	0.000	3.022	3.015	-	-	3.022	3.015
Kakinada	■	172	176	0.824	0.792	2.525	2.893	7,096	8,208	3.350	3.685
Sikka	■	397	391	32.568	31.807	0.000	0.120	-	-	32.568	31.927
Vadinar	■	151	152	15.902	14.923	0.000	0.000	-	-	15.902	14.923
Krishnapatnam	■	198	250	0.498	0.376	9.154	13.351	137,544	119,447	9.651	13.727
Kattupalli	■	0	0	0.000	0.000	0.000	0.000	180,814	162,866	0.000	0.000
<b>Total Vessel Calls at all ports</b>		<b>5,945</b>	<b>5,491</b>	<b>111.515</b>	<b>111.563</b>	<b>97.246</b>	<b>100.158</b>	<b>3,940,196</b>	<b>3,771,915</b>	<b>208.761</b>	<b>211.721</b>

■ Major Port ■ Non-Major Port

\* Total Cargo Includes Liquid Cargo, Bulk Cargo and Other Cargoes and Excludes Containers



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