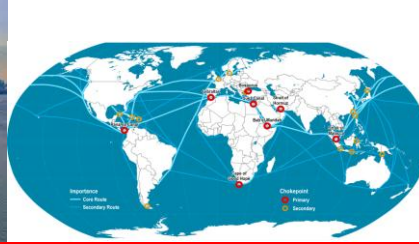


Indian Maritime News Express

Date: 25th Oct 21

Mumbai –India

International Ports & Shipping Review



ZIM Kingston On Fire in, BC After Losing Containers in Heavy Sea



Photo: gCaptain

(Bloomberg) – 24 Oct-A container vessel has been evacuated after a fire broke out aboard the ship off British Columbia. Sixteen people have been rescued from the Zim Kingston, the Canadian Coast Guard said on Twitter. The fire, affecting 10 containers, remained “a dynamic event,” and responders were on the scene near the provincial capital, Victoria, according to the post late Saturday local time. Times.

The Zim Kingston lost more than 40 containers in rough seas on Friday, with the U.S. Coast Guard saying in a Twitter post that it was monitoring several of them after they went adrift in the choppy conditions. Zim Integrated Shipping Services Ltd. said in a statement that it’s “closely coordinating with the vessel’s owners, the Canadian authorities and other relevant agencies, while working under heavy weather conditions, to handle the incident.” The company added its main concern was crew safety and preventing environmental impact

Container ship **ZIM KINGSTON** lost some 40 containers overboard some 30 nm off Vancouver island in the afternoon Oct 22, understood while under way, approaching Juan de Fuca Strait en route from

Busan Korea to Vancouver. At least two of lost containers contain combustible hazmat, as well as two crushed containers on cargo deck. Number of collapsed, destroyed or damaged containers on deck is unknown. The ship reached Victoria and was anchored at around 1800 UTC Oct 22.



(Source: BloombergQuint/Fleet Mon)

Tankers Are Denied Entry Into Sudan's Territorial Waters



DUBAI, Oct 24 (Reuters) – Sudan decided to halt the entry of vessels carrying fuel into its territorial waters to avoid incurring fines due to delays in offloading, Asharq TV channel cited the country's energy minister as saying on Sunday.

Protesters from the Beja tribes in eastern Sudan have been shutting ports and blocking roads in protest at what they describe as poor political and economic conditions in the region.

The minister, Jaden Ali Obaid, said the country's strategic reserves are running low, the channel reported. Reporting by Ahmed Tolba, editing by Nadine Awadalla and Hugh Lawson.

(Source: Reuter/gcaptain)



Maritime Industry



Dibrugarh River Project under PM Gati Shakti National Master Plan



October 24, the Union Minister of Ports, Shipping and Waterways, Sarbananda Sonowal, asserted that plans are afoot for accelerating cargo movement on the Brahmaputra river. Further, he said that the project will improve connectivity and boost the economic development of Assam by establishing markets that are more accessible for local business entities.

Under the aegis of *PM Gati Shakti National Master Plan*, the project is speeding up cargo movement on the Brahmaputra river, which is being envisaged. The Port will open up employment avenues and provide global market access to local products, Sonowal said.

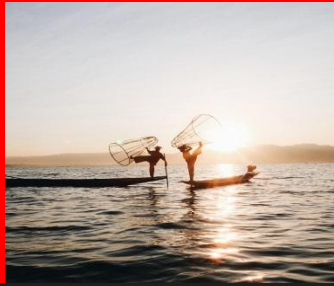
On October 13, PM Modi launched a ₹ 100 lakh crore plan for multi-modal connectivity to develop infrastructure to reduce logistic costs and boost the economy. According to Sonowal, the port is set to bring about a sea of changes in the region in terms of connectivity, opportunities for youth and homegrown businesses to realise the ides of 'Local goes Global'.

Taking to Twitter, Sonowal shared, "Visited the site for proposed Cargo Terminal, Tourist Jetty and River Front Development projects near Bogibeel Bridge in Dibrugarh, Assam Govt & North East Frontier Railway together are taking necessary steps to bring back Dibrugarh's lost glory as a major river port of India." (**Source: Republic World.com**)



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Asian Shipping & Ports Sector

Panama Cargo Ship Collides With Boat Off Tamil Nadu Coast



The collision was due to 'negligence' and it caused injuries to 17 fishermen besides 'damage' to the boat. (File photo of ship)

Chennai-24 Oct- A cargo ship collided with a fishing boat off Tamil Nadu coast and in the impact, two fishermen, part of a crew of 17, were 'thrown out' and the Coast Guard rescued them on Saturday. The collision was due to 'negligence' and it caused injuries to 17 fishermen besides 'damage' to the boat, South Asian Fishermen Fraternity, general secretary Father Churchill claimed, demanding compensation for the fishermen.

The Kanyakumari district based SAFF chief urged the government to take steps to get appropriate compensation on par with international standards for the fishermen as well as damages for the boat. "The Panama-flagged cargo ship Navious Venus bound for Mumbai from Singapore, did not stop after ramming into the fishing boat. It was due to sheer negligence," he told PTI and urged authorities to seize the ship and arrest its captain.

"Such incidents continue to happen as there is no strict action. If a vehicle driver causes an accident on road he is arrested. Why this is not followed in the case of a ship? Why this indifference" he asked. The Coast Guard, in a press release, said it received information about a mid-sea collision between a merchant vessel 'Navious Venus' and fishing boat 'Shijumon.'

Two crew members of the fishing boat were 'thrown overboard' due to impact of collision, it said. All the fishermen were rescued and provided medical assistance and early on Saturday, two of them, who were injured in the collision, were taken to Thiruvananthapuram government medical college by a medical team from CG Station Vizhinjam-Thiruvananthapuram.

Both the CG and SAFF said the fishing boat was escorted by local fishing boats and it reached the Colachel fishing harbour in Tamil Nadu with the remaining crew of 15.

"We are in the process of getting an FIR filed with the marine police," the SAFF chief said. "As they were tossed up due to the impact of the collision, the 15-other fishermen also suffered injuries."



Crew members of the fishing boat were 'thrown overboard' after the collision. (Representational)

Both the CG and SAFF said the fishing boat was escorted by local fishing boats and it reached the Colachel fishing harbour in Tamil Nadu with the remaining crew of 15. "We are in the process of getting an FIR filed with the marine police," the SAFF chief said.

Two marines aboard an Italian-flagged oil tanker 'Enrica Lexie' allegedly shot dead two Indian fishermen on 15 Feb. 2012, hailing from Kerala and on a fishing boat, "mistaking" them for pirates.

In a representation to the Directorate General of Shipping seeking legal action, the SAFF said on October 22, as many as 17 fishermen set out for deep sea fishing in the mechanised boat 'Shijumon' from Colachel government fishing harbour. The fishing boat belonged to a fisherman, Rajamani from Kotilpaadu of Kanyakumari district.

While the fishing boat was around nineteen nautical miles from Colachel, the cargo ship collided with it and caused damage, resulting in injuries to fishermen two of whom were thrown out. Immediately, the master of the boat informed the Coast Guard about the collision and requested assistance and CG personnel reached the spot immediately.

The two 'thrown out' and injured fishermen were K Chinnathurai and P Arulraj, aged 50 and 60 respectively, and they were taken to Thiruvananthapuram government medical college hospital for treatment. "We kindly request your good office to take necessary and immediate legal action against the ship Navious Venus which collided with fishermen boat Shijumon and caused injury to the fishermen and heavy damage to the mechanised boat," the representation said.

A copy of the representation was also sent to fisheries, police and other authorities in Cochin, Chennai and Kanyakumari urging action. Of the 17 fishermen, 15 were from Tamil Nadu and two others from West Bengal. (Source: Business Line)

An advertisement for HAROPA. On the left, a large blue container ship is shown sailing on the water. To the right of the ship, the text '100%' is displayed in large white font. Below this, there are three checkmarks followed by the text: 'Operational during lockdown', 'Services maintained thanks to the actions of the port community', and 'Responding to our clients'. On the far right, the HAROPA logo is shown with the tagline 'Your logistics solution in Europe' and social media icons for LinkedIn, Facebook, Twitter, and Instagram, along with the hashtag #HAROPA.

Port of Salalah launches new service with Maersk

Mascul-25 October 2021

The **Port of Salalah**, the largest port in Oman, has joined forces with **A.P. Moller – Maersk** (Maersk) to launch a new multimodal transport solution to Al-Mazyunah free zone.

The new offering is designed to facilitate inland services and includes securing customs clearance and bonded trucking services to Salalah and Al-Mazyunah free zone hubs under carrier haulage. This in turn will reduce lead times and allow access to multiple markets.

In a statement from the Port of Salalah, the new offering is well-positioned to offer a range of customers a consolidated, digital and streamlined service, as the port is said to be the world's most efficient transshipment port.

"We're excited to be expanding our inland service capabilities to help support customers beyond the port as part of our commercial efforts focused on our regional strategy which includes Yemen," said Mark Hardiman, CEO of the Port of Salalah.

Through the initiative, the port will act as a facilitator in anchoring Salalah as a gateway to Yemen, ensuring seamless cargo movement where the customer is offered a single window service until their final delivery location. Overall, this will increase efficiency to the customer and eliminate unexpected costs such as line demurrage and port storage.

Christopher Cook, Managing Director at Maersk UAE, Oman and Qatar, added "Our ambition is to serve our customers with end-to-end, integrated solutions which will simplify their supply chains. Our joint efforts with Port of Salalah aim to achieve this and we look forward to unlocking new value for our customers across the Middle East and North Africa region."

The partnership will also offer multiple transport options allowing customers to access Mukalla, Aden and other inland locations in Yemen. **(Source: Port Technology)**

Vietnam: Border province breaks ground on \$99 mln port

Work began Sunday on Van Ninh Port in Mong Cai Town, Quang Ninh Province, with a total investment of VND2.25 trillion (\$99 million). The port, covering a total area of 480 hectares, will be capable of welcoming river and inland waterways ferries and ships up to 20,000 tonnages.

It is expected to become a focal point for importing and exporting goods by the sea at the Mong Cai area, as well as a foundation for the formation of a logistics infrastructure network associated with the port's service chain: transport - warehousing - seaport

The Van Ninh Port will also be a trans-shipment point for agricultural products from the southern to the north for export to China; and a trans-shipment point for goods from Northeast Asia to China, ASEAN and vice-versa.

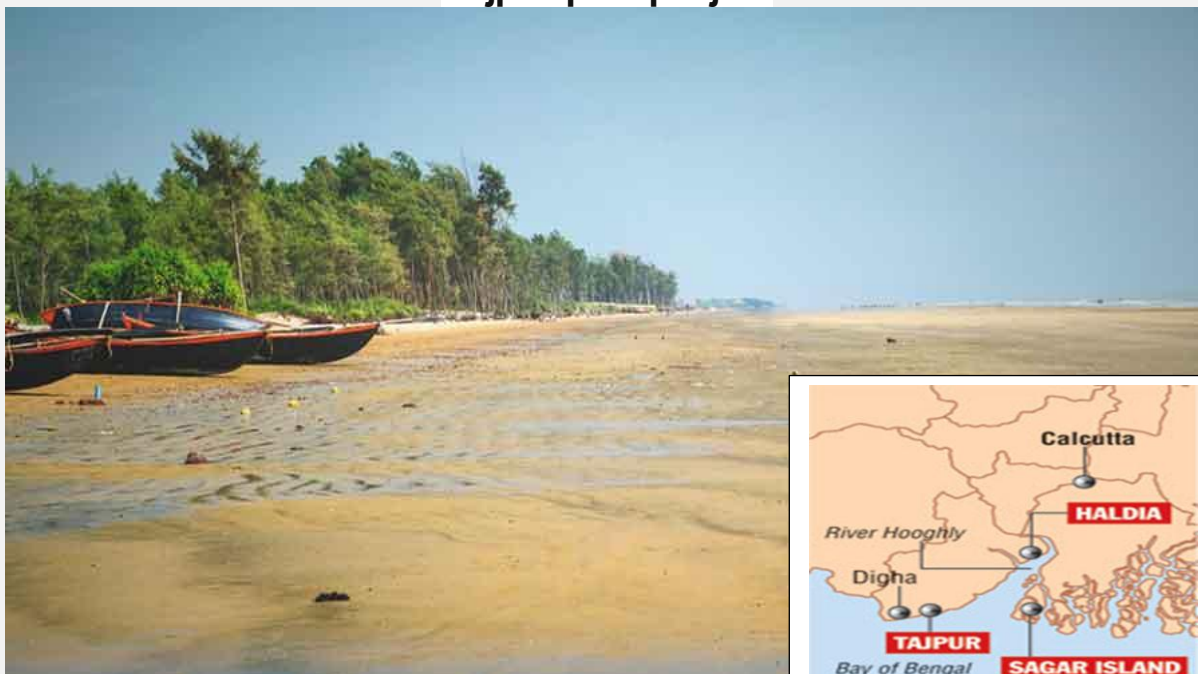
In addition to cargo transportation, petroleum and general warehousing, the port will also serve domestic and international tourists. The first phase of the project, invested in by Van Ninh International Joint Stock Company, is expected to be completed by 2024.

According to Quang Ninh officials, in order to improve "efficiency and synchronization" of the project, the province, which shares a border with China, has invested in building a 9.5 km road connecting the Van Don - Mong Cai expressway to Van Ninh Port at a total investment of VND521 billion (\$22.9 million). **(Source: VN Express)**



Indian Ports Sector

Mamata Banerjee looking to boost 'reformer' credentials with Tajpur port project



(Photo: Indian Maritime News Service)

Kolkata-24 Octo- Mamata Banerjee is looking for non-public funding to construct a greenfield port at Tajpur in West Bengal's Purba Medinipur district, on a concession interval of 99 years, one thing that neither the Centre nor any coastal state has ever tried, because the chief minister tries to shake off her investor unfriendly picture with a watch on pan-India political ambitions.

The bid can be selected the idea of the best premium internet current worth (NPV) provided by a bidder to the State authorities, by following a technique that has not but been adopted elsewhere in India's port privatisation programme.

Based on the tender phrases, bidders can be required to cite the royalty fee per metric tonne (mt) for cargo dealt with on the port, no matter the cargo kind or commodity. Moreover, they've to point the cargo visitors projections for seven years, ranging from the royalty graduation date.

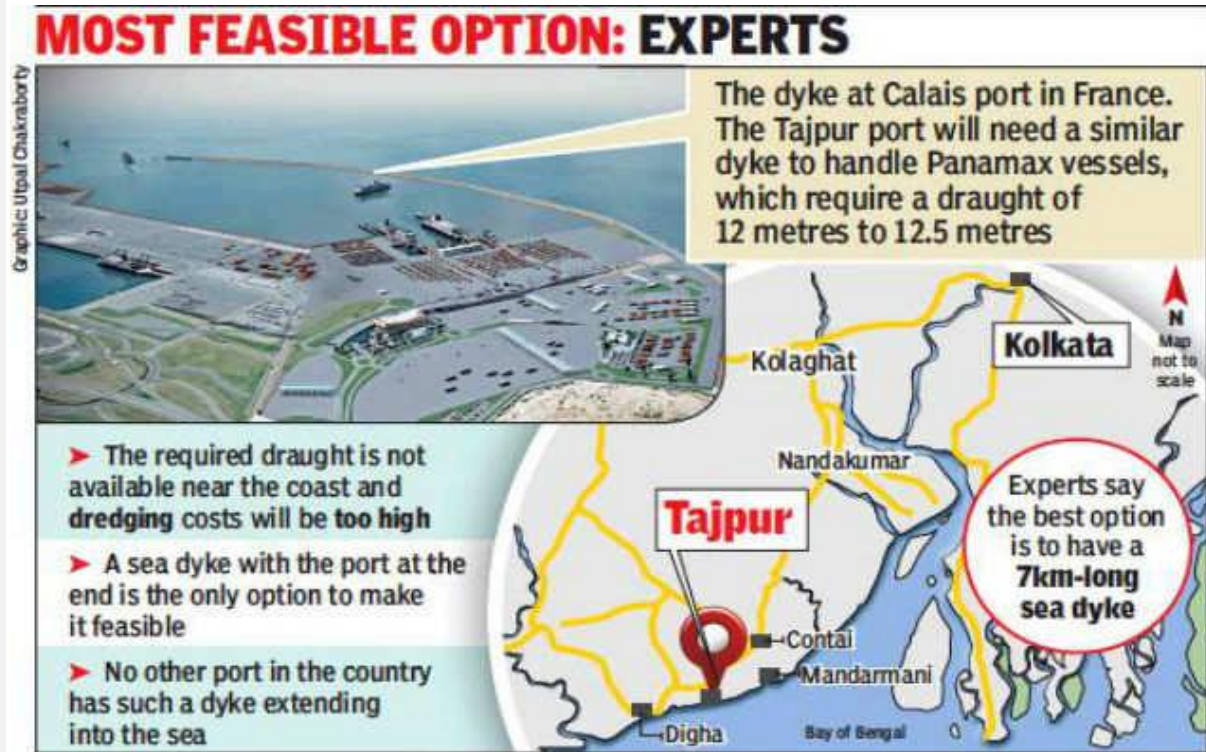
The undertaking can be awarded to the bidder whose monetary bid (royalty fee and cargo throughput estimates) leads to the best NPV to the federal government.

The State authorities will switch 126 acres of land on lease to the profitable bidder for creating the port. It is going to additionally switch an extra 1,000 acres of land on lease to the port developer for port property improvement. The port developer can be allowed to undertake property improvement for business functions on the port property improvement web site, with the appropriate to sub-lease/assign all or any components thereof.



The possession of the land, although, will vest with the State authorities always.

Constructing new ports with non-public funds added higher sheen to the profile of the then Gujarat chief minister Narendra Modi when he pursued a nationwide function in politics. Gujarat is now India's greatest state by way of cargo dealt with by non-public ports which are outdoors the management of the Central Authorities.



In Gujarat, the port concessions have up to now been awarded to personal companies for 30 years. For a, The Gujarat authorities, although, is trying to award the brand new port at Nargol for 50 years. Different states corresponding to Andhra Pradesh, have usually adopted a 30-year preliminary concession interval for port initiatives, which will be prolonged by two phrases of 10 years every.

"A concession interval of 99 years offers a cushion to the port developer," mentioned a prime official with a port working firm. "The longer the concession interval, extra the chance for the port developer. Land lease for 99 years is pretty much as good as possession. It won't solely assist develop the port, but additionally actual property infrastructure," he mentioned.

West Bengal is amongst three of eight coastal states that haven't developed a non-major port with non-public funds. The State and its hinterland depend on the more-than-century-old riverine port of Kolkata – owned by the Central authorities – for export-import wants.

Earlier makes an attempt to construct new port

Tajpur was not the primary option to construct a brand new port within the State, to offer customers an "alternate choice" to deal with their cargo given the infrastructure challenges at Kolkata Port Belief. The Centre had recognized Sagar Island for the brand new port and even notified it as a significant port in 2016. A particular function automobile named Bhor Sagar Port Ltd was set as much as construct the brand new port, with the Kolkata Port Belief holding 74 per cent fairness and the West Bengal authorities the rest.

The Public Funding Board authorized a ₹ 515crore grant/ subsidy to Bhor Sagar Port Ltd for reclaiming land, dredging and erecting fundamental infrastructure for the brand new port. A proposal was drafted to safe Cupboard approval for the grant/ scheme.

At this juncture, the West Bengal government-led by Mamata Banerjee swung into motion to take up the Tajpur undertaking as a state authorities undertaking.

The Centre made a futile try and develop Tajpur port as a central sector undertaking by looking for an assurance from the West Bengal authorities “to offer a so-called proper of first refusal to Bhore Sagar Port Ltd in case it determined to arrange a brand new port within the State”.



However this was not acceptable to the State authorities because it meant giving a 74 per cent stake to the Centre for creating Tajpur.

Alternative for Mamata

Years in the past, when the Tata Group fled the State following strident opposition from the Trinamool Congress to its ‘Nano’ small automobile undertaking, Modi moved swiftly to facilitate the automobile plant at Sanand, drawing a lot appreciation from the trade, together with from Ratan Tata.

“Is she makes Tajpur a actuality, then it might go a great distance in refurbishing her picture. The Singur episode was an enormous blot on her,” mentioned a port trade advisor.

“Actuality means you lead the street reveals, choose a port developer, construction the undertaking, oversee its building and make it operational. This might point out that West Bengal means enterprise,” he mentioned. Tajpur, in line with one other professional, will face robust competitors from Subarnarekha port deliberate by Tata Metal Ltd, in neighbouring Odisha.

“For my part, between Tajpur and Subarnarekha inexperienced area ports, just one undertaking is adequate. In case, the West Bengal authorities is ready to appeal to both SAIL, JSW or Adani as developer of the undertaking forward of the monetary closure of Subarnarekha port undertaking,

Tajpur may change into extra engaging and would have a optimistic influence on the State authorities. For this, the West Bengal authorities should act quick, much like the Andhra Pradesh authorities, which awarded the Ramaypatnam Port EPC contract in report time,” mentioned Ramesh Singhal, Director at i-maritime Consultancy Pvt Ltd. **(Source: Business Line/Sea Trade News)**



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 > +91-77770 93995

International Logistics Review

Dubai, United Arab Emirates,

DP World launches CARGOES Logistics

DP World, today announced the launch of its new digital logistics platform, CARGOES Logistics. The platform provides customers with a single-window solution enabling seamless, safe, secure, and efficient movement of their cargo. With CARGOES Logistics, customers can choose from multimodal logistics options, ship freight by sea, road, and/or rail, get instant quotes, swift booking confirmation and multiple secure payment options in three simple steps – Search, Choose & Book. It will offer easy and swift cargo booking from origin to destination.

The first phase of launch will immediately offer customers access to book cargo from UAE to India as well as India to multiple destinations across the Middle East, Subcontinent, Southeast Asia, the Far East and North Africa.

CARGOES Logistics aims to address complexities and inefficiencies that exist in global supply chains including multiple handovers, inefficient tracking and limited visibility of a shipment across the supply chain. The new digital platform will enhance transparency by providing deep tracking of cargo with real time insights, end to end visibility & predictability, an all-inclusive price with no hidden charges and highly efficient end to end digital experience backed by DP World's extensive network of integrated logistics assets and best-in-class service levels. It will facilitate ease of doing business, boost reliability & flexibility and provide seamless experience to customers for all their logistics needs.

Rizwan Soomar, CEO & MD, Subcontinent, DP World said: "This announcement is a testament of our commitment towards enabling smart logistics globally. With CARGOES Logistics, our aim is to build and offer highly efficient, seamless and end-to-end transparent supply chains.

The new digital solution will simplify the container shipping experience providing visibility across all modes of transportation through smart enablement of IOT based solutions. We will continue to invest in technology and work with our customers to drive innovation, continually add new products & features and provide solutions to meet their global logistics needs."

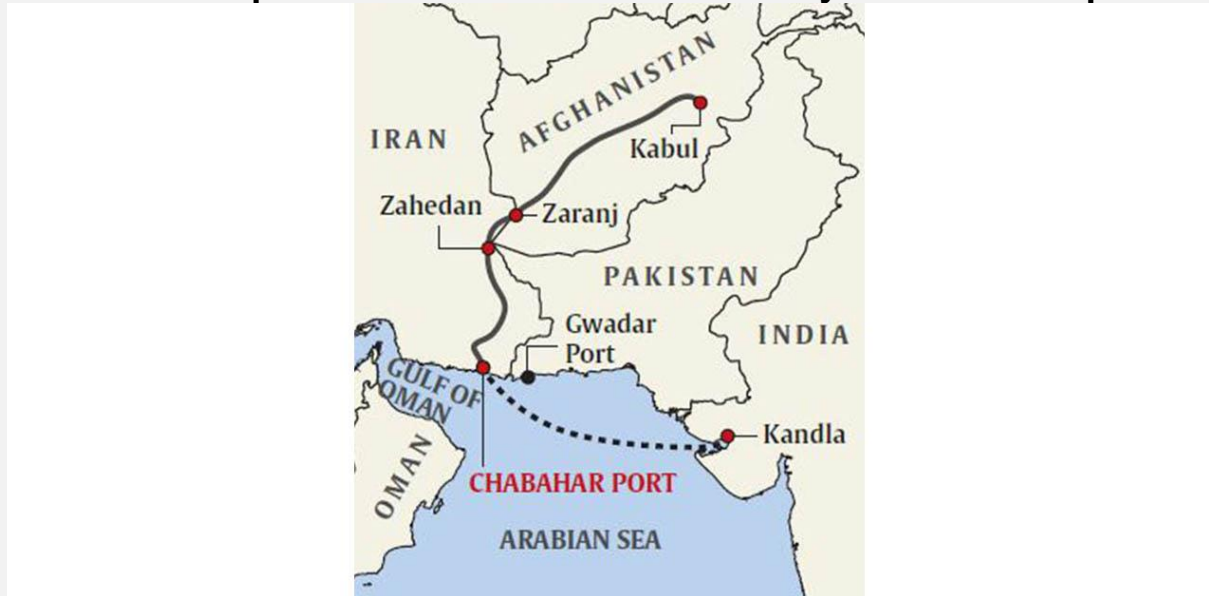
Pradeep Desai, Chief Technology Officer, DP World concluded: "Demand for digital solutions has never been higher and will only keep growing. We are leveraging technology to create value for our customers and help drive growth. CARGOES Logistics by DP World is part of the broader CARGOES software suite of products.

DP World created CARGOES to solve pressing challenges caused by supply chain related inefficiencies. It's a holistic solution powered by technology targeting all aspects of global trade including Finance, ERP, Tracking, Terminal Operating System, Customs software and enabling end-to-end logistics. We are excited to provide Logistics as one of our first CARGOES offerings to customers." (Source: **DP World**)



Indian Logistics Sector

Uzbekistan to push with India to set connectivity via Chabahar port



India, Iran, Uzbekistan intend to hold the second meeting of a trilateral working group to discuss the joint use of Chabahar port

Uzbekistan will push ahead with a joint plan with India and Iran to promote connectivity through the Chabahar port as part of the country's efforts to improve and diversify access to sea routes for trade, senior Uzbek officials have said.

The three countries intend to hold the second meeting of a trilateral working group to discuss the joint use of Chabahar port on Iran's Makran coast for trade and transit, Uzbekistan's deputy foreign minister Furkat Sidikov said on the sidelines of a roundtable here on foreign policy issues. He indicated that the recent developments in Afghanistan would not have any impact on the plans of the three countries.

"India is one of our strategic partners and this is an important project," Sidikov said. The first virtual meeting of the trilateral working group on the joint use of Chabahar port was held last December, and the three sides will set the date for the second meeting, he said.

Bakhtiyor Mustafayev, deputy director of the state-backed International Institute for Central Asia, said the government of landlocked Uzbekistan believes it is strategically important to diversify efforts to enhance access to the oceans. (Source: Hindustan Times)



Intra Asia Trade

Cambodia to loosen rules on Indian frozen meat imports



The Kingdom in June lifted a ban on the import of frozen meats and other frozen items classified as ‘high-risk’ originating from India. AFP

Phnompenh-24 October 2021 |

Cambodia is looking to end a requirement for samples of frozen Indian meat imports to be collected and tested for the novel coronavirus, due to the low incidence of the pathogen on recent shipments, as well as improvements in the South Asian country’s epidemiological situation.

This and other decisions were reached at a virtual October 20 meeting of an ad-hoc commission in charge of preventing the spread of SARS-CoV-2 – the pathogen that causes Covid-19 – through “high-risk” goods originating from countries with a perceived high prevalence of the disease.

Kun Nhim, director-general of the General Department of Customs and Excise of Cambodia (GDCE) and chairman of the commission, said only three of 150 containers of frozen meat imports had been found “positive” and incinerated in late July.

He said a working group, tasked with monitoring and assessing the Covid situations of major frozen meat exporters to Cambodia, reported that infection rates had seen significant declines, reducing the potential risk of shipping chilled goods contaminated with the coronavirus.

The meeting agreed and decided to put in a request for in-principle decision from “the leadership” on a number of points, such as ending the sample-testing requirement for frozen Indian meat imports.

It also asked to maintain a requirement for letters or other certificates from the competent authorities of India to be attached to frozen meat consignments, confirming the absence of the coronavirus on the merchandise.

The meeting also decided to conduct only the Covid-standard sanitary and other health measures on chilled and frozen goods imported from neighbouring countries, which includes spraying disinfectants on the goods’ packaging and means of transportation.

October 25 was set as the tentative date of implementation for the adjusted measures, with even more Covid safeguards to be removed on January 1, on a country-specific basis, if the pandemic allows.

An explosion in cases linked to new variants of SARS-CoV-2 reported by India in April-May – averaging between 300,000 and 400,000 a day – prompted the Kingdom to impose a ban on May 1 on the import of frozen meats and other chilled items classified as “high-risk” originating from the South Asian country, in an attempt to stave off the spread of the virus and its more troublesome mutations.

The government lifted the ban a month later, amid improvements in India’s Covid-19 outbreak and as all samples of frozen meat imports had tested negative for the coronavirus, according to a June 19 GDCE letter.

While the ban may have been scrapped, a number of temporary safeguards were introduced as part of Covid-19 response efforts, the GDCE said, conceding that the move could affect imports from every source.

Cambodia Livestock Raisers Association director Srun Pov called on the authorities to hold foreign products to high standards and conduct thorough quality control procedures, to maintain the sustainability of local breeding and minimise the impact on local farmers.

“We cannot close the free market, but on behalf of the association, I would like to ask the authorities to precisely control the quantity and quality of the meat that must be allowed to be imported,” he told The Post on October 24.

He said it is usually very easy to import meat and live animals from neighbouring countries, but stressed that exports in the opposite direction are “almost non-existent”, even through informal channels.

Cambodia imported \$17.7 million worth of buffalo meat from India in 2020, which was over 170 per cent higher than the \$6.4 million logged in 2019. Buffalo meat imports accounted for 12.28 per cent of bilateral trade between Cambodia and India, according to embassy statistics. (**Phnompenh Times**)

Pakistan's mango exporters desire a larger share of the US market

Pakistan’s mango exporters are aiming to take a bigger slice of the US market as shipments of Indian fruit have contracted due to the pandemic. One Pakistani company sold a record volume of mangoes through e-commerce in the US this season, also getting much better prices compared to the traditional Pakistani markets.

Galaxy Fresh Produce exported about 200 tons of mangoes to its sister concern Pakam Trading, registered in the US, during the mango season that started on May 25, 2021 and earned \$600,000. Its share in the total volume of 300 tons exported from Pakistan to the US this year came in at 66%.

According to company Director Zulfiqar Momin, the experience of selling mangoes online in the US market has been very encouraging and now the online market is getting stronger. (Source: tribune.com.pk)



India's Foreign Trade.

India is exporting strictly non-GM rice: Government.

New Delhi-23 Octo-The government on Wednesday clarified that India does not export genetically modified (GM) rice as there is no commercial variety of such crop in the country and its cultivation is also banned here.

The clarification from the commerce ministry came following a news report regarding food recall linked to alleged GM rice from India. "It may be clarified that there is no commercial variety of GM rice in India, in fact the commercial GM cultivation of rice is banned in India. There is no question of export of GM rice from India," the ministry said in a statement.

It further said in the particular incident, which was reported through Rapid Alert by EU (European Union), the GMO contamination is suspected to have been found in the rice flour which was processed in EU and they themselves are not sure of the exact source of the contaminant.

The broken white rice exported from India, which is allegedly one of the possibilities, has passed through many hands before reaching to the actual processors in EU, it said.

While there is always a possibility of mixing or cross contamination at every stage, the exporter has confirmed that the rice exported was non-GM. "Since, there is no commercial variety of GM in India, proper testing was also done before shipment of the consignment. The possibility of GMO contamination due to white rice exported by India is not possible," it said.

India is exporting strictly non-GM rice, the ministry said, adding the incident could be a conspiracy to malign the country's image as a reliable supplier of quality rice to the world.

Experts in India both from the Genetic Engineering Appraisal Committee (GEAC) and agricultural experts from IARI as well as other rice experts, are however investigating the matter but re-confirming that commercial GM variety of rice is not grown in the country, it added. **(Source:economictimes)**

Indian Maritime News Express

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



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