



JN Port among Top 5 in Middle East/ South Asia

Jawaharlal Nehru Port (JN Port) has been ranked among the Top 5 container ports in the Middle East/South Asia in 2014 by the leading publication Containerisation International. JN Port is in fourth position after Dubai, Colombo and Jeddah. In fifth place is Khorfakkan/Sharjah.

This adds another distinction to the Port's long list of similar honours. India's No. 1 container handling facility for long, it handled 4.473 million TEUs in calendar year 2014 and 4.467 million TEUs in the 2014-15 fiscal year.

With capacity expansion and infrastructure augmentation projects taking place and proposed, 5 and 10 million TEUs beckon as the next throughput milestones.

Cargo handling at Major Ports up 4.65 pc in FY15

The country's Major Ports continued to show impressive growth for the second consecutive fiscal, with throughput increasing by 4.65 per cent to 581.34 million tonnes (mt) in 2014-15 as against 555.48 mt in 2013-14, according to statistics released by the Indian Ports Association (IPA).

Kandla Port handled the highest cargo of 92.49 mt, followed by Paradip Port at 71.01 mt and Jawaharlal Nehru Port at 63.80 mt, IPA data showed.

Also, Mumbai Port recorded 61.66 mt of traffic, Visakhapatnam Port 58 mt and Chennai Port 52.54 mt.

Mansa Concludes 14th Champions Trophy Cricket Tournament

The 14th Champions Trophy Cricket Tournament organized by MANSA commenced on 28th March 2015 and has since concluded on 25th April 2015.

The Sports & Cultural Committee successfully conducted the tournaments. It is once again the day of the erstwhile champions M/s Allcargo Logistics Ltd. who emerged as indisputable Winners. In the Finals, the defending Champions have defeated M/s HUB & Links Logistics Pvt. Ltd. by 10 wickets. The Chief Guest of the event Capt. B. S. Kumar, Harbour Master, JNPT congratulated all the participating Members and expressed that MANSA should continue this tradition Year after Year. He gave away all the Trophies / Prizes to the winners M/s Allcargo Logistics Ltd. and the Runner Up Trophy to M/s HUB & Links Logistics Pvt. Ltd. The Participation Trophies were given away to all the remaining 14 Participants. The Fairplay Trophy was won by APM Terminals, Mumbai. The maximum Sixes were hit by Mr. Prasanna Shetty of M/s HUB & Links Logistics Pvt. Ltd. All other individual prizes were captured only by M/s Allcargo Logistics Ltd. The Winners Trophy & Runners Trophy were sponsored by M/s Rudy Logistics Pvt. Ltd.

Mr. Subhash Rajkumar, Chairman, MANSA Sports & Cultural Committee expressed his gratefulness to the Chief Guest, Sponsors, Participants and all his team members for their co-operation and the Sportsmanship exhibited during the entire event. The Prize Distribution was followed by a lunch for all.





MoS reaffirms commitment to new tariff policy for Major Ports, captive facilities

Replying to queries in the Rajya Sabha, the Minister of State for Shipping, Mr Pon Radhakrishnan, has stressed on the commitment of the Ministry of Shipping (MoS) towards the new tariff policy for Major Ports and the policy for captive facilities to port-based industries.

He highlighted that the Tariff Authority for Major Ports (TAMP) had notified a "Policy for determination of tariff for Major Port Trusts 2015" in January 2015, which allows Major Port Trusts to set their own tariff within the cap of their Annual Revenue Requirements (ARR). The Tariff Policy 2015 provides greater flexibility to Major Port Trusts to respond to the market situation and also encourages them for better performance within the ambit of the Major Port Trusts Act, 1963, he stressed.

He also elaborated that the Union government has been following a policy for providing captive facilities for port-based industries in the following cases:

- * Where 100 per cent captive facilities (land/waterfront), including capital oil jetties, platforms or single buoy mooring (SBM) are sought by port-based industries, including Central/state public sector undertakings

- * Industries which are port-specific and are approved by concerned administrative Ministries and where the industry is willing to pay maximum realisation that the port may determine

Under this policy, a port-based industry is one which requires 100 per cent captive berths/back-up area for the purpose of import of raw materials and/or export of finished products and/or transportation of raw materials/finished products. The general BOT guidelines, wherever applicable, may be applied in cases of captive facilities, the Minister said.

Mumbai Port Trust celebrates International Women's Day

Mumbai Port Trust (MbPT) celebrated International Women's Day in its true spirit and colour, with the theme 'A Day in a Woman's Life'. Ms Darshana Parmar, wife of Mr Ravi M. Parmar, Chairman of MbPT, was the Chief Guest and Dr Rajashree Wanage, wife of Mr Yashodhan Wanage, Deputy Chairman, MbPT was the Guest of Honour at a grand function organised on the occasion.

Poetry and drawing competitions on the theme were held. The evening culminated with song, dance and skit programmes pertaining to the theme.

MANSA felicitates MbPT officials for Port's achievement in 2014-15

At a review meeting convened by Mr Ravi M. Parmar, Chairman of Mumbai Port Trust (MbPT), to apprise and express his appreciation of the cooperation extended by the trade to the Port, the Mumbai and Nhava Sheva Ship-Agents' Association (MANSA) felicitated key officials of the Port (by presenting bouquets) for its performance in 2014-15.

It may be recalled that the Port registered an all-time high throughput of 61.61 million tonnes (mt) in the just-concluded fiscal, made up of POL, steel, pulses, chemicals, coal for the energy sector, automobile exports, and tourist (passenger) traffic, among others.

The meeting was attended by a MANSA delegation comprising Capt. Vivek Anand, President, and the Executive Committee members, who congratulated the Chairman, Deputy Chairman, HoDs and other senior officials for the noteworthy achievement under the leadership of the Chairman and his team.

The Chairman highlighted the bold decision taken by the Port to go ahead with the contract for dredging and maintaining the required draught for a period of 3 years. MANSA strongly endorsed this important decision taken by the Chairman.

The MbPT Chairman agreed to look into the suggestions made by MANSA and the trade to initiate necessary action for augmenting the Port's facilities and efficiency so as to enable it to attract and handle higher volume of traffic. The MANSA delegation thanked the MbPT officials for all the support extended by them, informed a release.



JN Port aims at handling over 5 m TEUs in 2015-16'

Jawaharlal Nehru Port (JNP) is looking at achieving a throughput of over 5 million TEUs in the current financial year 2015-16, driven by further improvement in productivity and efficiency at its three existing terminals (JNPCT, APM Terminals Mumbai, DP World Nhava Sheva) and commencement of operations at the newly-developed 330-metre standalone terminal (to commence partial operations soon) of DP World. This was highlighted by Mr Neeraj Bansal, Chairman of Jawaharlal Nehru Port Trust (JNPT), at a trade get-together organised at the Port's administration building here to elaborate on its performance in 2014-15.

In the presence of Port Heads of Departments, other senior officials and representatives from the trade, it was highlighted that JN Port handled 4.467 million TEUs of container traffic in 2014-15, the highest since its inception and a growth of 7.33 per cent over the previous year's throughput of 4.161 million TEUs.

Of the total traffic, the share of the individual terminals was as follows: JNPCT 1.294 million TEUs (28.97 per cent), DP World Nhava Sheva 1.160 million TEUs (25.97 per cent) and APM Terminals Mumbai 2.012 million TEUs (45.06 per cent).

In tonnage terms, the Port handled 63.80 million tonnes of cargo during 2014-15, up 2.36 per cent as compared to the previous year's traffic of 62.33 million tonnes.

Of the total cargo handled, containerised cargo was 56.93 million tonnes (89.24 per cent), liquid cargo amounted to 6.19 million tonnes (9.70 per cent) and the remaining 0.68 million tonnes (1.06 per cent) was miscellaneous types of dry bulk cargo/ break-bulk cargo.

Mumbai Port Trust to facilitate creation of a cement terminal for the city

The city of Mumbai consumes approximately 1.25 million tonnes (mt) of cement per annum to meet its developmental needs. Currently, this cement is moved by road/rail through neighbouring states, necessitating the entry and exit of nearly 350 trucks per day, congesting the already overstrained city roads.

In its bid to decongest the city roads without affecting the requirement of cement, Mumbai Port, which has had a 141-year symbiotic relationship with Mumbai city, in its Board meeting on March 27, 2015, resolved to lease 2.5 hectares of its land at Petroleum Godown to Ultratech Cement Ltd for 30 years on 'as is where is basis', informed the Chairman of Mumbai Port Trust, Mr Ravi M. Parmar. This land will be used to build a fully automated cement handling terminal devoid of air pollution, which generally results from the handling and transportation of loose cement.

Once ready in 18 months, the terminal will facilitate the movement of cement required for the city's consumption through the coastal route. The estimated cost of developing this facility, duly equipped with portable unloaders, silos of 30,000 tonnes capacity, bagging plant and other ancillary facilities, is about Rs 100 crore, according to a release.

JN Port's liquid cargo terminal does maiden double berthing of tankers after commissioning of Mooring Dolphins

After the commissioning of Mooring Dolphins at the existing BPCL Liquid Cargo Jetty, the first double berthing of tankers took place on April 14, 2015. The total LOA of the vessels was 311 metres, informed an official release.

This project has added 1 million tonnes to the handling capacity. It is one of the initiatives to cater to the needs of the trade and ease congestion at the Port, the release pointed out.

The Mooring Dolphins are expected to decrease the pre-berthing detention of vessels at the Liquid Cargo Terminal. Their construction was completed on March 30, 2015 at a cost of Rs 11 crore, shared equally by JNPT and BPCL. Earlier, the terminal could handle a single vessel of maximum 250 metres LOA or 2 smaller vessels of LOA totalling 270 metres. Now it can accommodate a single vessel of maximum 330 metres LOA or 2 smaller vessels having total LOA of 310 metres, said the release.



Weighing of Export Units In APM Terminal

MANSA Members during the recent Executive Committee Meeting observed with concern that GTI in an effort to provide safe working environment to all Stakeholders shall implement Container Weighing Process for Export Containers w.e.f. 1st May 2015 and the Data so generated would help efficient and safe load plan of the vessel. It is admitted that ideally ascertaining the authentic weight is beneficial for all practical purposes. However, before implementation of such drastic measure normally procedural 'nitty-gritty' / steps could have been discussed with all Stakeholders clearly. Apparently, it has not taken place and MANSA Members are highly apprehensive about weighment of the Containers just before storage in pre-stack or prior to shipment which would lead to undue congestion at the Terminal. It might also cause shutting of exports by the nominated vessel. Further, it is stated that if there is any deviation in the declared weight there would be weighment charges to be recovered from the Client. It is not clear who is referred to as the Client in this aspect. If the container weight is excessive there may be some justification in reconfirming the actual weight. If it is less or equal to the declared weight there is no justification at all in weighing that Container.

MANSA Members are therefore totally opposed to the idea of weighing the Container last minute for the following reasons:

1. Assuming that there is weight difference as per the Terminal in the last minute, it is difficult for the Exporter to amend the Shipping Bill within the available short period for shipment of the box.
2. The Ship Agent will be in a quandary whether to load such Container declaring the weight on the B/L as confirmed by Shipper or the Terminal.
3. Whether there is need to bring this to the Notice of Customs since it is known to the Ship Agents after weighing at the Terminal lest their action will be attributed as connivance or infringement committed by Ship Agent / Shipper.
4. Once Customs are in the picture they may not permit the shipment of the Container for reasons of mis-declaration, investigation etc. resulting in detention of the Container and long drawn cumbersome procedure of 'back to town'.
5. The Consignee would definitely resort to dispute claiming that the weighment done by him is accurate as per his method of arriving at the weight.

World Shipping Councils recommendations regarding implementation of SOLAS Regulations (attached herewith) expected to be implemented in Ports w.e.f. 1st June 2016. However, GTI's enthusiastic introduction of this procedure one year prior to the prescribed Notification is not at all acceptable

The methods of arriving at the weights have been documented by WSC to ensure proper implementation of this Regulatory Change. The Carrier may rely on Shippers signed weight verification to be accurate. The Carrier is not needed to be a 'Verifier' of the weight. In case of lack of signed Shippers weight certification, the box can be weighed at the Port. The question is whether to weigh the Container last minute at the Terminal causing undue inconvenience to the Terminal operations. Since it is the Shippers responsibility to ensure declaration of correct weight in the Shipping Bill etc. it is implied that the Ship Agent is not at all liable to get the verification of the Container weight done. Hence the question of payment of charges for verification of the Container by the Ship Agent does not arise as it is. Besides the SOR does not authorize the Terminal to levy additional charges as it is illegal. Apparently, there is an attempt to twist the words in the relevant prescribed SOR to make it as authorized in order to earn illegal money from the Trade.

In view of the above, MANSA's Ship Agent Members feel that such activity of weighing the Container should be done outside and away from the Terminal and the Shipping Bill etc. should be prepared on the basis of the correct assessed weight to avoid other consequences as stated above. MANSA Members have also expressed that charging for any variants over 500 Kg. + or - is not proper. The difference should be around or above 2 MT for considering it as wrong declaration of weight. MANSA Members therefore strongly recommended not to implement this Regulatory System hurriedly without assessment of the consequences and laying down the modalities / processes clearly. No Statutory Body has given any directive for immediate implementation at this stage and such arbitrary and unilateral decisions cannot be taken by the Terminal at their sole discretion. If the Terminal however decides and starts levying such unauthorized charges and expect the Trade to pay they should also be ready to accept liability towards such arbitrary charges if levied by the Ship Owner, Agents or the Shipper themselves for various reasons such as delay, efficiency setback, slowing of operations, part shipment / discharging and so on.

MANSA has informed GTI that should they not withdraw this Notice to the Trade, they will be forced to take up this matter with JNPT Port Chairman, MoS, MoC, DGS, TAMP & PMO etc. to squash such illegal charges.



MANSA's initiative to tackle unfair practices

First-of-its-kind seminar on July 3

In a first-of-its-kind, the Executive Committee of Mumbai and Nhava-Sheva Ship-Agents Association (MANSA) has decided to conduct a seminar with a view to engage the shipping and logistics fraternity to understand the risk and dangers for large companies to be unknowingly involved in Anti-Competitive/Anti-Trust practices or succumbing to corrupt practices, or taking the easier way out when involved in legitimate business.

The event would deliberate on many aspects, such as, what are the pitfalls, the safe processes to implement, how can an organisation and employees take preventive action and proactively take steps to safeguard their interests.

The issues will be minutely discussed with the idea to ascertain and highlight solutions with lasting measures so as to benefit the trade. Highly experienced professionals, from renowned organisations, having intricate understanding of the subject will address the fraternity to share their knowledge, emphasised a MANSA release.

The seminar is scheduled on July 3, 2015 at Palladium Hotel, Lower Parel, Mumbai. Details of the programme and speaker list will be finalised shortly and circulated.

The seminar shall address two main issues:

1. Anti-Trust/Competition Commission &
2. Anti-Bribery/Corruption

The release also highlighted that the event will be in partnership with:

- * Deloitte Touche Tohmatsu India Pvt. Ltd as Knowledge Partner
- * Luthra & Luthra as Legal Partner
- Exim India as Media Partner

The event will be followed by an evening of networking, cocktails and dinner.

MANSA has requested the shipping fraternity to block the day and participate in large numbers in this highly informative seminar. The detailed programme will be announced shortly.

Your Association MANSA



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