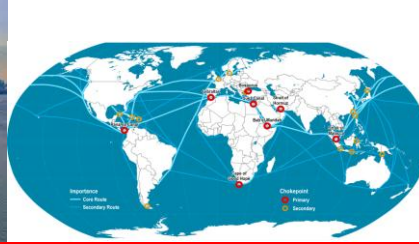


## Indian Maritime News Express

Date:14<sup>th</sup> Oct 21

Mumbai –India

### International Ports & Shipping Review



### Hapag Lloyd reroutes European container service to JAXPORT



#### A Hapag Lloyd vessel docked at JAXPORT's TraPac Container Terminal

By: AJOT | Oct 13 2021 - Hapag Lloyd has temporarily rerouted a European-US container service through the Jacksonville Port Authority (JAXPORT). The change is part of an effort to “optimize our service portfolio, stabilize schedules and adapt to market needs,” according to Hapag Lloyd.

Hapag Lloyd's Atlantic Loop 3 (AL3) rotation will begin calling JAXPORT's TraPac Container Terminal with the arrival of the container ship Hudson Express in mid-November. The service call will last for at least eight weeks and bring an estimated 1,000 additional TEUs (containers) a week through JAX. The port rotation will be **Antwerp, Belgium; Hamburg, Germany; London; Charleston; Jacksonville; and Norfolk.**

“During this time of unprecedented port disruption, Jacksonville's efficiencies on both the landside and waterside continue to make us stand out in the industry,” said JAXPORT CEO Eric Green. “With our strategic location—and the efficiencies of our labor, terminal operators, facilities, and transportation network—there's no question Jacksonville is an extremely attractive option for ocean carriers and shippers looking to take advantage of the ease of doing business Jacksonville offers.”

Jacksonville has no container vessels waiting at anchorage and offers shippers two-way river traffic to transit to and from berths.

Major infrastructure investments are underway to prepare JAXPORT for continued growth, including more than \$200 million in berth and terminal enhancements at the port's Blount Island Marine Terminal. The federal project to deepen the Jacksonville shipping channel to 47 feet through Blount Island is anticipated to be completed in 2022.

The AL3 service complements Hapag Lloyd's existing services from JAXPORT to destinations in Asia through THE Alliance, as well as the ABUS TANGO South American service with Hamburg Süd.

(Source:cAJOT)

## COSCO Shipping acquires additional stake in Piraeus Port



October 13, 2021, by Fatima Bahtić

**Chinese port operator COSCO Shipping International (Hong Kong) has acquired an additional 16 per cent interest in Piraeus Port Authority (PPA) through the purchase of shares from the Hellenic Republic Asset Development Fund (HRADF).**

The transfer was carried out through Athens Stock Exchange after an amendment to a previous concession agreement. The company paid the HRADF the price of €88 million for 16% of the shares.

In addition to this, HRADF collected plus €11.87 million in accrued interest, as well as a letter of guarantee worth €29 million. In 2019, the Greek Committee of Planning and Development of Ports approved part of COSCO's plans to acquire PPA, Greece's largest port.

According to the PPA, the funding for development works by COSCO would cover all the business units of the company and would [contribute to the development](#) of the local and national economy.

COSCO Shipping International [officially signed a deal](#) for the transfer of a majority stake in the Piraeus Port Authority in April 2016.

Two weeks ago, the Chinese firm signed an agreement with Integrated logistics service provider COSCO Shipping International (Singapore) Co., to acquire 60 percent in dry bulk shipping company COSCO Shipping (Singapore) Pte. Ltd. The deal is worth \$42.4 million. **(Source: Off Shore Energy)**

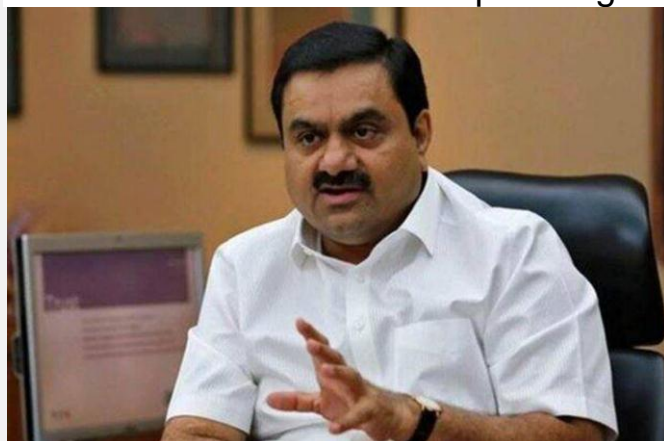
	<p><b>All-time excellence</b> <b>Ecological protection</b> <b>Refined technology</b></p>	<p>陽明海運承載您每一天的美好 Yang Ming delivers GOOD for life</p>	<p><b>YANG MING</b> 陽明 陽明海運股份有限公司 www.yangming.com</p>
---	--	---	--



## Maritime Industry



'Adani Ports' decision ban on containerised cargo from Iran, Pak, Afghan to push logistics cost'



"The move will increase freight cost by 20-25 per cent. Congestion at JNPT will also increase. We will urge the commerce and shipping ministries to look into the matter to find a solution," Khan said. FIEO Director General Ajay Sahai also said the organisation is watching the development as the restrictions will apply from November 15.

The decision of Adani Ports and SEZ Ltd (APSEZ), which operates **Mundra Port** in Gujarat, not to handle containerised **cargo** originating from **Iran, Pakistan** and **Afghanistan** from November 15 would increase domestic logistics costs for the export sector, according to exporters.

Federation of Indian Export Organisations (**FIEO**) Vice Chairman Khalid Khan said due to this decision, shipments coming to Mundra Port in Gujarat would shift to JNPT, Mumbai and it would increase congestion.

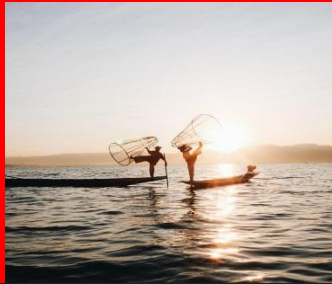
"We expect the cargo from Adani administered ports will move to other ports. This will lead to higher domestic freight particularly for exports from North India and Western India, other than areas close to Mumbai.

"It is too early to gauge its impact on our trade with these countries. What will be its impact on the availability of ships to Iran, overseas freight etc are issues, which have started bothering trade," he said. After understanding and evaluating the development, they would approach the government on this, he added.

"Adani port should have got customs department to revamp and tighten the inspection of cargo to prevent drugs import. We have friendly relations with Iran and need to establish good relations with the new Af Govt. They will surely see this step as an unfavourable act," Saraf said.

The genuine imports from these countries will suffer, as imports to other ports will become more expensive, he added. The decision by Adani Ports came nearly a month after the seizure of 2,988 kg of heroin at Mundra Port located in the Kutch district of Gujarat. (**Economics Times**)





## Asian Shipping & Ports Sector

### **Shipping Corporation of India starts new service to West Asia**

**Mumbai-14 Oct-**Shipping Corporation of India Ltd (SCI) has started a new container shipping service linking India with West Asian ports such as Jebel Ali and Hamad.

The service will connect Kandla – Mundra – Cochin – Tuticorin – Nhava Sheva – Jebel Ali and Hamad, the company said. The new service will be run using a single vessel, the 4,469 twenty-foot equivalent unit (teu) capacity 'SCI Chennai' owned by the state-run company.

The ship was earlier deployed on coastal service connecting various Indian ports. Dubai is a big trading partner of India with as many as 8,000 TEUs being shipped there every week. The service seeks to tap into the business ties between the two nations in the backdrop of rising freight rates for container shipping globally, combined with capacity and equipment shortages. **(Indian Sea Trade)**

***The Shipping Corporation Of India Ltd.***

(A GOVERNMENT OF INDIA ENTERPRISE)

**TRANSPORTING GOODS. TRANSFORMING LIVES.**

### **New rail ICD in Chittagong in the offing**

**Dhaka 13 Oct-** Container Company of Bangladesh Limited (CCBL) is going to build a rail Inland Container Depot (ICD) in Chittagong to boost the transportation of containers by trains.

Local terminal operator Saif Powertec Limited will build and operate the ICD on behalf of CCBL for 20 years before handing it over to CCBL, according to a deal that will be signed on 19 October.

The new ICD will have a capacity of 100,000 TEU a year and will be built in more than 86,150m<sup>2</sup> of railway-owned land in the Haliashahar area on the outskirts of the port city of Chittagong. Currently, there are 19 ICDs in the country which handle 1.6 million TEU a year.

CCBL invited bids from the interested local and global operators in February for the construction and operation of the ICD. Fourteen companies, including four foreign players, submitted bids from where Saif Powertec has been selected. Saif Powertec operates two terminals of Chittagong port, handling 65% of the port's total three million TEU per annum.

According to the agreement, CCBL will get 21.50% of the profit made from the ICD operation and the rest will go to Saif Powertec. Presently, only 4% of Chittagong port's total handling is transported by train, which is expected to rise significantly after the ICD goes for operation and a double line of trains comes online.

CCBL has already signed a deal with the Container Corporation of India to launch a dedicated Indo-Bangla freight train service, which will start once the required infrastructures become ready.

(Source: Container News)

## Busan to get more container storage as US West Coast congestion spills



Busan is becoming increasingly congested and the lack of storage space for export-bound containers in South Korea's main container port has made officials create temporary storage from the hinterland of the West Container Port in Busan New Port.

Outbound containers are usually moved into yards in the port to await loading. However, worsening congestion in the US West Coast ports has disrupted shipping schedules and high volumes of transhipped cargoes from China have meant a relentless arrival of outbound containers.

On 10 October, Busan Regional Office of Oceans and Fisheries and Busan Port Authority announced that a 40,000m<sup>2</sup> area in Busan New Port's West Container Port will be designated as a temporary holding area for outbound boxes.

Recognising that the supply chain disruption will persist for some time, Busan Regional Office of Oceans and Fisheries and Busan Port Authority are considering developing a 40,000m<sup>2</sup> in the Ungdong hinterland of Busan New Port into a permanent cargo container storage facility.

The authorities observed that at all terminals in Busan New Port, the installation rate, which indicates the degree to which containers are piled up in the yard, is approaching 100%, and the period for allowing outbound containers to be brought in is gradually getting shorter.

Until last year, outbound containers were allowed into the yard up to 10 days before the arrival of ships. However, as these containers continued to accumulate, at the beginning of this year, terminal operators began gradually narrowing the cut-off time.

A spokesperson for HMM, which has a 50% stake in HMM PSA New-port Terminal, one of Busan New Port's terminals, told *Container News* that due to the container pile-up, at present, all terminals in the port are receiving outbound laden containers three days before the ships arrive.





## Study set to pinpoint trade flow bottlenecks at ports



**Cambodia port** Sihanoukville Autonomous Port

The results of a crucial ongoing study will enable Cambodia to set out a framework of strategies to enhance the efficiency of the trade facilitation environment and the Kingdom's competitiveness on the international stage, according to General Department of Customs and Excise (GDCE) director-general Kun Nhem.

The customs agency, under the Ministry of Economy and Finance, on October 11 organised an online workshop on the "Time Release Study-2021", in collaboration with the Japanese Customs and Tariff Bureau, Japan International Cooperation Agency (Jica) and the World Customs Organisation (WCO).

Time release studies (TRS) measure the average time required from the arrival of cargo at the port of entry until the physical release of the goods, and serve as a gauge for the actual performance and operational efficiency of border procedures, including customs processes, to enable faster, simpler, safer and lower-cost trade flows to benefit traders.

The workshop was organised in keeping with the World Trade Organisation Trade Facilitation Agreement (WTO-TFA) and Cambodia's obligations to meet ASEAN requirements pertinent to tracking and analysing trade transaction costs, according to Nhem.

He told the seminar that the research monitors customs release times and pinpoints shortcomings at all stages of the clearance process.

"This study ... will set out basic supplementary recommendations for stakeholders to continue to improve procedures, and further update the duties of each institution, to streamline and make trade facilitation processes more effective and boost Cambodia's competitiveness," he said.

Present at the workshop were representatives of the industry, agriculture, commerce, health, and environment ministries as well as the Council for the Development of Cambodia, Sihanoukville Autonomous Port and Phnom Penh Autonomous Port, according to a press release.

Also represented at the seminar were the Cambodia Chamber of Commerce, Japanese Business Association of Cambodia, Garment Manufacturers Association in Cambodia, Cambodia Logistics Association (CLA) and development partners from Japan Customs, Jica and the WCO.

CLA president Sin Chanthy feels that he has gained a breadth of insight into the intricacies and nuances of the customs clearance process at the workshop.

He told The Post on October 12 that the event “has given us a better grasp on the timing of customs clearance, as an indicator for measurement, in the presence of customs authorities of other countries”.

Chanthy shared that the domestic transportation is generally faring better, on the back of successful Covid-19 vaccination campaigns across the Kingdom. He claimed that domestic transport activity had reached near pre-pandemic levels, but pointed out that shipping costs to distant destinations such as the US and the EU remain high.

The press release added that data collected for the study would be compiled starting in the fourth week of this month, with analyses on the results to be conducted thereafter.

Statistics cover a range of operating characteristics such as the issuance of licences, certificates and permits and on-site applications for import and export – at the airport in the capital, as well as Phnom Penh and Sihanoukville autonomous ports and a number of inland intermodal terminals across the Kingdom.

Nhem asserted that TRSs undertaken in 2013 and 2019 have yielded “good results”.

**(Source: The Phnom Penh Post)**

---

## **Mawani, DP World break ground on Jeddah Islamic port upgrading**

---



**Saudi Ports Authority (Mawani) and DP World Jeddah have jointly started work on the expansion and revamp of the South Container Terminal at Jeddah Islamic Port.**

When works conclude in 2024, the revamped terminal will double the port's container handling capacity from 2.4m teu to 4m teu.

The development of the South Container Terminal is part of the new concession agreement Mawani had signed with DP World Jeddah in April 2020 to continue operating and managing the facility for the next 30 years. The company has committed to a total investment of \$800m to modernise the terminal.

The new overhaul project, which will take place over four phases, will see infrastructural upgrades, including the broadening of draught depth and quay, and the installation of advanced equipment and technologies.

The development plans include extending the length of the quay from 1,500m to 2,150m and deepening the draught to 18m, to service five vessels simultaneously and handle current and future largest container vessels up to 26,000 teu.

When works conclude in 2024, the revamped terminal will double the port's container handling capacity from 2.4m teu to 4m teu.

The development of the South Container Terminal is part of the new concession agreement Mawani had signed with DP World Jeddah in April 2020 to continue operating and managing the facility for the next 30 years. The company has committed to a total investment of \$800m to modernise the terminal.

The new overhaul project, which will take place over four phases, will see infrastructural upgrades, including the broadening of draught depth and quay, and the installation of advanced equipment and technologies.

The development plans include extending the length of the quay from 1,500m to 2,150m and deepening the draught to 18m, to service five vessels simultaneously and handle current and future largest container vessels up to 26,000 teu.

DP World said 15 new ship to shore (STS) gantry cranes and 60 new electrically powered Rubber Tyred Gantry (RTGs) cranes will be added to the container yard in batches starting in 2022.

"The continuing development of our national ports through public-private partnerships is a priority for us at Mawani as part of our long-term strategy to drive growth in Saudi Arabia's ports sector and bolster the kingdom's pre-eminent position as a global logistics hub connecting three continents as envisaged in Vision 2030," remarked Omar Hariri, President of Mawani.

"With its strong track record in successfully delivering on concession contracts and operating ports facilities, DP World Jeddah is a strategic partner for us in our efforts to further develop Jeddah Islamic Port. We are confident that the new expansion project will have a significant impact not only on the port but also the Kingdom's economy and society," he added. **(Sea Trade Maritime News)**





## Indian Ports Sector

### National Master Plan for multimodal connectivity launched

#### *JN Port to augment infrastructure under Plan*

The Prime Minister Mr Narendra Modi on Wednesday launched the Rs 100 lakh crore PM Gati Shakti - National Master Plan for multimodal connectivity here. He also inaugurated the New Exhibition Complex at Pragati Maidan. Union Ministers Mr Nitin Gadkari, Mr Piyush Goyal, Mr Hardeep Singh Puri, Mr Sarbananda Sonowal, Mr Jyotiraditya Scindia, Mr Ashwini Vaishnav, among others, and eminent industrialists were present on the occasion.

#### Foundation for next 25 years

Addressing the gathering, the Prime Minister noted the auspicious day of Ashtami, the day of worshipping Shakti and said that on this auspicious occasion, speed of nation's progress is also getting new Shakti. He said that with the resolve of 'Atmanirbhar Bharat' (self-reliant India), the foundation of India for the next 25 years is being laid today. "This Master Plan will give impetus (Gati Shakti) to 21st century India," the Prime Minister stressed.

"We have not only developed a work culture of completing the projects within the stipulated timeframe but efforts are now being made to complete the projects ahead of time," he added.

The Prime Minister said the wide gap between macro planning and micro implementation problems of lack of coordination, lack of advance information, thinking and working in silos are leading to hampered construction and wastage of budget. PM Gati Shakti National Master Plan will address this, resulting in optimum utilisation of resources.

The Prime Minister remarked that the PM Gati Shakti Master Plan not only brings together the government process and its various stakeholders but also helps to integrate different modes of transportation. "This is an extension of holistic governance," he said.

#### Boost to infrastructure

The Prime Minister elaborated upon the steps taken to increase the speed of infrastructure development in India, pointing out, among other things, that in the 5 years before 2014, only 1,900 km of railway lines underwent doubling. In the last 7 years, more than 9,000 km of railway lines have been doubled. In the 5 years before 2014, only 3,000 km of railways were electrified. In the last 7 years, more than 24,000 km of railway tracks have been electrified, Mr Modi informed. The Prime Minister said that before 2014, metro rail was running on only about 250 km of track. Today the metro has been expanded up to 700 km and work is going on in 1,000 km of new metro route.

There were just 5 waterways in 2014, today India has 13 functional waterways. Turnaround time of vessels at ports has come down to 27 hours from 41 hours in 2014. He said the country has realised the pledge of One Nation One Grid. Today India has 4.25 lakh circuit km power transmission lines compared to 3 lakh circuit km in 2014.

The Prime Minister expressed the hope that with the development of quality infrastructure, India can realise the dream of becoming the business capital of the world.

#### JN Port's plans

Jawaharlal Nehru Port Trust (JNPT) has lined up a number of projects under the Master Plan and will be developing them in a time-bound manner. It has formulated a strategic model to conceptualise multimodal maritime connectivity at the regional and global level. **(Source: PTI)**

## International Logistics Review

### \$2 billion worth of imports at risk due to Felixstowe Port delays



#### The ongoing crisis at the UK's Port of Felixstowe could impact up to nearly \$2 billion of trade imports, according to analysis by the Russell Group.

Clothing would be the largest commodity to be impacted by the delays. The backlog at Felixstowe, which handles 36% of the UK's containerised freight, is partly caused by a shortage of lorry drivers causes delays in moving containers.

[Maersk is diverting its container ships from Felixstowe](#). The carrier has also steered reefer equipment into London Gateway to support a smooth equipment flow and meet its evacuation plans, while also offering additional storage at Tilbury Port to avoid negatively impacting its yard density.

Analysis by Russell shows that many companies with a significant presence on the UK high street would be affected by the delays, with Asda (\$63 million) and Tesco (\$46 million) most exposed to the disruption as they import clothing items.

John Lewis (\$44 million), Chanel (\$41 million) and M&S (\$41 million) make up the rest of the top five companies exposed to clothing delays, Russell found. The modelling was based on ten weeks of trade from 12 October to 25 December (modelled on 2020 figures).

Suki Basi, CEO of Russell Group, commented on the figures, "The delays at Felixstowe in coping with the pent-up demand should not be a surprise to experienced observers of global trade events, as this is an issue that is affecting major ports from [Long Beach](#) to [Yantian](#) across the world."

Responding to the recent attention on container port issues, Richard Ballantyne, CEO, British Ports Association (BPA), added, "Whilst some are extremely busy, the overwhelming majority of UK ports are currently operating normally."

"We have a variety of port gateways around the UK and they are continuing to keep the country supplied." Ballantyne added that sending empty containers back to Asia and other locations has been "challenging but the shipping industry is doing its best to meet global demands." **Source: Port technology**

## Indian Logistics Sector

### NHAI & TIDCO WILL DEVELOP Multi-Modal Logistics Park in Chennai

New Delhi 12 OCT.-Union Minister for Ports, Shipping and Waterways Shri Sarbanand Sonowal has announced forming of a Special Purpose vehicle (SPV) for development of a Multimodal Logistics Park (MMLP) at VOC Port in Chennai.

The MMLP to be developed through Public Private Partnership with the SPV providing land and connectivity and the actual MMLP infrastructure to be developed by a private developer. He said, all the three stake holders viz, Chennai Port Authority, TIDCO and NHAI will be equity partners in the proposed SVP.



The Minister informed that equity contribution/investment of the Chennai Port is the cost of the land amounting to Rs 167 crore, NHAI/NHIDCL contribution is Rs 130 crore and that of State govt. through TIDCO is Rs 50 crore.

The Chennai Port authority has acquired a land parcel of 121.74 acres on a 99-year lease basis from SIPCOT for the purpose of developing a Dry Port. This land located in Mappedu Village near Sriperumbudur is strategically located near the major automobile industrial clusters. Also, on its own is developing as a warehousing hub of Chennai.

The Government of India has taken a novel initiative to develop 35 Multi-Modal Logistic Parks (MMLP) under *Bhartmala Pariyojana* across the country to enhance the efficiency of Indian logistics and reduce the logistics costs. In this network of MMLPs, Chennai is among the first to be chosen for implementation. NHAI/ NHIDCL under Ministry of Road Transport and Highways have been assigned

#### the task of developing MMLPs.

It is proposed to develop MMLP in the land parcel of 121.74 now in the possession of Chennai Port. In addition to Chennai Port's land, the Government of Tamil Nadu through TIDCO will be acquiring another 36.23 acres of land and the investment for this will be made available by the state government. The required road connectivity infrastructure will be done by NHAI, and later a railway line is proposed from the nearest rail head near Kadambattur for a length of about 12 kms.( PIB))

Membership of our Association For Global Economic Development (AFGED) is now opened for all of you. We request you to join our Association and give us an opportunity to serve your organization.



For more details, please contact  
Mr. Anil Deshpande, Executive Director, AFGED,  
[afged2019@gmail.com](mailto:afged2019@gmail.com) > +91-77770 93995



## Intra Asia Trade

### **Closing of borders between Myanmar and China greatly affected Foreign trade**

According to news from the Shan State border in Myanmar, from October 6th, Chinshwehaw-Gengma Mengding Port has suspended border trade operations. During the port closure period, any border trade-related import and export work is prohibited except for epidemic-prevention medicines and equipment. The Chinshwehaw Port was opened on October 29, 2003. From 2020 to October 1, 2021, the import and export trade volume were USD 4593.9 million, a decrease of USD 76.424 million compared with the same period in previous years.

From July 8 this year, the Golden Triangle Port in Muse, Wanding Port, and other ports closed due to epidemic prevention and control. During this period, only the Chinshwehaw Port had normal border trade operations. After the closure of Chinshwehaw Port, all the frontier trade of land borders between Myanmar and China are closed.

Within 10 and a half months of the current fiscal year, the border trade volume between Myanmar and China reached more than US\$4.5 billion, a decrease of more than US\$788 million from last year. As an important border trade zone on the Myanmar-China border, the Muse Border Trade Zone, the trade volume has dropped by more than US\$820 million from last year. The Myanmar-Thailand border trade zone reached more than 3.5 billion U.S. dollars, a decrease of 250 million U.S. dollars from the same period last year. But as the most important border trade zone between Myanmar and Thailand-Myawaddy Border Trade Zone, the trade volume has increased by more than 560 million U.S. dollars over last year. (Source: [www.md-zw.com](http://www.md-zw.com))

### **Bangladesh Govt plans to raise agricultural exports to US\$ 2 billion**

The government of Bangladesh has drafted two roadmaps to boost the country's annual exports of agricultural goods to US\$ 2 billion within the next two fiscal years.

A committee, formed by the Ministry of Agriculture in June, prepared the two draft roadmaps -- one to boost the export of vegetables and fruits and another to raise the potato export. The draft roadmaps identified major barriers and placed a number of recommendations over boosting the export of vegetables, potato, fruits and processed agricultural goods.

If the recommendations can be implemented, it would be possible to raise the export earnings from agricultural goods to US\$ 1.634 billion in the current fiscal year (2021-22) and US\$ 2 billion in the 2022-23 fiscal year, according to one of the roadmaps. Another roadmap states that it would be possible to export 80,000 tons of potato in 2022, 120,000 tons in 2023, 180,000 tons in 2024 and 250,000 tons in 2025. (Source: [theindependentbd.com](http://theindependentbd.com))

### **Vietnamese fruit exports to South Korea surging**

Vietnam exported \$107.25 million worth of fruit and vegetables to South Korea in the first eight months of 2021, up 3.47 percent year-on-year. The export value of vegetables and fruit to this market reached \$11.1 million in August, up 13.66 percent over the same period last year, according to the General Department of Vietnam Customs.

Six kinds of Vietnamese fruit have been exported to the Asian market including: coconuts, pineapples, white and red dragon fruit, mangoes and bananas. However, the number of fruit exported to South Korea is still low. Banana volume accounts for approximately 2 percent of total imports of the fruit. Meanwhile, the figure of the Philippines is about 75.8 per cent.

Vietnam's pineapple volume accounts for 0.62 percent, while the volume imported from the Philippines accounts for 93 percent of the total. According to [e.vnexpress.net](http://e.vnexpress.net), Vietnam is cooperating with South Korean agencies to open more markets for other fruit like pomelos, lemons, longans, rambutans, and lychees. (Source: Fresh Plaza)

## India's Foreign Trade

**India-China trade on course to touch record \$100 billion-mark.**



**BEIJING: 14** The India-China trade volume looks set to cross the record figure of \$100 billion this year as the total has already touched \$90 billion in the first nine months, despite a chill in bilateral relations due to the continuing military standoff between the two countries in eastern Ladakh.

China's total imports and exports expanded 22.7 per cent year on year to 28.33 trillion yuan (about \$4.38 trillion) in the first three quarters of 2021, official data showed on Wednesday. The figure marked an increase of 23.4 per cent from the pre-epidemic level in 2019, according to the General Administration of Customs.

The bilateral trade between India and China totalled to \$90.37 billion by the end of September, an increase of 49.3 per cent year-on-year (YoY), according to the nine-month data released by the Chinese customs.

China's exports to India went up to \$68.46 billion up 51.7 per cent YoY, apparently aided by massive imports of urgent supplies, like oxygen concentrators, when India was in the grip of the second wave of the Covid-19 pandemic in April and May this year.

The Indian exports totalled to \$21.91 billion, registering a noteworthy increase of 42.5 per cent. However, from India's point of view the trade deficit, which remained a concern over the years, reached \$46.55 billion and is expected to climb further by the year-end.

Observers say with three months still remaining, the target of \$100 billion trade previously set by both the countries was expected to be reached this year despite the eastern Ladakh impasse.

**Source:**[thetimesofindia.com](http://thetimesofindia.com)

## India scraps BCD, cuts agri cess on crude palm, soyabean and sunflower oil.

The government on Wednesday scrapped basic customs duty as well as slashed agri cess on crude varieties of palm, soyabean and sunflower oil till March 2022, a move which will help cool prices and increase domestic availability in the festive season.



The duty cuts will be effective from October 14 and will remain in force till March 31, 2022, the Central Board of Indirect Taxes and Customs (CBIC) said in a notification.

Crude palm oil will now attract agri infrastructure development cess (AIDC) of 7.5 per cent, while the rate will be 5 per cent for crude soyabean oil and crude sunflower oil.

Post reduction, the effective customs duty on crude varieties of palm, soyabean and sunflower oil will be 8.25 per cent, 5.5 per cent and 5.5 per cent respectively.

Besides, the basic customs duty on refined varieties of sunflower, soyabean, palmolein and palm oil has been slashed to 17.5 per cent each from 32.5 per cent at present.

"The government has slashed import duties on edible oils because of high retail prices in the domestic market and the festive season," Solvent Extractors' Association of India Executive Director B V Mehta said. Source: [financialexpress.com](http://financialexpress.com)



## Indian Maritime News Express

Compiled by Dr.Sham Choughule through various sources for private circulation only.



**Director (Logistics and Maritime Transport )**  
**Association for Global Economic Development-India**  
[Shamc2001@yahoo.co.in](mailto:Shamc2001@yahoo.co.in)