



Guiding Spirit to Shipping Industry

Sagar Sandesh

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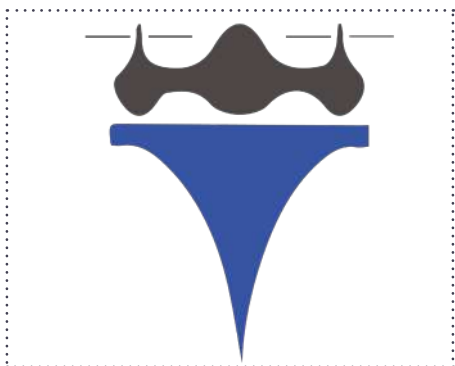


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TSAW Drones signs MOU with DE Drone World Solutions at Aero India 2023- PART II



Drone tech startup TSAW has announced that it has signed a Memorandum of Understanding (MoU) with **DE Drone World Solutions** on the 15th of February, 2023 at Asia's biggest air show **Aero India 2023** during the Manthan Event. The MOU signifies the beginning of a new partnership between TSAW Drones and DE Drone World Solutions and outlines their commitment to

working together to develop and promote innovative drone solutions for a range of industries.

Under the terms of the agreement, TSAW Drones will provide DE Drone World Solutions with access to its cutting-edge drone technology, as well as its extensive expertise and experience in the field. DE Drone World Solutions, on the other hand, will contribute their in-depth knowledge

of the industry, along with their established network of clients and partners, to help TSAW expand its market reach and improve overall capabilities.

Kishan Tiwari, Founder & CEO, TSAW Drones said "We have built an impressive rapport with the team DE Drone at Aero India and are greatly impressed

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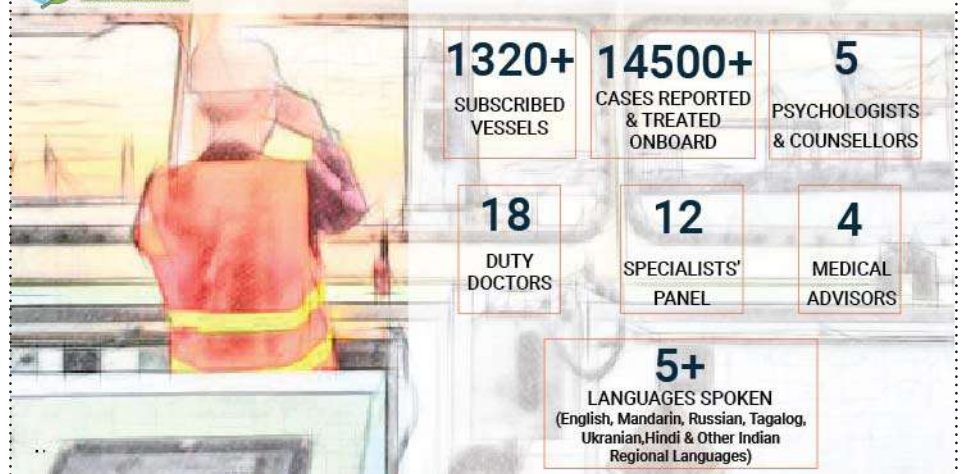
IME(I)'s farewell meeting with Mr Amitabh Kumar (IRS), DG Shipping



The Institute of Marine Engineers (India) delegates **Mr Amit Bhatnagar** - Hon. Vice President, **Mr. Rajeev Nayyar** - GC member, **Mr. S. M. Rai** - Senior Member of Mumbai Branch and **Mr C. P. K. Kashyap** - Senior Member of Chennai Branch, called upon **Shri Amitabh Kumar (IRS),**

Director General of Shipping on 28th February 2023, on his last day as DG Shipping, to wish him and convey the appreciation for all the work done by him during his tenure at the Directorate. Mr Amitabh Kumar demitted his office at the Directorate on this day.

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TSAW Drones signs MOU with DE Drone..... Fron Page : 1

with their technology acumen and the robust client relationships that they've built. We are convinced that as we work together under the same framework, we will continue to discover great synergies in our respective platforms and bring novel breakthroughs to market for our potential consumers. Moreover, the MOU exemplifies our willingness to work for an Atmanirbhar Bharat as well as to promote best-in-class drones for surveillance, agriculture, logistics, and security."

"Drone utilities are one of the hottest booming technology segments, with the potential to add tremendous value to industries such as security, agriculture, manufacturing, retail, and logistics. The collaboration with TSAW Drones comes at the right time as we are gearing up to combine our extensive industry knowledge to

advance drone-based solutions in India. I personally have a high regard for the business that they have set up and I am eager to develop the best possible solution with them for our corporate clients," said **Satish Kumar, Managing Director, DE Drone World Solutions Pvt Ltd**

DE Drone World is an entrepreneurial venture led by a team of aviation experts from the Indian armed forces and enthusiastic young technocrats with a strong interest in drones. They also run two RPTOs in Tamil Nadu in collaboration with IGRUA. TSAW Drones is a leading drone logistics service provider in India, working to enable seamless connectivity across the nation by combining Drones and EVs for on-demand cargo logistics. One of the companies under the TSAW umbrella,

DRONECO, specializes in employing drones to provide logistics services.

DRONECO, the logistics arm from TSAW takes pride in providing clients with innovative logistics solutions that meet Indian and global standards. DRONECO recently commenced operations in Kolkata with Tata Img, providing them with its hub-to-hub delivery service. The strategic partnership enables Tata Img to promptly and efficiently deliver critical medical supplies to remote and difficult-to-reach areas. Hub-to-hub delivery is one of DRONECO's most recent services which it accomplishes by utilizing advanced drone technology to deliver end-to-end logistics solutions that are fast, dependable, and cost-effective.

About TSAW:

Founded in 2019, by



MOU Signing_Mr Kishan Tiwari_Founder & CEO, TSAW Drones _Mr Satish Kumar_MD, De Drone World Solutions

Kishan and Rimanshu, TSAW (Technit Space and Aero Works) is a drone technology company with a vision to facilitate industries by the introduction of drone-based tech solutions. The brand is headquartered in IIT Delhi. All these drones are operated on lithium batteries with Zero Carbon Emission. DRONECO is one of the brands under TSAW's umbrella which is focused on providing logistics

services using drones. All the drones are powered by TSAW's propriety Drone Cloud Intelligence System (DCIS), a cloud-based autopilot, which performs jobs like automatic path planning, drone traffic deconfliction and predictive health management & recovery, hence reducing the downtime to approximately Zero mins between flights and providing better operational efficiency.



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MARINE NEWS



"Failure is a lesson learned; success is a lesson applied."

Philippine Coast Guard Forms Human Chain to Rescue Stranded Crew

New Delhi
Sagar Sandesh News Service

The Philippine Coast Guard is reporting that it was able to rescue 14 crewmembers from a grounded dry mini bulker that had gone aground near Lubang Island in the western Philippines south of Manila.

The crew had been stuck aboard the vessel due to high seas which prevented earlier rescue attempts.

According to the report from the Coast Guard, the small ship, the *Manfel V*, was operating carrying cargo inter-island. The vessel is operated by the



Safety line and human chain were used to bring the crew to shore (PCG)

Manfel Cargo Shipping which was established in 2015 in the Philippines to provide local cargo services.

The *Manfel V* departed Subic City north of Manila going south to Bauan near

the city of Batangas in the central Philippines. On February 25, the captain reported that the 223-foot vessel was experiencing engine troubles. They attempted to maneuver the vessel but she was drifting.

After drifting overnight the vessel became caught in the strong waves and was driven into the surf approximately 360 feet from a rural area known as Barangay Maligaya near Manila Bay. Due to the remote area and the high surf, the SAR teams sent to the rescue were unable to access the vessel on February 26.

The station commander for the provincial coast guard said they were unable to get close to the ship due to the large waves. However, on Monday morning, February 27, nearly a day after the vessel had grounded he reported that

the waves calmed down. They were able to string a rescue line and form a human chain to assist the 14 crewmembers to shore.

Photos show the crew going over the side of the vessel on a ladder and wadding through the surf with the line and assistance from the Coast Guard. They are reporting that all the crewmembers were safely brought to shore and received health checks and were taken to a nearby town.

The Coast Guard reports they are continuing to monitor the vessel with has more than 1,900 liters of fuel in its tanks. They were also planning to inspect the hull for breaches or signs of damage that could lead to an oil spill.

Methanol boxship orders growing more rapidly than all other fuel types

New Delhi
Sagar Sandesh News Service

According to Alphaliner, methanol boxship orders have grown more rapidly than LNG in the last six months, while carriers have all but ditched orders

for conventional fuel oil tonnage with just 8% of orders by capacity so far this year going for the old fashioned bunker fuel (see chart below).

LNG and methanol dual-fuel tonnage now



Maersk; the container segment is leading shipping to green new pastures, taking a massive lead when it comes to investing in methanol propulsion.

represent 40% of the container orderbook. It is the speed with which methanol has been embraced which has caught the eye.

The methanol-fuelled boxship orderbook now stands at 68 ships of 0.93m teu. The segment now represents 12% of the orderbook by capacity, versus less than 1% a year ago.

"The figures show

the green revolution in container shipping is now firmly underway with carriers using huge cash deposits to remake their fleets for the energy transition," Alphaliner stated in its latest weekly report.

Ships designated LNG-, methanol- or ammonia-ready are not included in Alphaliner's definition of green ships.

While containerlines

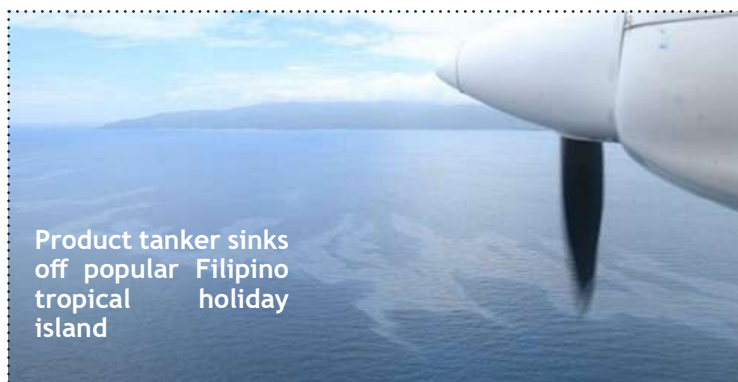
have led the way towards methanol propulsion, dry bulk and tanker orders are also now in the mix. Another important shipping sector, the cruise business, is also keen to embrace methanol. Costa, TUI Cruises, Disney, and Norwegian have declared their interest in moving toward methanol as a fuel for their cruise ships.

MAN Energy Solutions, one of the key engine suppliers for this type of propulsion, said earlier this month that the interest in methanol as a fuel has surged and represents more than 30% of all its current, open pipeline projects across a broad range of vessel segments.

Product tanker sinks off popular Filipino tropical holiday island

New Delhi
Sagar Sandesh News Service

A 6km long, 4km wide diesel slick has been detected near the white sandy beaches of the popular island resort destination of Mindoro in the Philippines following the sinking yesterday 28 Feb of the locally flagged product tanker *Princess Empress*.



Product tanker sinks off popular Filipino tropical holiday island



Sagar Sandesh

Building Spirit to Shipping Industry

Maritime Tabloid English Weekly Thrice E-Paper

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MARINE NEWS



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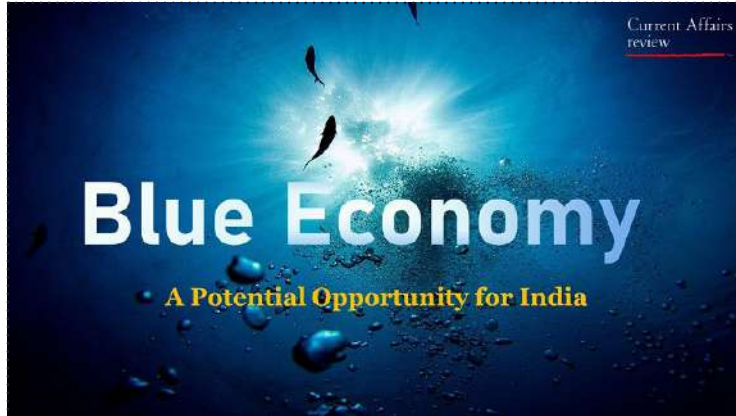
NEW DELHI
Sagar Sandesh News BUREAU

The blue economy occupies a vital position in India's economic growth and it could well be the next multiplier of GDP and well-being, provided sustainability and socio-economic welfare are kept at the centre stage, said Comptroller and Auditor General G C Murmu..

India has a 7,517 km long coastline that is home to nine coastal states and 1,382 islands. The coastal economy sustains over 4 million fishermen and other coastal communities.

There are nearly 199 ports, including 12 major ports that handle approximately 1,400 million tons of cargo

Blue economy to play a vital role in the country's economy in future



each year, Comptroller & Auditor General of India (CAG) said at a seminar on the challenges and opportunities in the Blue Economy.

Moreover, he said, India's Exclusive Economic Zone of over 2 million square kilometers has a bounty of living and non-living resources with

significant recoverable resources such as crude oil and natural gas.

"With these vast maritime interests, the blue economy occupies a vital potential position in India's economic growth. It could well be the next multiplier of GDP and well-being, provided sustainability and socio-economic welfare are

kept at centre stage," he said.

Highlighting the importance of blue economy, Mr Murmu said that the blue economy economic system promotes the sustainable use of marine and freshwater resources while conserving their environments. It encompasses policies and operational dimensions aimed at producing food and energy, supporting livelihoods, and driving economic advancement and welfare, he said.

He emphasized that the Blue Economy while being intrinsically linked to the Sustainable Development Goal (SDG) 14 - which focuses on conserving and using oceans, seas, and marine resources for sustainable development -- shall also be viewed from a holistic perspective of SDG 13 - Climate Action;

SDG 6 - Clean Water; SDG 7- Clean and Renewable Energy.

While there were audit criteria and framework for auditing sub-sectors, such as, marine fisheries, coastal eco-system, aquaculture, coastal and marine tourism, bio-technology from marine resources and extraction of sea-bed mineral resources, he said, integrating them into a single auditing framework would be key to all Supreme Audit Institutions (SAIs), including the SAI20 Engagement group.

SAIs could strive to scale up their efforts, develop study papers on the condition of the Blue Economy and make recommendations on how the governments could direct their efforts and policies for sustainable development of the Blue Economy of their nations.

Foreign vessel rams into Kanyakumari based fishing vessel

KOZHIKODE
Sagar Sandesh News BUREAU

Nine crew members of a Kanyakumari fishing vessel were thrown off into the Arabian Sea on February 27th after a ship with a Hong Kong flag allegedly rammed the vessel.

An official from the fisheries department said they had passed on the

information to the Indian Coast Guard and other authorities. Rescue efforts are on to save the fishermen.

Whether the fishermen were saved and action taken against the Hong Kong vessel by the coastguards is not immediately known.

Kanyakumari district-based fishermen coordination center secretary Johnson said



Foreign vessel rams a fishing boat. Whether the fishermen were saved and action taken against the Hong Kong vessel by the coastguards is not immediately known.

the fishing vessel named Ruby from Thoothoor with nine crew members.

"On February 27th, Thengapattinam fishing while the fishermen were

involved in hook and line fishing around 300 nautical miles off Kerala's Kannur coast, a ship with a Hong Kong flag rammed the vessel. All nine fishermen fell into the sea owing to the impact. The fishing vessel also began to sink. Boats in the vicinity were alerted and they all reached the spot for rescue efforts.

In most of the hit and run cases the ships which damage the fishermen boats off the Indian coasts are allowed to leave scot free according fishermen association sources.

New Delhi
Sagar Sandesh News Service

Following a competitive selection process, Professor Max Mejia has been selected by the Secretary-General of the International Maritime Organization, Chancellor of the university, to succeed Dr Cleopatra Doumbia-Henry as the new President of the World Maritime University (WMU), based in Malmö, Sweden.

It is expected that Professor Mejia will take over the President's role on June 29, 2023 when Dr Doumbia-Henry's term expires.

The World Maritime University (WMU)

Prof. Max Mejia to take over as new President of World Maritime University in June

was founded in 1983 by the International Maritime Organization (IMO).

The mission of WMU is to be the world centre of excellence in post-graduate maritime and ocean education, research and professional training, while building global capacity and effective implementation

of the IMO Conventions and regulations and promoting maritime sustainable development.

It also promotes the roles of women in the maritime and ocean sectors, said a release.



Professor Max Mejia New President of WMU from June 29, 2023



Govt Bans 25 Years Old Ships from Indian Waters

New Delhi
Sagar Sandesh News Service

The age restriction will only be applicable to Indian and foreign flag vessels that require a license from the Director General of Shipping (D G Shipping) under Section 406 and 407 of the Merchant Shipping Act, 1958. Some 'existing vessel' categories have been granted a grace period of three years.

The government has decided to ban 25-year-old oil tankers, bulk carriers, and general cargo vessels, both Indian registered and foreign flagged, from calling Indian ports to load and unload cargo as it looks to encourage a younger fleet to improve safety, meet global rules on ship emissions and protect the marine environment from pollution during mishaps.

Further, the age limit will



The government has decided to ban 25-year-old oil tankers, bulk carriers, and general cargo vessels, both Indian registered and foreign flagged, from calling Indian ports

also be applicable to vessels granted exemption from licensing requirements under Section 406 and 407 of the M S Act, commonly referred to as Cabotage rules.

In the case of gas/chemical carriers, fully cellular container vessels, cement carriers, harbour tugs (those operating within ports), specialised vessels such as diving support, geo-technical,

pipe laying, seismic survey, well simulation and accommodation barge, the age limit for operations has been set at 30 years. For dredgers, the maximum age limit for operations will be 40 years.

For offshore fleet, anchor handling tugs and tugs involved in long tow, non-self-propelled ocean-going cargo carrying barges and any other vessels, the

age cap will be 25 years, according to a 24 February order written by the Director General of Shipping (D G Shipping) seen by ET Infra.

Offshore fleets equipped with Dynamic Positioning 2 or DP 2 that are above 25 years will be permitted to operate up to 30 years.

The age norms will not be applicable to passenger vessels, FSRU, FPSO, and Drilling/Production units certified under MODU/ISPS Code.

All 'Existing Vessels' regardless of the age, affected by the maximum age prescribed, will be allowed to operate up to three years from the date of the order.

An 'Existing Vessel' is defined as a vessel already registered under the Indian flag on or before the date of issuance of the order, and a vessel for which, a Memorandum of Agreement to acquire had been entered into and

at least 10 percent of the purchase price of the vessel is deposited by the buyer on or before the date of the order.

The age of the vessel will be computed from the 'Date of Delivery' as mentioned in the Cargo Ship Safety Construction Certificate or any other Statutory Certificate issued under the International Maritime Organisation (IMO) Convention/Code. Prior technical clearance is not required for acquisition of vessels below 25 years of age, according to the existing guidelines on registering ships under the Indian flag. Such clearances, though, are mandated for vessels of 25 years and above.

The age norms are being introduced to improve the quality of Indian tonnage and supplements a government plan to promote flagging of ships in India.

Five MSC ships detained in Australia in first two months of 2023



New Delhi
Sagar Sandesh News Service

The Australian Maritime Safety Authority (AMSA) has issued a refusal of access direction notice the Liberian-flagged 1,732 teu containership MSC Kymeia II from Australian ports for 90 days.

AMSA issued the notice following months of "sub-standard performance" from the

ship's operator, MSC Shipmanagement (MSC), including critical maintenance issues.

AMSA has detained nine MSC ships over the past two years, including five ships in 2023 alone. Many of these detentions showed systemic sub-standard maintenance practices onboard.

The AMSA inspection of the 2006-built MSC

Kymeia II found 21 deficiencies in total, including a defective free fall lifeboat steering system, defective fire safety systems, dangerously-stored flammable materials, and multiple wasted or missing railing safety chains used to prevent stevedores from falling from heights when lashing cargo.

Another MSC vessel inspected two weeks ago was found with a corroded fuel-oil tank air pipe, and the evidence suggests that the ship attempted to hide the seriousness of the defect from authorities by covering up the rusted pipe with canvas and painting over it.

"Ships should be on notice that this kind of repeated poor performance is not acceptable, and Australia will take action," said AMSA executive director of operations Michael Drake.

Hapag-Lloyd taps Shell for LNG supplies

during the second half of 2023 and LNG will be supplied in the Port of Rotterdam.

The ships will be deployed on Asia-Europe routes.

In addition to the LNG supply agreement, Shell and Hapag-Lloyd have entered into a strategic collaboration agreement intended to accelerate the decarbonisation of alternative marine fuels.

Initial focus will be given to developing the potential of additional low carbon fuels solutions including liquefied biomethane and the hydrogen-based fuel liquefied e-methane.

New Delhi
Sagar Sandesh News Service

Shell and German carrier Hapag-Lloyd have signed a multi-year agreement for the supply of liquefied natural gas (LNG) to a series of 23,500 teu container vessels under construction.

Bunkering for these 12 new vessels is expected to commence



Pic: Hapag-Lloyd



Supply Chain Disruptions' Impact on Inflation is Likely to Persist Despite Recovery

New Delhi
Sagar Sandesh News Service

Take the cost of shipping containers. Spot rates from Asia to the US West Coast increased more than 15-fold during the pandemic and have since returned to pre-Covid levels as trade between the world's two largest economies cools from a frenzied pace.

But the relief is uneven. Short-term prices for containers from Europe to the US East Coast are still more than double what they were in late-2019, according to data from Freightos Ltd.

What's more, an estimated 70% of goods transported in steel boxes on giant ships do so under long-term contracts — not the spot market — and those

deals were renegotiated in 2021 and 2022 at much higher rates. Big retailers and manufacturers may not be seeing enough shipping-rate reductions yet to warrant slashing prices further.

“We need to be cautious about the drop in spot prices for containerized freight,” said Jason Miller, an associate professor of supply-chain management at Michigan State University. “Most freight moves under contract prices that are still well above pre-Covid levels.”

Another reason the cost of living is slow to fall: It's easy to underestimate how long it can take for inflationary trends to work through supply chains. That's partly

because companies don't like to change their pricing more than a couple of times a year, according to Chris Rogers, head of supply-chain research at S&P Global Market Intelligence.

Labor Costs

But now many firms are facing enduring increases in one of their biggest costs: labor. Worker shortages are hitting the supply-chain industries hard, said Nicholas Sly, vice president and economist at the Federal Reserve Bank of Kansas City.

“There are several parts of the logistics sector that are actually quite labor intensive,” Sly said. “Drivers make up a very notable part of this,” but warehousing also requires a lot of workers, he said. It's



Supply chains across the world are healing up almost as fast as they broke down. That doesn't mean the pressure they're exerting on inflation will disappear as quickly.

time consuming and costly to train new employees, and that drag on productivity only adds to costs. On top of higher paychecks, other basic costs of business have risen. Long-distance motor carrying is one sector that's “not anywhere near” pre-pandemic levels, according to Michigan State's Miller.

Higher costs for diesel, industrial equipment and

major capital expenses like new and used trucks still abound, he said. The cost to make truck trailers and chassis, for instance, remains elevated, according to data compiled by the St. Louis Fed. Driver wages have increased substantially, and so have maintenance charges on all modes of cargo transportation.

SeaLead to launch direct 'ASIA' service to the Australia East Coast and Indian Subcontinent

New Delhi
Sagar Sandesh News Service

Container Line SeaLead is launching a regular, direct service between the east coast of Australia and the Indian Subcontinent.

The service, called ASIA, will connect Australia directly with India and Pakistan, complementing SeaLead's SAE Australia to China service.

SeaLead will solely operate the new service, deploying two container vessels with a capacity of 4250 TEU each.

According to SeaLead's agent in Australia, Nautical Shipping, further vessels are due to slot into the rotation to increase frequency in the third and fourth quarters of this year.

The service will commence with the phase in of the Ren Jian 26 on 20 March in Port Kelang.

Nautical Shipping Commercial Director Richard Hammond said, “SeaLead continues to expand the

scope of services – which is great timing, with Australia's free trade agreement commencing with India – to benefit our customers and provide a market advantage to all commodity groups.”

The port rotation for the service will be: Melbourne – Sydney – Brisbane – Port Kelang (West Port) – Karachi – Mundra – Nhava Sheva – Port Kelang (West Port).

SeaLead was founded in 2017, initially operating feeder services in the Red Sea. It then expanded its feeder services to cover the Middle East, then began services connecting China and the Middle East. It now operates routes that connect East Asia, the US, Mexico and Australia.



According to Alphaliner, it is the 22nd-biggest ocean carrier by TEU capacity with 85,267 TEU.

CMA CGM Announces Updated Rates



CMA CGM's rate restoration initiative

New Delhi
Sagar Sandesh News Service

French ocean carrier CMA CGM has announced updated freight rates from India, Pakistan, Sri Lanka, Middle East Gulf, the Red Sea and Egypt to the United States East Coast and the United States Gulf.

According to the “rate restoration initiative”, as CMA CGM has described it, **from 24 March 2023, there will be the follow-**

ing update for all types of cargo:

Quantum per 20': US\$500

Quantum per 40': US\$600

Quantum per 45': US\$600

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The river channels of Ganga and Brahmaputra are ready for scaling up goods and services: Sarbananda Sonowal

New Delhi
Sagar Sandesh News Service

Speaking at the sidelines of a ceremony to mark the arrival of the MV Ganga Vilas, tourist vessel, Sonowal said that the focus is on developing the economic potential of the Brahmaputra river.

The vessel completed the world's longest river cruise in Dibrugarh (Assam) on Tuesday 28 Feb.

He said that the successful completion of the river cruise from Varanasi (Uttar Pradesh) to Dibrugarh is a reflection that the waterway is primed for goods and passenger movement.

Sonowal said that the Brahmaputra river will unlock the economic potential of the North Eastern region of the country by providing easy and speedy access to goods and services in the region.

Responding to a query

on the need to have access to port connectivity for export oriented businesses, he said, "Such routes are already available at Pandu (Guwahati, Assam). We have successfully executed two voyages from Patna to Pandu (2350 kilometre). One was for 200 metric tonnes (mt) of food grains," adding that 1800 mt steel (for Tata Steel) was also moved on the same principal, from Haldia Port. "It crossed



Ganga and Brahmaputra river channels are ready for large scale movement of goods and services says Minister for Ports, Shipping and Waterways, Shri Sarbananda Sonowal.

1600 kilometres (kms) to reach Pandu," he said.

According to Sonowal, it has been established that the Brahmaputra is feasible as a navigational channel with no dearth of depth across the river. This is what allowed the large cruise vessel to move comfortably

The MV Ganga Vilas undertook a 50 day journey crossing 27 rivers, 5 states and 2 countries to culminate in Dibrugarh, Assam. In addition to being the longest river cruise, this was also the longest distance covered by a single vessel in river systems.

Shipping lines to adopt 100% electronic bill of lading by 2030

New Delhi
Sagar Sandesh News Service

According to the body, the switch to eBL could save stakeholders \$6.5 billion in direct costs and enable \$30-\$40 billion in annual trade growth by removing trade friction. The members pledged to commit to 100 percent adoption of eBL by 2030 in order to replace less efficient paper-based processes. The members of DCSA include Maersk, MSC, CMA CGM, Hapag-Lloyd, ONE, Evergreen, Yang Ming, HMM and ZIM.

The body, which said

it has started issuing eBL in some instances, added that in 2021, about 1.2 percent of the 45 million bills of lading issued were electronic.

MSC said it launched its eBL programme in April 2021 after a two-year trial period in India. Its blockchain-backed eBL programme has handled hundreds of thousands of eBL and is experiencing exponential growth, the company said.

"Reaching the 50 and 100 percent targets as per the DCSA announcement will only be possible if the entire maritime supply chain is on board.



Shipping lines under the aegis of the Digital Container Shipping Association (DCSA), an umbrella body of the world's largest container carriers, have set plans in motion to fully adopt electronic bills of lading (EBL) by 2030.

This is why MSC and the other DCSA carrier members are asking that all stakeholders – from shippers and forwarders to governments, financial institutions, and insurance agencies – work together to make the commitment a reality," said MSC.

Thomas Bagge, chief executive officer of

DCSA said: "Document digitalisation has the power to transform international trade and requires collaboration from all stakeholders. I applaud the leadership of our members in coming together to achieve this important milestone."

Soren Toft, CEO at MSC, said he is delighted

that carriers are taking this big step towards paperless trade. Vincent Clerc, CEO of A.P. Moller – Maersk, said it is an important step in the journey towards creating a digital standard of one of the most cost-heavy and troublesome components in the shipping industry.

"The need for digitisation in logistics is urgent, and the industry needs to speed up the process," Clerc said.

Rolf Habben Jansen, CEO of Hapag-Lloyd, said the company has been offering its customers electronic bills of lading since last year to simplify and streamline document handling for all stakeholders and reduce its carbon footprint.

Product tanker sinks off popular..... From Page : 3

The laden ship's engine overheated early yesterday morning, having encountered rough weather on a domestic trip.

The ship then drifted and sank off the northeast coast of Mindoro with the 20 crew safely picked up by a nearby general cargo ship.

The submerged ship is operated by local firm RDC Reield Marine Services.

Tugboats and booms have been deployed to the scene.

The spill thus far has been just diesel, but concern is growing about the cargo, 800,000 litres of industrial fuel oil.

"We need to remove

it because it can spill anytime which can lead

to an environmental catastrophe," a spokesperson for the Philippine Coast Guard told local media today.

The coast guard said it has prepositioned all of its available assets to help in the salvage of the 2022-built ship.

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PORTS (REGIONAL/INTERNATIONAL)

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Finland's Port Strike Enters Third Week with More Strikes Planned

New Delhi
Sagar Sandesh News Service

Finland is facing the prospects of widening labor strikes as the work stoppage in the ports is set to begin its third week on Wednesday. Dockworkers and port employees walked off their jobs on February 15 demanding wage increases that kept pace with inflation as well as work rule changes.

Reports indicate that AKT, Finland's Transport Workers' Union, has rejected two offers from the Finnish Port

Operators' Association citing insufficient pay raises.

Finnish media suggests that the union is seeking raises commensurate with those achieved in Germany during the 2022 strikes. German port workers received approximately 8.5 percent raises over two years.

"We spent the whole day looking for a solution, but unfortunately we couldn't find one," Anu Sajavaara, National Conciliator who is overseeing the negotiations told the Helsinki Times on



Strike at Finland's ports is due to enter its third week with bus drivers also now striking (Port of Helsinki file photo)

Sunday 26 Feb. "We'll have to wait and mull over the solution for a while longer, but we're close. There was some progress."

The strike has brought to a halt to most of Finland's import and export business. According to the government, approximately 90 percent

of the country's trade goes by sea. The other main trade route historically was by train across the eastern border to Russia, but that has largely been suspended for a year since the invasion of Ukraine.

Finland's 10 main seaports are all included in the current strike.

Among the industries that are feeling the impact is the pulp, paper, and board sectors, which rely on shipping. Reports are estimating that the strike could cost more than \$1 billion each month.

With the port talks having broken off on Sunday, the union is now saying it will extend the strike to other key sectors. Public pressure has already been building for a settlement that is likely to grow based on the next wave of strikes.

No timetable has been announced to resume the talks for the ports. The bus strike is scheduled to run till March 10 while the union notes that other contract segments are also scheduled to begin negotiations in March.

Port of Antwerp-Bruges to strengthen relations with India with Roadshow in March 2023

New Delhi
Sagar Sandesh News Service

Port of Antwerp-Bruges visits Delhi, Mumbai and Chennai to renew the ties between the port, Indian officials and the captains of industry of various economic sectors.

The delegation is headed by Luc Arnouts – VP International Networks & Relations, & consists of senior representatives of the Antwerp-Bruges Port Authority, APEC (Antwerp/Flanders Port Training Center), Port of Antwerp-Bruges International (consultancy, management solutions, strategic investments and training) and NxtPort International (neutral data exchange platform)

Port of Antwerp-Bruges has been actively engaged in India for a long time & has had a representation office in Mumbai since 2006.

India is an important trade partner and exports from India to Europe via Port of Antwerp-Bruges include steel, project cargo, pharmaceuticals,



Port of Antwerp-Bruges

chemicals, automotive components and engineering goods,

The recent initiatives of the Indian Government to boost the logistics sector and reduce logistics cost offer a substantial opportunity for Port of Antwerp-Bruges. The port expects that these key initiatives will see this sector grow at an unprecedented rate.

To Port of Antwerp-Bruges, today one of the main European ports for the import of natural gas, the National Hydrogen Mission of India is a very interesting development.

The port's mission is to become one of the main ports for the import of green hydrogen to be used in industrial clusters in Europe.

In close cooperation with the training institute, private players and other authorities in India, **Port of Antwerp-Bruges International supports projects by sharing expertise.** There are collaborations with amongst others IITM (Indian Institute of Technologies Madras), Syama Prasad Mookerjee Port Kolkata and Haldia dock Complex. The Maritime Indian Vision 2030-2047 offers additional opportunities in supporting ports in reaching their targets.

NxtPort International

NxtPort is a tech spin-out of the Port of Antwerp-Bruges, which has been enabling resilient, sustainable and competitive port operations, through its next gen, neutral data exchange platform since 2016.

Since 2021, NxtPort International offers its highly scalable platform to port communities worldwide, and has set-up offices on 4 continents. Today,

over 3,000 public and private users connect with

each other or to more than 50 apps and APIs.

LOGISTIC NEWS

Drivers' Health and Safety Awareness Programme organised at CONCOR ICD Khodiyar

New Delhi
Sagar Sandesh News Service



A Collaborative efforts by CONCOR, TCI Express, ACBA and CILT-India

With the collaborative efforts of Container Corporation of India Ltd (CONCOR), Transport Corporation of India (TCI), Ahmedabad Customs Brokers' Association (ACBA) and Chartered Institute of Logistics and Transport (CILT), an event on Road Safety, Drivers' Health, Road etiquettes, drivers' welfare, Swatch Bharat (Clean India) for the Drivers

visiting CONCOR ICD Khodiyar was conducted on 27th February 2023.

This was an excellent eye-opening programme for the Truck, Trailer and other handling equipment Drivers by TCI Safe Safar. TCI, a logistics company aims through its 'TCI Safe Safar' programme, creating awareness about health & safety amongst millions. The Programme's main attraction was a specially fabricated eco-friendly truck to engage with its key audience i.e. the truck drivers and members of the transport community.

The event was graced by Mr. Minaz Nizami, Dy. Commissioner of Customs,

Turn to page - 10

CONTAINER TERMINAL NEWS



“Worrying will never change the outcome”

APM Terminals Algeciras sets new productivity record

New Delhi
Sagar Sandesh News Service

This record was achieved by eight operating ship-to-shore (STS) cranes and during a port stay of 14.51 hours, compared to the target of 18.52.

“We are extremely proud

to be joining the «200 PMPH club» and by doing so, writing a new chapter in the history of operations here in Algeciras,” stated Zsanett Balla, Chief Operating Officer at APM Terminals Algeciras.

This was also the highest productivity recorded at the

Spanish terminal for any vessel or service.

The vessel on which record operations were performed, Mayview Maersk, is deployed on Maersk’s Asia-Europe (AE) network, which is one of the world’s busiest trade lanes.



APM Terminals Algeciras completed operations on the vessel Mayview Maersk with a Productive Moves Per Hour (PMPH) of 201.63, breaking the terminal’s previous record of 200 PMPH.

SHIPPING NEWS

ClassNK Adds Standards to Ensure Safe and Efficient Operation of Containerships

New Delhi
Sagar Sandesh News Service

ClassNK has released “Guidelines for Container Stowage and Securing Arrangements (Edition 3.0)” and “Guidelines for Parametric Roll Countermeasures” to achieve and safer and more efficient marine transportation of containers.

Responding to rapid increases in the size of container ships and advances in lashing technology, the Guidelines for Container Stowage and Securing Arrangements (Edition 3.0), which have provided evaluation methods for loading and lashing containers, incorporate the latest trends and ClassNK’s R&D outcomes to ensure both safety and economy.

The guidelines reflect the load analysis combined with big data from AIS and oceanographic data conducted during the comprehensive revision of ClassNK ship structural rules (Part C of its Rules and Guidance for the Survey and Construction of Steel Ships), and enable optimal stowage operations that take into

account not only the route but also seasonal effects.

The Guidelines for Parametric Roll Countermeasures support the consideration of measures against parametric roll*1, which has been referred to as a factor in the recent cargo collapses on large containerships. In addition to evaluation based on Interim Guideline on the Second Generation Intact Stability Criteria (MSC.1/Circ.1627), the guidelines outline the requirements for granting notation of ships with equipment and operational parametric roll measures.

They also cover a wide range of aspects, both in theory and in practice, including the mechanism of parametric roll, its features and precautions, an overview of parametric roll response calculation, and devices and methods for countermeasures such as a practical and reasonable way for creating a polar chart that illustrates the danger of parametric roll. The methods specified in these guidelines are applicable not only to container ships but also to car carriers.



ClassNK Guidelines aims to ensure safety and economy

Steps for cargo shipping, development of allied industries around minor ports: Minister



The Kerala Maritime Board has taken steps for coastal cargo shipping and development of port-allied industries centred around non-major ports in the State.

New Delhi
Sagar Sandesh News Service

Replying to a question by Kanathil Jameela on behalf of M. Mukesh during the Question Hour in the Assembly on Wednesday, 1 March Minister for Ports Ahammad Devarkovil said basic facilities such as berths and cranes had been arranged at the Kollam, Beyore, Azheekkal, and Vizhinjam ports for transport of cargo.

At Beyore, permission had been given for dredging to increase channel depth to 5.5 m at a cost of ₹11.8 crore. There were plans to increase the depth to 8 m.

The Centre for Management Studies had been entrusted with a preliminary study for building a multipurpose berth at Ponnani.

Though a coastal shipping service linking Kollam Azheekal, and Beyore ports had been launched, the company concerned had discontinued operations as it was not profitable. Even an incentive could not convince the company to continue in the absence of returns.

Asked if construction of a cargo ship by the maritime board or taking one on lease could ease cargo shipping between minor ports, the Minister said the viability of own cargo ship was being studied by the board. Directions

Efforts to resume crew change facility at the Vizhinjam sea-port were continuing. The Chief Minister had written to the Prime Minister, and the State was in constant touch with the Union Shipping Ministry, Mr. Devarkovil said.

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TRADE BODY NEWS

"Worrying will never change the outcome"

FIATA calls for reasonable free time for container usage

New Delhi
Sagar Sandesh News Service

FIATA International Federation of Freight Forwarders Associations, urges shipping lines to review and reinstate the current free time periods back to no less than feasible, pre-pandemic levels. Whilst the decision to reduce the free time periods was one-sided, market conditions have in the meantime changed, and justifications for status quo no longer remain valid.

Demurrage and detention charges are an important tool for supply chain stakeholders to ensure the efficient use of their container stock which represents a substantial

investment. Understanding the need for maintaining the velocity of cargo, containers need to be turned around as fast as possible. **Consequently, merchants who use containers for longer periods should be discouraged from this practice.** Best practices on this topic can be found in FIATA's Toolkit on Detention and Demurrage and the Best Practice Guide on Container Shipping and Quality of Containers Vol 2 (please click buttons below).

FIATA notes that it is the obligation of shipping lines to provide a reasonable free period to allow the merchant sufficient time for: the loading and delivery of the container

for an export; and the pick-up, unloading and return of the empty container for an import.

During the last few years, free time periods for containers have been reduced and tariffs for demurrage and detention have increased considerably. Shipping lines justified shorter free time periods noting that it will increase fluidity and help to ease congestion. The decision forced merchants to make considerable efforts to meet free time windows, leading to landside congestion, and above all, traffic jams around major ports and terminals. However, merchants have been charged detention and demurrage fees even



FIATA says justifications for status quo no longer remain valid.

in situations where they had no control over the container turnaround time, despite their best efforts, due to congestion at ports.

With reduced volumes shipped, the strain on supply chain bottlenecks came down, and congestion has since eased substantially. The idle capacity of containers that were stuck in congestion are now also coming back into circulation.

Industry feedback notes that the combination of older equipment having

been kept in service, and production of new containers at record levels, would lead to a period where the available container fleet outweighs demand for its use.

About FIATA

FIATA International Federation of Freight Forwarders Associations is a non-governmental, membership - based organisation representing freight forwarders in some 150 countries. FIATA's membership is composed of 109 Association Members and more than 5,500 Individual Members, overall representing an industry of 40,000 freight forwarding and logistics firms worldwide. Based in Geneva, FIATA is 'the global voice of freight logistics'.

LOGISTIC NEWS

Ecom Express Opens Its 60th Fulfilment Centre in India

New Delhi
Sagar Sandesh News Service

Ecom Express Limited, a new-age technology-driven full stack logistics solutions provider to the e-commerce industry, today announced the expansion of its fulfilment network by setting up its fulfillment centre in Chandigarh.

This will be the Company's first grocery fulfilment center in Punjab and 60th fulfilment centre in India.

The new grocery centre in Chandigarh sprawls across the area of approximately 90,000 Sq. ft. The site has been selected for its strategic location-based network centrality. **It is designed to support over 30 dark stores to supply grocery items on demand,** speed to market and customers. With this growth, the grocery chain will be able to serve a wider range of customers and transport their orders to towns in neighboring states and the region more quickly.

The facility has a value creation area that provides labelling, packaging, and dispatch services, with an average inventory of close to 2.8 million items and processing capacity to handle up to 270,000 units throughput per day at full capacity. Modern Vertical Reciprocal Conveyors (VRCs) lifts, and spiral conveyers with long-span multi-tier shelving will optimise



Company to ensure 30% women staff in this facility to promote gender diversity

the operations to give high mobility and speed in the movement of items. Furthermore, with temperature-controlled system, up to -20 degrees, the facility can handle fruits and vegetables operations with less chances of wastage.

K. Satyanarayana, Co-founder & Director, Ecom Express, said, "We are investing heavily in technology, design, solutions, logistics, and infrastructure, as well as in seller enablement. We are also focused on developing a strong and resilient fulfilment network in Punjab. Our commitment to work with the state in accelerating fantastic growth and generating job opportunities for local youth is demonstrated by our continuous efforts to grow. Not only will this centre expand our client's reach but will also help extend our business capabilities."

More than 500 people will work at the new fulfilment centre to manage the growing volume of grocery orders. The company will make sure that 30% of workers in the Chandigarh facility are women in order to have a gender-balanced workforce. The company has 10%

women representation in its top-management and runs 6 all-women delivery centers as well.

The Company's Fulfilment Service vertical caters to B2B and B2C models and serves various industries, including fashion, apparel, accessories, cosmetics, consumer electronics and many more.

Drivers' Health and From page - 8

Mrs. Vimal Shah Patel, Dy. Commissioner of Customs, Mr. Vishal Patil, Chief Manager, CONCOR ICD Khodiyar, Dr. Darshan Mashroo, Hon. Secretary, ACBA, CILT Members Vaibhav Shah, Rachna Gangawar, Chetan Malkan, Ajay Nair, Mr. Pradeep Sharma, Asst. Vice President, TCI, Mr. Anand Pandey, Terminal Manager, and Sunil Kumar, AM/C&O, ICD Khodiyar and senior trade members and press media.

Safety is the utmost priority of every organisation and such event will strengthen the safety mission across the country. The message through such awareness programme will leave deep impact on the driver fraternity and will definitely help them improve their driving etiquettes.

The programme aims to **Encourage people to follow health & safety norms**

Create and enhance a safe working environment for everyone

Make India's roads safer, every single kilometer at a time

The programme was concluded with distribution of Safety Jackets, Medical and Hygiene kits to the Truck and other handling equipment Drivers and light refreshment by ACBA.

LOGISTICS (ROAD/RAIL/AVIATION)



A Smooth Sea Never Made a Skilled Sailor. - John George Hermanson

ACAAI SRC hosts 'Airlines Night'

New Delhi
Sagar Sandesh News Service

The Air Cargo Agents Association of India, Southern Region (ACAAI SRC), hosted an "Airlines Night" get-together for its members (IATA agents) and Airlines/GSA representatives on February 24, 2023 in Chennai, which was the first such event.

It was attended by over 30 airlines (online/offline) and GSA representatives, besides over 70 IATA cargo agents in the city,

thereby facilitating a good networking opportunity.

The Chairman of ACAAI SRC, Mr Dinesh Krishnan, welcomed the large gathering and highlighted the long and cordial relations among the IATA cargo agents & airlines over the past 50 years, built on mutual respect and their desire to provide outstanding air cargo products to the ex-im community as well as the general public.

The Chairman of

the BAR'S (Airlines Association), Mr Prashanth Nair of SQ, too welcomed the gathering and highlighted the importance of building good working relationships among IATA cargo agents, airlines & other stakeholders to maximise productivity and achieve higher business standards for the air cargo sector in the city.

ACAASRC felicitated Mr Prashanth Nair for his outstanding support in working together with all stakeholders



'Airlines Night' by ACAAI SRC, the first such event

to upgrade Chennai Air Cargo Terminal connectivity. IATA cargo & DGR training instructor, Mr Narayana of Bluedart Aviation, was also felicitated for his excellence in providing air cargo training to the industry.

The evening ended with a call to all air cargo stakeholders & authorities to invest and develop the full potential of Chennai Air Cargo Terminal as a world class air cargo hub within this decade to serve the nation, highlighted a release.

Goa Chamber has urged DGFT to reopen its office in Goa

New Delhi
Sagar Sandesh News Service

The Goa Chamber of Commerce and Industry (GCCCI) has urged the Director General of Foreign Trade (DGFT) to reopen its office in Goa. GCCCI informed the DGFT that since the closure of the DGFT office at St Inez in 2018, exports and foreign trade from Goa have been badly affected, as Goan businessmen are forced to travel to Mumbai to complete basic formalities.

GCCI President Ralph de Sousa recently met DGFT Deputy Director R Sampath at a meeting convened by the Reserve Bank of

Goa, he informed GCCCI that a final decision on restarting the DGFT office in Goa has yet to be taken.

DGFT closed its office in 2018 to optimise its human resources and bring in online services. Local entrepreneurs and exporters often found that their consignments were stuck at ports and at customs warehouses due to procedural issues. Industrialists have repeatedly expressed dissatisfaction with the services provided by the DGFT office in Mumbai, which has jurisdiction over Goa.

"For small matters, Goan businessmen had to approach the Mumbai office physically, wasting valuable time and effort. GCCCI had previously raised concern that exports from Goa were badly affected due to poor online services. The helpline number given was also not being attended to," said Sousa.



Since the closure of the DGFT office at St Inez in 2018, exports and foreign trade from Goa have been badly affected says GCCCI

India, where Sousa told Sampath that DGFT's online portal and helpline numbers proved to be a stumbling block for local entrepreneurs and exporters. "Sampath was sympathetic to the matter," Sousa said.

While Sampath acknowledged the need for a dedicated office in

The GCCCI president said that if Goa has to play a role in meeting the goal of a \$5 trillion economy, foreign exports need to be encouraged, for which a dedicated DGFT office is required in the state. GCCCI had written to the state and Union governments in this regard.

VESSEL SCHEDULES

- For the benefits of our Readers the Schedules will be available in the form of a comprehensive map with a hyperlink to the web portals of Respective Ports and their Terminals.
- To know the details for any Port or Terminal, You are just required to log on to www.porttoport.in and click the tool vessel position / Ports and terminal.



WEST COAST	
AMCT	- Adani Mundra Container Terminal
AICTPL	- Adani International Container Terminal Pvt. Ltd.
MICT	- Mundra International Container Terminal
ACMTPL	- Adani CMA Mundra Terminal Pvt. Ltd.
KICT	- Kandla International Container Terminal
NSICT	- Nhavasheva International Container Terminal
NSIGT	- Nhavasheva International Gateway Terminal
JNPCT	- Jawaharlal Nehru Port Container Terminal
GTI	- Gateway Terminals India
BMCT	- Bharat Mumbai Container Terminals
ICTT	- International Container Transshipment Terminal

EAST COAST	
VCTPL	- Visakha Container Terminal Pvt. Ltd.
KPCT	- Krishnapatnam Port Container Terminal
CCT	- Chennai Container Terminal Pvt. Ltd
CITPL	- PSA's Chennai International Terminals Pvt Ltd
KICT	- Kattupalli International Container Terminal
DBGT	- Dakshin Bharat Gateway Terminal Pvt. Ltd.
PSA SICAL	- PSA SICAL Terminals Limited



EXIM TREND

"News is what somebody somewhere wants to suppress; all the rest is advertising." - Lord Northcliffe

Russian Oil Exports Prove Resilient to Full Force of Western Bans



A view shows tankers in Nakhodka Bay near the crude oil terminal Kozmino outside the port city of Nakhodka, Russia June 13, 2022. REUTERS/Tatiana Meel/File Photo

New Delhi
Sagar Sandesh News Service

Russia's seaborne oil exports remained resilient in February, as the nation found new buyers even as the full force of Western restrictions was brought to bear.

Oil-market watchers are closely following Russian export data for signs of disruptions after the European Union and the majority of Group of Seven nations banned most seaborne imports of oil and fuel in

condemnation of the invasion in Ukraine. Aided by 'shadow fleet' of tankers, Russian producers have turned to buyers in the Gulf, Latin America and Asia, ship-tracking data shows.

The EU banned seaborne fuel imports in early February, two months after imposing restrictions on crude shipments. The sanctions come on top of the price caps on Russian cargoes that third countries must observe, if they want access to western services like shipping and insurance.

Despite that combination of curbs hitting in February, Russian producers exported an average of 7.32 million barrels a day of crude oil and petroleum products, data from research firm Kpler shows. That's in line with volumes shipped in December and only 9%

below the historic high in January.

The monthly decline in Russia's seaborne flows is mostly the result of unusually high January exports, which partly related to weather disruptions, said Kpler crude analyst Viktor Katona.

Bad weather in early winter led to "a sizable carry-on effect of cargoes that were bound to load in December yet were pushed into January," leading to peak flows, he said. "Storms have come back this month again after a relatively tame January, especially in the Black Sea, with the port Novorossiysk repeatedly shut throughout the month."

Despite that resilience, Russia's oil exports face further strains as India, a top buyer of its crude, sees mounting

pressure from bankers to demonstrate that the cargoes comply with the \$60-barrel price cap. Tougher monitoring may weigh on India's purchases of Russian barrels.

Next month's exports may also be affected by the Kremlin's decision to cut oil production by 500,000 barrels per day in retaliation for the western bans. The baseline for the cut is the nation's January production, which reached around 10.86 million barrels per day. So far, it remains unclear whether Russian producers will prefer to reduce their crude exports or domestic processing as a result of the curb. Preliminary March plans indicate the oil firms intend to keep refinery runs high to take advantage of huge tax benefits that are set to decline from April.

Economy's growth momentum intact with robust GST collections, auto sales

New Delhi
Sagar Sandesh News Service

Indian economy showed resilience despite a lower-than-expected third quarter growth as GST collections and automobile sale numbers on Wednesday 1 March showed a robust picture and Moody's Investors Service raised the GDP growth forecast for 2023 to 5.5 per cent from 4.8 per cent projected in November 2022. Moody's has pegged the GDP growth for 2024 at 6.5 per cent.

Even as downside risks of manufacturing and consumption slowdown remained, a slew of



Moody's Investors Service raised the GDP growth forecast 2023 to 5.5 per cent | Photo Credit: INDRANIL MUKHERJEE

economic indicators made public in the last two days showed that Indian economy is now mean reverting to its pre-pandemic growth trends. The key indicators

of Q3 GDP data (released on Tuesday), GST collections for February at robust ₹1.5-lakh crore; PMI manufacturing for February continuing to be in expansion zone for

12th straight month, robust automobile sales number for February all painted an optimistic picture of India growth juggernaut remaining intact.

The core industries growth for January 2023 at 4-month high of 7.8 per cent — data released on Tuesday — was also a positive indicator of the country's growth revival.

Also, the sequential momentum in GDP growth held up in the third quarter, reflecting that economy was moving along the path seen in pre-Covid years.

February GST collection at ₹1.50 lakh crore, up 12% year-on-year.

Non-petroleum exports to UAE up



Non-petroleum exports from India to UAE up by 5 percent

New Delhi
Sagar Sandesh News Service

Non-petroleum exports from India to the United Arab Emirates (UAE) grew 5 per cent to \$15.2 billion during the June-January period, compared to a 3.4 per cent contraction of such exports to the rest of the world, as per the data compiled by the Department of Commerce to study the impact of the Comprehensive Economic Partnership Agreement (CEPA) that came into force on May 1, 2022.

Non-petroleum imports during June-January increased by 3 per cent to \$16.8 billion, as per a report.

NEWS IN BRIEF

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Crewing key to sustainable growth in ship management

The access to and availability of well-trained crew is central for a growing and sustainable ship management business in the future, according to Wallem.....



EU's carbon tax could prove to be major challenge for Indian metal exports: GTRI report

The Carbon Border Adjustment Mechanism (CBAM), a measure through which the EU seeks to impose import tariffs on carbon-intensive products to prevent "carbon leakage", could prove to be a major challenge for

