

Transworld announces the launch of Transworld Logistics DWC LLC

To provide seamless global solutions, establishing a unified identity and shared growth strategy as a Group, Transworld Group announced the launch of Transworld Logistics DWC LLC, the holding company for all logistics businesses within the organization. The new entity brings synergy to the capabilities by establishing a global network that links the Group's global logistics companies and professionals to deliver world-wide reach to its customers. Powered by advanced technology and a single ERP system, it ensures seamless integrated technology-driven logistics solutions that establish itself as a Global brand.

RSGT increasingly confident of taking over Jeddah Islamic Port's NCT

The largest terminal operator at Jeddah Islamic Port (JIP), Red Sea Gateway Terminal (RSGT), is increasingly confident that its goal of taking over the management and operation of JIP's North Container Terminal (NCT) could come to fruition early next year. Jens Floe, ceo of RSGT, told that, he expected the negotiation phase of the new NCT concession to be concluded in the 'next six months,' meaning that the terminal operator hopes to commence work at the facility as early as next year. "We signed an MOU with the Saudi Ports Authority (Mawani) one-and-a-half months ago, to take over NCT and consolidate the whole north end of the port by January 2020. The negotiations on the concessions have not been finalised yet. We have taken a good first step for forwarding the Saudi Port Authority (Mawani's) masterplan for consolidation [at Jeddah Islamic Port]," Floe said on the sidelines of the Saudi Maritime Congress in Riyadh. Today, Gulf Stevedoring and Contracting Co. (GSCCO) oversees operations at NCT, and any move by RSGT to unseat it would mean that its business would inevitably be downsized to a remit to manage Jubail Commercial and Industrial Ports alone, bringing to an end its multi-facility role on the kingdom's east and west coasts.

DP World delays Terminal 4 launch plans amid softening market

DP World has changed its port expansion plans amid a softening global shipping market, with the launch of Terminal 4 delayed until at least the second half of 2019. Terminal 4, a fully automated container terminal at the port operator's flagship Jebel Ali Port, will instead be used for spill-over cargo as DP World undertakes a redevelopment of Terminal 1. "Whilst the intention was that this (Terminal 4) was supposed to take in new cargo, given the current slowdown in the market place, we will use this opportunity to refurbish Terminal 1 and move some of the cargo to Terminal 4," said Yuvraj Narayan, DP World Group's chief financial officer. The ports operator said the terminal is essentially ready for operations and has more cost efficiencies than Terminal 1, which makes it ideal for buffer capacity while Terminal 1 is upgraded. The operator said that acquisitions helped it "weather the storm" of trade tensions in 2018, with the group achieving a 10.2% increase in net profit for 2018. Sultan Bin Sulayem, DP World Group chairman and chief executive officer, has previously warned that trade tensions between China and the US, and a general slowdown in China, were going to impact trade volumes.

DP World introduces mobile harbour cranes at Berbera port

DP World, one of the leading global port operators, has commissioned first mobile harbour cranes (MHCs) at the Port of Berbera, Somaliland. The port will provide shoreside crane support, which will be improving vessel operations. The US\$12mn investment on the three new cranes is expected to double productivity at the port, reducing vessel turn-around time, stabilising operations during monsoon season and providing secure conditions at the port. Suhail Al Banna, CEO and managing director of DP World Middle East and Africa, said, "The three mobile harbour cranes currently being commissioned are strategically important for the development of the Port of Berbera. They will enable more ships to be served at and ultimately increase the flow of trade to both the country and the region." "As construction work for the expansion of the port progresses, we are witnessing a transformation in the capacity of this major infrastructure asset, benefiting people both here and across the Horn of Africa," Al Banna added. With this investment, DP World aims to provide an effective alternative gateway to international markets that is beneficial to the people of Somaliland. In the Port of Berbera, DP World introduced new container handling equipment, vehicles and systems as part of its push to modernise the port.

Saudi Ports Authority outlines plans to boost productivity and competitiveness

The Saudi Ports Authority (Mawani) has announced plans to increase the productivity and competitiveness of the Kingdom's ports as it seeks a 'qualitative leap' in its management methods and operational performance. The plan calls for an aggressive reduction of container waiting times by next year, with containers' length of stay at the ports reduced to three days. Mawani President Saad bin Abdulaziz AlKhalb said this was essential as the volume of container handling will be more than doubled by 2030. "What's more, the share of Saudi ports handling transshipment containers will be increased, the production capacity within the terminals will be optimised, and new horizons will be opened for promising investment and commercial partnerships," said AlKhalb. Saudi Arabia's Vision 2030 roadmap to a more diversified economy in the future includes development plans to reduce average customs times across all Saudi ports from 14 days to 24 hours. Last month, Mawani issued the first unified licence for a foreign investor to practice the activities of the maritime agencies in all ports it supervises in the Kingdom. These regulations are in line with the programmes of Vision 2030.

CMA CGM extends India rail reach

Intermodal rail service is gaining traction in India as ocean carriers and forwarders look to increase connections to a growing consumer base in the country's vast interior. In the latest example of the trend toward intermodalism, CMA CGM (India) recently started using double-stack block trains for the movement of containerized freight from Mundra port to the northern corridor. Touted as a first in its inland product portfolio, the intermodal service was inaugurated last week with a 180-TEU railcar departing Mundra on an 850-mile journey to the inland points of Garhi, Piyala, and Ludhiana, officials at CMA CGM (India) told JOC.com. The twice-a-week service runs from Mundra every Monday and Thursday, fed by CMA CGM's weekly calls at the Adani CMA Mundra Container Terminal (ACMTPL), a joint venture between the port owner Adani Group and the French shipping group. ACMTPL opened to operations in 2017 with a capacity of 1.3 million TEU annually. "This solution provides dedicated connections between the port and inland container depots [ICDs], avoiding port delay, and congestion," officials said of the new container rail service. Since 2008, the company has been operating single-stack freight train services between Mundra and ICDs at Dadri and Tughlakabad, near Delhi.

India's Shipping Ministry unveils guidelines of LNG FSRU at all major ports

The new guidelines aim to promote a shift from land-based LNG storage terminals to offshore units, as the latter cost less and can be built quicker. "The demand for LNG in the country has been increasing and it is the stated policy of the government to double the share of LNG in the energy mix. LNG imports are substantial since domestic supply of LNG is not able to meet demand and higher imports need supporting infrastructure to be developed," the Ministry says. "FSRU within port areas offer a low risk, fast track and flexible option compared to traditional onshore LNG terminals," the Ministry notes. As per the new guidelines, private investors will be granted rights to construct an unit through e-tendering, wherein the reserve price will be the water area charges set by respective port authorities and bids offering the highest premium over the reserve price will be granted construction rights for a period of 30 years. The port authority will also be permitted to charge a lease rental for the entire licensing period and the investor making a total upfront payment on successful e-bidding. In addition, a FRSU operator will need to pay port dues, berth charges, pilot charges for pilot vessels, wharfage to the port authorities as per respective charges fixed from time to time.

Sharjah Container Terminal turns around GALEX Service in under 4 hours

The new express GALEX Service linking Asia, India and the Middle East has made its maiden call at Khorfakkan Container Terminal, with a record turnaround of 3.4 hours. The GALEX Service (GLX), a premier service linking the rapidly growing markets in North/South Asia, India and the Middle East with weekly sailing and competitive transit times, is offered collaboratively by Emirates Shipping Line (ESL) and Korean Marine Transportation Company (KMTC). Following the recent launch of GulfTainer's Sharjah Port of Trade (S.P.O.T.), that guarantees unparalleled connectivity between Sharjah and Dubai, GLX became the first to call at the Khorfakkan Container Terminal and benefit from the new sea cargo clearance offering. S.P.O.T. provides a strategic cargo clearance option in the central trading and commercial districts within the UAE, ensuring substantial cost and time savings for customers. With an extensive network connecting the Middle East to several ports across China, South East Asia and India, GLX commenced a new weekly sailing schedule on 22 March 2019 and now offers competitive transit times to Khorfakkan Container Terminal. S.P.O.T. offers a unique value proposition for traders to benefit from the growing market opportunity.

Adani becomes 1st Indian port operator to record 200 MT cargo movement

Adani Port and Special Economic Zone (APSEZ) Wednesday claimed that it has become the first Indian port operator to handle cargo movement of 200 million tonnes (MT) in 2018-19. APSEZ, part of Gautam Adani-led Adani Group had recorded 100 MT cargo in 2013-14. On March 21, leading private port operator APSEZ, recorded cargo movement of more than 200 MT, APSEZ said in a statement. "Our projections were to reach this milestone by 2020 but we could achieve it ahead of schedule courtesy the tech-driven operational efficiency and enhanced asset utilisation. Robust capacity addition at our leading ports such as Dhamra and Mundra as well as deepening presence closer the hinterland with new facilities such as Ennore and Kattupalli played a critical role in this journey," said Karan Adani, Chief Executive Office, APSEZ. He added that focus on adding value as an integrated logistics player and coastal shipping of coal further bolstered the process. The company said it developed Mundra Port first but later on there were additions to the portfolio. Non-major ports were developed at Hazira, Dhamra, Dahej and the newest one at Kattupalli. Going forward, APSEZ aims to double its cargo handling to 400 MT by 2025, the company said.

Hutchison Ports Sohar creates better Logistics Platform for the Traders

In its initiative to penetrate the ever-growing trade in the market, Hutchison Ports Sohar in coordination with Oman Customs, conducted an interactive sharing session for the Overseas Chinese Businessmen Association of Oman in the last week of March. The session was carried out in the association's premises in Barka and saw a considerable turnout of the Oman based end users. The workshop that was aimed to highlight the benefits and ease of business of shipping cargo through the Port of Sohar and to introduce the technological updates by the Oman Customs and the terminal, lasted for two hours concluding with a Q&A session. The attendees were happy to know they are enjoying significant cost benefit by using the Port of Sohar as a gateway to arrange their shipments. In addition to the smooth business process and savings, the terminal also facilitates the Customs clearance process through its on-dock Custom Inspection facility. Anacin Kum, CEO of Hutchison Ports Sohar who steered this workshop said, "This workshop today is a part of our continuous efforts to reach out to the end-user community to facilitate the trade in Sohar. Productivity of our terminal is amongst the best in the region, for example average external tractor turn-time is less than 30 minutes.

GP Global to offer 0.5% fuel from April to major bunkering ports

UAE-based GP Global will make 0.5% sulphur content bunker fuel available from April this year to major ports including Fujairah, Singapore and the ARA region, in response to the upcoming IMO 2020 regulation. In line with the supply of compliant fuels, GP Global also plans to expand its fleet of bunker tankers. The group has already increased its time chartered fleet in the ARA market by three bunker tankers, giving them seven in total with one being a specialist barge focusing on gas oil. "GP Global is committed to providing bunker customers globally with compliant fuel for regulatory changes by IMO in 2020. We are prepared to offer 0.5% low sulphur fuel oil (LSFO) from April to our customers in major ports and at physical delivery points of Rotterdam/ARA, Fujairah and Singapore," Prerit Goel, group director at GP Global, was reported saying. "These can help our customers plan their voyage economics and fuel compatibility for 2020 and beyond. We shall extend the availability of LSFO to other smaller ports where we are physical suppliers by the fourth quarter of 2019 in preparation for the regulatory changes in January 2020," Goel said. From 1 January 2020, ocean-going vessels will be required to burn bunker fuel with a maximum sulphur content of 0.5%, down from the current cap of 3.5%.

In a first in India, JNPT handles 5 million TEUs

State-owned Jawaharlal Nehru Port Trust (JNPT) has handled 5 million twenty-foot equivalent units (TEUs) this fiscal, becoming the first Indian port to scale the peak. The milestone comes three decades after JNPT was built as a satellite port to de-congest Mumbai Port Trust with an investment of Rs 1,109 crore, of which Rs 956.97 crore was loaned by funding agencies, with the World Bank being one of the major contributors. JNPT has five container terminals, of which four are run by private entities and one is run by the port trust itself. In FY18, JNPT handled 4.83 million TEUs. Till March 26, 2019, it handled 5.03 million TEUs. Of the 5 million TEUs handled this year, Gateway Terminals India Pvt Ltd, the facility run by a joint venture between APM Terminals Management BV and Concor, emerged the top terminal yet again by handling 2.01 million TEUs. The container terminal run by the government-owned port authority handled 1.04 million TEUs. Nhava Sheva International Container Terminal, Dubai government-owned DP World's first facility at JNPT and operating since 2000, handled 5.47 lakh TEUs. Nhava Sheva (India) Gateway Terminal, also run by DP World, handled 9.26 lakh TEUs. Bharat Mumbai Container Terminals, run by Singapore's PSA International Pte Ltd, handled 5.03 lakh TEUs.