

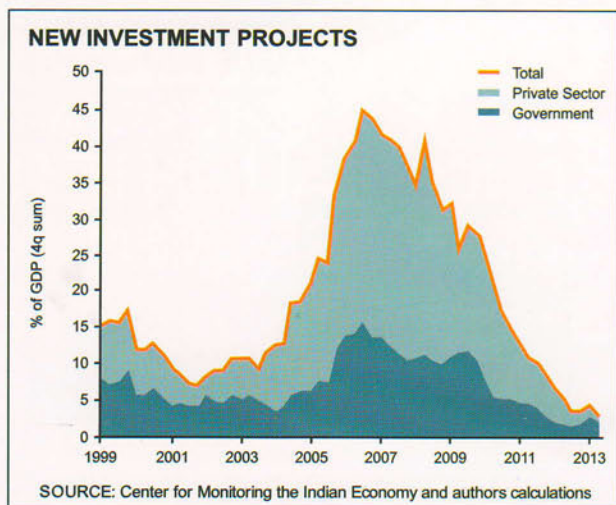
Seasons Greetings



President's Message:

May this Diwali bring in tons of good prosperity, and, May Success and business bloom for all of us!

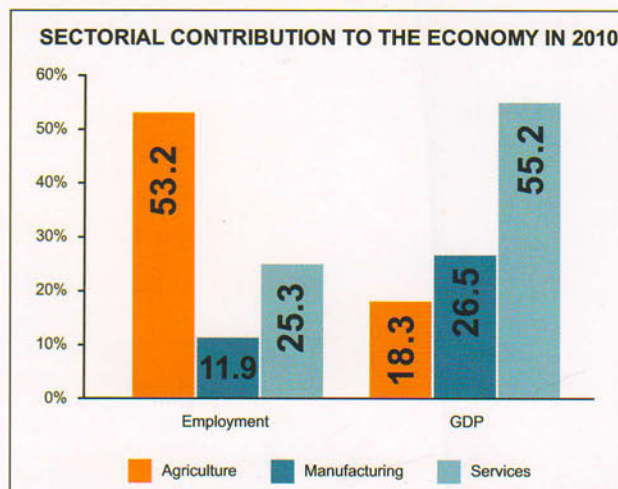
Undoubtedly with the change in guard at the Centre, prospects of revival of economy, for the better, have started to look up and there is undoubtedly great measure of buoyancy prevailing in the Trade. Hopes and aspirations of seeing good times, good tax reforms, good trade policies, curbing corruption, good governance and other positive changes are very high on expectancy list.



How much of this will be translated into reality and action will be known in coming months, but, certainly there is a significant visibility in change in attitude and indications are on the positive side. One has to give this government at nine to ten months to get a grip on the sordid state of affairs left behind by the previous regime, and, to clear the solid mess.

One of the indicators, if it can be considered as a pointer to the reforms on anvil is the control of Rupee vis-à-vis dollar.

This government, if it wants to give the economy a new direction, would have to shift the focus from exports. Some of the recent reports from UNDP and



ESCAP [UN Agencies] have called upon all developing economies to shift focus from export-oriented economy. The UN agencies aver that the focus on exports has not helped these economies. It has made their imports expensive and led to inflationary trends.

Buying imported goods will become a very dear, if the rupee is allowed to fall. The country would have to eke out precious foreign exchange on imported goods, and the returns on exports would be neutralized by the huge fat import bill.

On the contrary, a stronger rupee would reduce burden of oil marketing companies (OMCs), nuclear and alternative power agencies, and this would reduce fuel and transportation cost. It might usher in a lower price regime. For decades now, it has been a fact that fuel prices have been the major reason for high inflation and setting inflationary trends.

The automobile and other industries which are largely reliant on imports would get a relief as their cost of operations would substantially come down. If the rupee appreciates, the cost of investments, too, would come down.

More than anything else, there is a dire need to put any end to the roller coaster ride of the Indian Rupee. It is high time that the Rupee is pegged at reasonable levels and monitored to ensure that there no more slide, that too, steep, as in the past.

The progress and growth of any economy rests largely on the control of its currency and in ensuring that it is kept under tight leash protecting against any possible threats of tumbling!.

Projections for imports of Liquid Bulk, particularly of Edible Oils, Petrochemicals, Denatured Ethyl Alcohol, Crude Oils, and few other liquid bulk cargoes are buoyant. For the next five years the imports of these cargoes is expected to be in excess of over Millions of tons per annum. These imports are and will be inevitable. Hence, it would be more prudent to ensure that the Rupee stabilizes at very reasonable levels, to make the imports more viable and help in reducing costs vis-à-vis curbing inflation. There has to be a mandatory shift of focus from looking at foreign exchange earnings and weakening of Rupee from the perspective of Exports only.

Also, need of the hour, is to eradicate all old antiquated systems of age old practices and procedures

in the Custom and Excise departments. There is a drastic need to revamp and re-model the entire working and operational mechanisms at Customs and Excise. Trade and trade related activities

have to be de-linked from smuggling, narcotics, arms, ammunitions, gold, silver etc. There should be a totally separate ministry for e.g. Ministry for EXIM Trade, which will have the holistic composition from Shipping Ministry, Commerce, Agriculture, Finance, Health and, which will set uniform rules, uniform scale of rates, procedures and operational manual and will be uniformly applicable at all ports. This will significantly help in reducing prevailing anomalies and miss match at different ports with regards to scale of rates, procedures, classification, valuation etc. Moreover, it will also ensure level-laying field as far as the transactions costs are concerned.

There is also an immediate need to bring the Shipping Agents under regulation to ensure that tariffs are not abused and misused and all obnoxious levies are done away with.

The intervention of State Governments in imposing any taxes/levies [Like Stamp Duty, Octroi, etc] on

EXIM trade, being carried out through Ports in their States, should be dispensed with and, like the collection of Customs and Excise duties, practical and pragmatic formula can be worked out to ensure that States get their due share from the Centre from the overall earnings accrued thru' Exim trade being carried out in respective States, it will be a win-win situation for all.

Coming to OUR OWN Maharashtra State, it is a blessing that we have the same government as at Centre. In order to facilitate Exim business and boost the economy of the State, with this new government at the State, too, it would be interesting to see if the draconian OCTROI is scrapped and also the STAMP DUTY on Imports is instantly abolished. For, this Government will have to compliment the one at Centre and Mumbai being the financial capital of the country, it would prudent to boost business prospects in the Port city of Mumbai!

“This Government will have to compliment the one at Centre and Mumbai being the financial capital of the country, it would prudent to boost business prospects in the Port city of Mumbai!”

Octroi has been the stumbling block in progress of the State's economy, but, ironically, and due to obvious and political reasons, the previous regime ignored the pleas and protests from

the Trade and business houses, and continued with imposition of these draconian levies despite the flight of trade from Mumbai and JNPT to neighbouring state run ports. What a tragedy! Will this new government wake to this fact and arrest the flight of trade, and will this government come out with attractive schemes to woo the trade back?????

We at AILBIEA, will be taking up the issues of Octroi and Stamp duty with the New Government at the State, once it is stabilized and we are confident that something positive will emerge in coming months.

Also, proposals are being worked out to be sent to the Finance Ministry for revamping and remodelling the Customs and Excise antiquated procedures.

Please stay tuned with us and gives us your valuable feedback. Your valuable suggestions and timely feedback to help us serve you better.

Jayant Lapsia

Supply Chain India Summit – 13-14 November 2014

Supply Chain India Summit is an opportunity to be a part of the discussions on key aspects such as issues & challenges, the legal framework, the latest technological innovations and most importantly the growth prospects in supply chain in India. The forum will emphasise on infusing the global supply chain model into the Indian supply chain parameters and creating a new system of delivery.

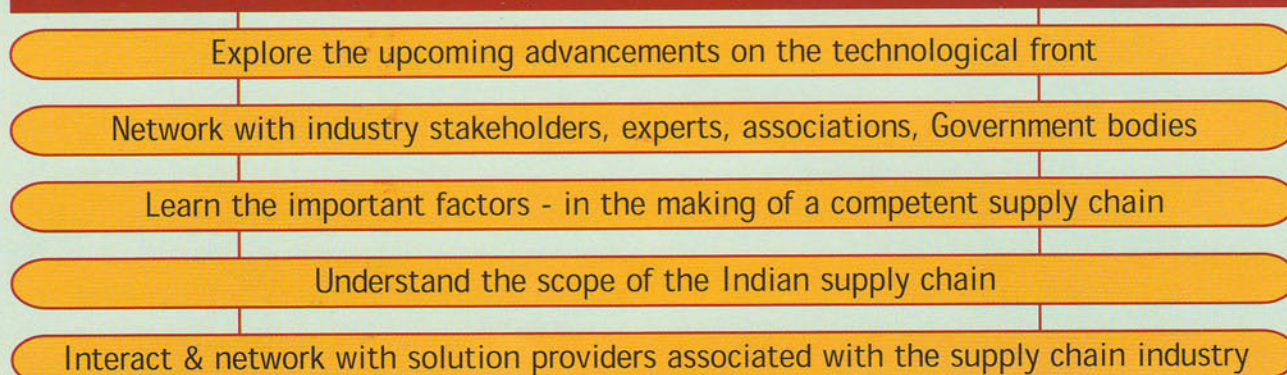
The summit will host global supply chain professionals who will explore on the opportunities that are present in India that boasts to be the 5th largest supply chain network of the world. AILBIEA is the supporting sponsor of the summit.

Supply Chain India Summit, is one of the largest cross industry supply chain conference, which will host to global attendees from the following industries and profiles.

Supply Chain	Operations	Replenishment	Sourcing
Supply Management	Manufacturing	Fulfillment	Transport
Logistics	Planning	Inventory	Procurement
Distribution	Forecasting	Purchasing	Material

Private Sector	Public Sector
<ul style="list-style-type: none">Pharma / Medical DevicesEngineeringAutomotivePlasticsProcess ManagementFMCGFood & BeverageHeavy EngineeringPerformance Management	<ul style="list-style-type: none">Government bodies, Associations, Authorities from:-PortsAirportsAerospaceDefenceRoad Transport & Highways
<ul style="list-style-type: none">Hi-TechOil & Gas / ChemicalsProductionTelecomsITBankingRetailReal EstateTextiles	

Understand the crucial challenges & opportunities in the field of supply chain



MALA 2014 has the fraternity enthralled

At one point during the Maritime And Logistics Awards (MALA) 2014, held at Hotel Palladium here on Friday (September 12), delegates were standing at the back and sides of the packed hall, waiting for additional seating arrangements to be made. That was the level of interest and excitement for the fifth edition of this popular awards.

It was a night of celebrating excellence, applauding the performers, and giving standing ovations to those who have shown the way to others in the sector. Awards were given out in over 45 categories, competitive and standalone. It was, undeniably, an event to remember.

Among the others who expressed their views in the pre-awards session were Mr N. N. Kumar, Chairman of JNPT, Capt. Deepak Tewari, Chairman of CSLA (India), Mr Ramesh Ramakrishnan, Chairman of Transworld

Group, Mr Michael van Toledo, Head-Logistics Cluster, Port of Amsterdam, and Mr David Barrett, Education Manager, The Institute of Chartered Shipbrokers.

Also present on the dais were Mr Gautam Chatterjee, Director-General of Shipping, Mr A. K. Rakesh, VC and CEO of GMB, and Mr Adarsh Hegde, Executive Director of Allcargos Logistics.



Maritime & Logistics Awards – MALA 2014 at Hotel Palladium

Key trade associations were felicitated, and so was the awards jury headed by Mr S. S. Hussain, former Chairman of JNPT.

Prior to the CSR award, Mr Adarsh Hegde, continuing with the initiative launched in MALA 2013, presented a cheque of a significant amount to an NGO on behalf of Allcargos's Avashya Foundation.

A detailed report and pictorial feature on MALA 2014 will appear later this week.

India Hazmat & Liquid Bulk 2014 on Dec. 4 in Mumbai

The various facets of transportation, storage and handling of hazardous and liquid bulk cargo, be it operational, safety-related or regulatory, will be in focus at the India Hazmat & Liquid Bulk 2014 conference scheduled for Thursday, December 4, 2014 at The Hyatt Regency, Sahar Airport Road here.

Organised and managed by Exim

India, the event's well formulated and dedicated sessions will dwell on a range of issues impacting the specific cargo sectors, and seek to suggest solutions. This will be facilitated by some of the leading industry stalwarts and professionals, from the foremost domestic and international companies, participating as moderators, speakers and panellists. Specialist cargo handlers, equipment suppliers and operators, surveyors, lashers and packers, and, of

course, importers/exporters and regulators will be expressing their views and also interacting with an equally learned audience (that generally graces all Exim India events).

A highlight of the conference is that it has the

"Indian Chemical Council or ICC as the Main Supporting Organisation."

Indian Chemical Council or ICC as the Main Supporting Organisation. ICC is the apex national

body representing all branches of the chemical industry in India, such as organic and inorganic chemicals, plastics and petrochemicals and petroleum refineries, dyestuffs and dye intermediates, fertilisers and pesticides, specialty chemicals, paints, etc.

Established in 1938, ICC has over the years grown its functions and offerings to cater to the varying needs of the Indian chemical industry.

TRAFFIC HANDLED AT MAJOR PORTS

(DURING APRIL TO SEPTEMBER 2014* V/S-À-V/S APRIL TO SEPTEMBER 2013)

Barring Kolkata Port and New Mangalore Port, all the 10 major ports posted a marginal increase in cargo traffic for the first six months of the current financial year.

All these ports put together handled 288.48 million tonnes of cargo against 276.86 million tonnes for the corresponding period last year, marking an increase of 4.2 per cent, according to a data released by the Indian Ports Association.

Mormugao led the pack by posting 22.25 per cent growth, followed by Kamarajar Port (15.56 per cent) and V.O. Chidambaranar Port (11.52 per cent).

Kolkata Dock System and Haldia Dock Complex posted a negative growth of 0.86 per cent.

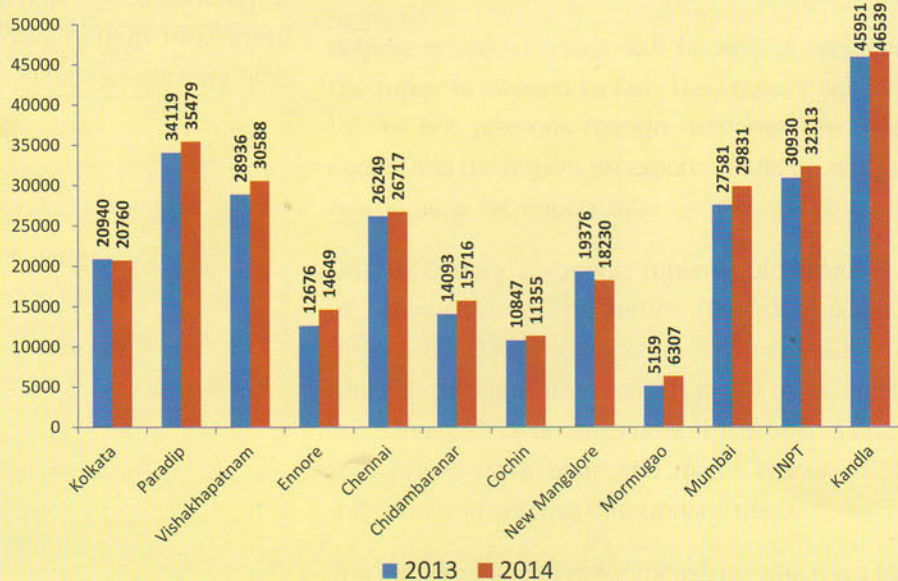
Mumbai Port was pushed to fourth slot and Chennai Port Trust to the ninth. Tonnage-wise, Kandla occupied the first slot, followed by Paradip, JNPT, Visakhapatnam, Mumbai and Chennai.

The country as a whole posted negative growth in iron ore volumes at 22.80 per cent and marginal loss in petroleum, oil and lubricants (POL).

Mormugao Port and Chennai Port posted impressive growth by handling iron ore, while Mumbai, Paradip, Kandla, New Mangalore and Kamarajar Ports handled large volumes of coal.

During April-September 2014, all ports, barring Kamarajar and Kandla, handled 40.6 million Twenty-foot Equivalent Units (TEUs) of containers against 37.63 million tonnes, representing 6.46 per cent. JNPT led the show followed by Chennai Port and V.O. Chidambaranar Port. Visakhapatnam registered a decline in container.

TRAFFIC HANDLED AT MAJOR PORTS
(In '000 Tonnes)



National Maritime Authority likely to be formed

The Government has reportedly decided to establish the National Maritime Authority (NMA), an apex body which would ensure unified policymaking and effective coordination among the multiple authorities dealing with maritime issues in the country.

It is expected that the proposed authority would replace the existing Directorate-General of Shipping (DG Shipping), the agency under the Ministry of Shipping, according to experts.

Given that the global shipping sector is governed by agencies such as the International Maritime Organization (IMO), with shipowners and others engaged in sea trade having to comply with rules set by the IMO, and it being the responsibility of national maritime administrations to ensure these are implemented effectively, the proposed NMA would benefit the Indian maritime sector as the country needs a stronger maritime administration, the experts emphasised.

Global Shipping Industry outlook is stable with moderate EBITDA growth: Moody's

Moody's Japan K.K. said its outlook for the global shipping industry is stable, with moderate EBITDA growth expected amid continued vessel oversupply. The outlook was previously changed to stable from negative in April 2014.

"We expect mid- to high-single-digit percentage aggregate year-over-year EBITDA growth for Moody's rated shipping companies over the coming 12-18 months," says Mariko Semetko, a Moody's Assistant Vice President Analyst. "But this growth reflects reduced costs rather than improved fundamentals."

The just-published industry outlook "Global Shipping Industry: EBITDA Growth Will Be Moderate as Shipping Capacity Continues to Outstrip Demand," reflects Moody's expectations for the fundamental business conditions in the industry over the next 12 to 18 months.

The supply of shipping vessels will remain higher than demand for most shipping services, says Moody's. Slow global economic growth and continued deliveries of new vessels has led to a capacity glut, which limits companies' ability to raise rates they charge for shipping freight, constraining revenue and EBITDA growth.

Moody's expects that this supply-demand imbalance and somewhat stable fuel costs will continue, and that EBITDA growth will come through cost-cutting measures. These include optimizing cargo routes through technological means, refueling at ports with relatively cheap prices, operating vessels at reduced power to reduce fuel costs, and increasingly using newer, more efficient vessels.

"EBITDA growth will come as shipping companies continue to increase operating efficiencies and reduce costs, adds Semetko, "Especially as we expect fuel prices to remain stable."

Moody's expects bunker fuel costs to remain around \$600 per metric tonne during the outlook period. Bunker fuel prices have averaged around \$600 per metric tonne over the past year and dipped to about \$570 per metric tonne in late September, down from the peak of nearly \$740 per metric tonne in 2012.

But freight rates will vary by sector, with container, dry bulk and crude oil tanker segments seeing continued low freight rates, while product tanker rates could improve modestly as supply is tighter over the next 12 to 18 months, says Moody's. Moody's expects that product tanker deliveries will increase beyond its outlook period, which will make sustained rate increases difficult.

Moody's would change the outlook back to negative if there are signs that shipping supply growth will exceed demand growth by more than 2% or that aggregate EBITDA will decline by more than 5% year over year. We would consider a positive outlook if the oversupply of vessels declines materially and aggregate year-over-year EBITDA growth appears likely to exceed 10%.

Ravi Gaitonde takes charge as COO of APM TERMINALS



Mr. Ravi Gaitonde has been appointed as Chief Operating Officer, APM Terminals Mumbai effective 13th October 2014.

Mr. Rajieve Krishnan has moved up to take the position of Director of Regulatory Affairs.

A snapshot of Ravi's diverse experience in the shipping, ports/terminal business reveals the value he brings to this role. He has been holding senior positions within the group in India and abroad, notably UAE and Tanzania.

He moved back to India in 2003 to assume the role of Managing Director, Star Track Terminals Private Limited, a joint venture between APM Terminals and the Container Corporation of India to set up the greenfield project and operate the Container Freight Station at Dadri in North India. On successful completion and implementation of the project, Ravi took up the position of Head of Projects for India.

Since 2008 Ravi has successfully led APM Terminals Pipavav (Gujarat Pipavav Port Limited) as its Chief Operating Officer through a period of growth and improved profitability.

Mr. Pradip K Agrawal, Chief Executive Officer, APM Terminals Mumbai has informed the Trade and welcoming Ravi at APM Terminals Mumbai.

With best compliments from



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Krishnapatnam Port expects 50% growth this year



Krishnapatnam Port Company Ltd (KPCL) expects revenue to grow at least 50 per cent this fiscal, mainly driven by the zooming container business.

The company, which runs Krishnapatnam deepwater port in the Nellore district of Andhra Pradesh, had reported a revenue of Rs 1,200 crore in 2013-14, up from Rs 650 crore in the previous year.

KPCL's container business, which completed one year of operation, is expected to nearly double this year, while the cargo business is also set to see new heights with more items being added to the port list.

After taking journalists for a tour of the port, the top management outlined the company's new initiatives recently.

The trip coincided with the flagging off of a direct container ship, INS Kamal of Shipping Corporation of India, from Krishnapatnam Port to Yangon in Myanmar. The ship has added to two-way trade volumes and fits into the country's Look East policy.

"The ability of the port to handle very large bulk carriers and the huge port infrastructure created, including a railway line, have made a big difference to the cargo business in the eastern India," Chitta Sasidhar, Managing Director of KPCL, said.

The company, part of the diversified CVR Group, handled about 35 million tonnes (mt) of cargo during 2014-15, up from 21 mt in the year before. The container terminal has handled 58,000 twenty-foot equivalent units (TEUs) in its first year of operation.

The port also contributes about Rs 1,600 crore to the customs and excise and Rs1,500 crore to the Railways last year.

There is no immediate funding requirement for the port, but the company may yet consider an initial public offering next year, depending on market conditions, Sasidhar said. Spread over 6,500 acres, the port has container capacity to handle about 1.2 million TEUs. The company invested over Rs 1,200 crore in the phase one of the port and about Rs 4,800 crore in the phase II, which is now nearing completion. There is huge capacity for growth both in handling the cargo and containers.

Sasidhar said the Group is the single largest port development contractor associated with several ports.

"We are awaiting land allotment to take up the Machilipatnam Port project. This would become another important port once completed as it would be located close to the proposed capital city of Vijayawada in Andhra Pradesh."



Major Ports need single agency for shore handling of ships: Shipping Ministry

Amid India's non-major ports eating into the share of 12 Major Ports, a Government-appointed panel has recommended ensuring that shore handling of vessels be done by a single agency to improve the profitability of centre-owned ports.

"The stevedoring and shore handling of vessels in Major Ports be carried out by a single agency as far as possible," a Ministry of Shipping Committee has recommended.

Unlike about 200 Non-Major Ports, there are multiple agencies for shore handling and stevedoring at Major Ports at present.

"The non Major Ports have by and large a system of having one agency looking after all the work of landing/loading of ships and shore

handling of cargo in their port; this gives a more focused approach to marketing of the port," the committee said.

The recommendations are aimed at protecting Major Ports interests amid their market share nosediving to 57 per cent in 2013-14 from 91 per cent in 1994-95.

The Committee said work could be handled efficiently by single operators providing example of PPP berths in Major Ports where the terminal operator gets to do end to end handling, landing/loading and delivery/receipt of cargo for the ships.

"In fact only about 23 per cent of the traffic of Major Ports in 2012-13, amounting to about 124 million tonnes, which is mostly non-mechanised, gets handled by stevedores; with 54 PPP projects awarded in the last two years, this is likely to fall even more," it said.

A stevedore is the name given to a port worker that transfers cargo between ship and shore.

India has about 200 non-major ports and 12 major ports - Mumbai, Jawaharlal Nehru Port Trust, Kolkata (with Haldia), Chennai, Visakhapatnam, Cochin,

Paradip, New Mangalore, Marmagao, Ennore, Tuticorin and Kandla.

The Narendra Modi led-government has also initiated steps aimed at "corporatising" major

ports and has started the process for appointment of a world-class consultant to come out with a draft report for amendments in the relevant act.

The move is aimed at infusing professionalism in the major ports in order to make them compete with private sector ports as well empower financial autonomy.

These ports have also been asked to come up with a shelf of projects to augment their capacity to 1600 MT from the present 800 MT.

"The stevedoring and shore handling of vessels in Major Ports be carried out by a single agency as far as possible," a Ministry of Shipping Committee has recommended."

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Environment Ministry to give approval to the master plans of Major Ports

The Environment Ministry is likely to give a blanket approval to the master plans of Major Ports instead of clearing individual projects, a step that would help avoid delays that expansion works in the sector often face.

The proposal was made at a recent meeting held by the Prime Minister's Office to review status of infrastructure targets in sectors such as roads, highways and shipping.

"This also means that this onetime clearance would be very stringent and might take longer to get. But once a port gets it, implementing projects would gain speed," a senior Government official said.

The Nation's 12 Government-owned Major Ports would have to provide detailed plans indicating future expansion, additional construction and dredging operations that they would undertake along with their 'time-phasing' to the Environment Ministry. Any change to this master plan would not require further environment clearance provided an accredited third party guarantees that there is no additional pollution load.

"We have already commissioned an environmental impact assessment for our projects and contacted the Environment Ministry as well to see how we can go ahead with getting this clearance. This step will save us a lot of time," said Paul Antony, Chairman of the Cochin Port Trust.

The Port is awaiting environmental clearance for around four projects, including a coal terminal as well as a warehousing zone and ship repair yard.

The step is not entirely new as far as the Jawaharlal Nehru Port Trust, the country's largest container port, is concerned. The port, when it started operations, had received a clearance for its master plan. It has to get the clearance renewed every five years.

This time, the Shipping Ministry has told all the Major Ports to keep their master plans and clearances updated all the time.

The Environment Ministry is also expected to issue guidelines that would make it clear that permissions taken under the Coastal regulation zone rules of 1991 will be valid with respect to the latest regulations introduced in 2011.

The Shipping Ministry has lined up 26 projects worth Rs22,000 crore with a total capacity of 150 million tonne to be awarded this year. Besides, there is also a plan to develop an outer harbour project at the Tuticorin Port at a cost of Rs 11,650 crore.

"Several projects have to wait for a year and sometimes even more to get the environment clearance which causes a lot of delay. Getting the master plan approved is a step in the right direction," a top Port trust official said.

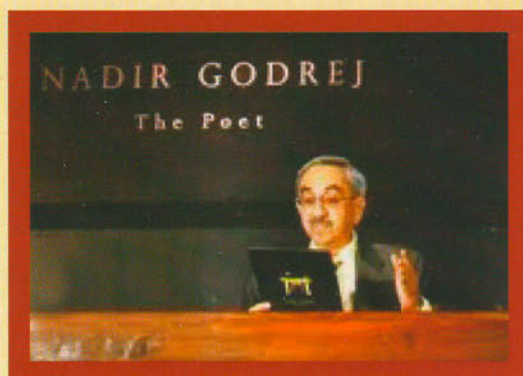
Duty-free Bunker in the offing for Export Import Cargo Carriers

New Delhi : The Government has decided to exempt vessels carrying exim cargo from paying customs duty on marine fuel in a bid to boost Coastal Trade, a top official said. "A decision has been taken that the Coastal vessels which are carrying export import cargo or containers will be given duty-free fuel. It suddenly cuts down fuel cost in coastal shipping," said Shipping Secretary Vishwapati Trivedi.

The country at present levies about 25% customs duty on marine fuel. Removal of tax would draw big container ships to Indian coasts, spread across 7,500 km area, Trivedi said. The quick decision making in current policy scenario of the current government has been very encouraging for the Shipping Industry, he said addressing a FICCI summit on infrastructure.

Nadir Godrej, Chairman, Godrej Industries Ltd. at the MALA 2014 event in September 2014.

Delegates will also remember for long the speech of Mr Nadir Godrej, Chairman of Godrej Industries who was the Chief Guest. Speech is a misnomer here; it was a wonderfully poetic rendition of the state of the economy, manufacturing, the ex-im trade, shipping, etc. that had the full house in raptures, many of whom were hearing the multifaceted Mr Godrej for the first time.



*The economy now seems quite strong
yet months ago it all seemed wrong
This optimism might seem strange
it's true that we have seen a change.
The promise certainly is there
But good delivery is where
We can rest and safely say
That we are really on our way.
Now equities rose very fast
Let's hope that this boom will last.
Though confidence is at a high
And more of us will surely try
And do our best to invest
This is no time to pause or rest
But much as we would like to try
Can we with interest rates so high?
The RBI points to inflation*

*A frequent bane in our nation
The commodity boom is too blame
We seem to be in that end game.
Inflation should then be benign
As long as the exchange rate's fine.
The Forex Reserves are rather good
Fed tightening could be withstood.
The Rupee kept at a steady rate
Will ensure we don't inflate
With inflation's eventual fall
The RBI will take a call
To reduce the interest rate
By then it would be rather late.
Since the writing's on the wall
They could take a quicker call.
I wish they would jump the gun
A rate cut should be quickly done.*

Investment will begin to soar
The economy will start to roar.
The CAD is now quite benign
In coming quarters it will stay fine.
It was imports of gold and oil
That kept the CAD in much turmoil.
The price of oil has been assailed
The demand for oil has been curtailed
As China's growth has greatly slowed
And much more biofuel has flowed
And steadily we'll surely see
More hybrids, electrics and efficiency.
The supply side tale has been quite thrilling
What with Fracking and deep sea drilling
Crude oil undoubtedly will drop.
What on earth could possibly stop
This steady trend so good for us
Of course a geopolitical fuss.
ISIS, Libya or Ukraine
Any could prove to be a pain.
Collectively we should contain
These crisis and then we might gain
The advantage of a lower price
Which for inflation's rather nice
But also helps the deficit.
Jaitley's estimate didn't sit very well.
The Cassandras screamed with those oil
prices it then seemed
The estimate would be exceeded

Already we see we have succeeded
The diesel subsidy should end
The deficit will further mend,
If collectively we agree
For stepwise increases in LPG
Any why not then for Kerosene?
Please don't think that I am mean
The needy do deserve support
The better way now, I think ought
To be subsidising green energy
A solar power scheme would be quite
perfect environmentally
And reduce our oil dependency.
But if the government is willing to provide
effective skilling
The economy will revive
For higher growth we could strive
Very soon we should reach eight
For big reforms, we'll have to wait
To reach a double digit rate.
Now beureaucrats are working late
A committee's formed and then the gate
is closed while they confabulate.
And they are under no illusion
There's no exit without conclusion
While in the past there was much strife
Now stalled projects come to life!
Our fervent plea has been, "Oh! Please
Let us do business with greater ease".

60 permissions are far too many.
Let's just have one. If we need any!
This improved administration
is very good for the nation.
But if we want much faster growth
Undoubtedly we will need both
Good Management and strategy
The lead form is GST.
Now there are barriers between states
But GST will open gates
So our tax rates will decline
But revenue will still be fine
Evaders though will face the pain
But the rest of us can only gain
We import more and export less
Our trade is really in a mess.
If the CAD's to be reduced
Much more needs to be produced
We need good resource policy
With a private role or a PPP
That serious players safely trust
And saves novices from going bust
In order to pay for imports
We still need to boost the exports
More surpluses help certainly
But we also need efficiency.
Our exporter costs are very high
The government should really try
To make multimodal a way of life

And relieve exporters from all strife.
Every problem is a ruse
To introduce newer dues!
From ABC to PCS
And EIC to ISPS.
The government has rightly sought
Connectivity to every port
And I am sure in the coming days
We'll see more inland water ways
And they should also sabotage
All laws preventing cabotage
Collectively let us all shout
For efficient trade in and out.
If we export more and more
And our ships reach every shore
India's growth will be assured
And many problems will be cured
Quite clearly there is scope
And we are all imbued with hope.
If bureaucrats no longer shirk
And government begins to work
If all people are soon lettered
And business are unfettered
If communities live side by side
And we take problems in our stride
If we have cleanliness and order
And friendship across every border
Undoubtedly we will see then
That Happy Days have come again.

Aegis Logistics forms JV with Japan's Itochu Petroleum for LPG

Aegis Logistics Limited, one of the India's leading oil, gas, and chemical logistics companies, has sold 40% stake in its Singapore based wholly owned subsidiary, Aegis Group International Pte Ltd, to Itochu Petroleum Co (Singapore) Pte Ltd, a wholly owned subsidiary of Itochu Corporation for a total consideration of \$ 5.85 million (about Rs 35 crore). The transaction will be subject to customary conditions precedent including lenders/third party approvals.

"In order for Aegis Logistics to strengthen its competitive position in LPG sourcing, supply and shipping and also to support the company in building new LPG import terminal capacity in the future, management proposes to establish a joint venture (JV) with Itochu Corporation, a Japanese multinational trading group specialising in oil & gas, metals and other commodities, which is also one of the big five general trading groups in Japan. Itochu Corporation is one of the largest global sales volumes," said Aegis Logistics in a press release.

With growth in LPG India expected to soar years, the new joint Corporation will enable significantly expand division by allying with the world. This should boost to Aegis earnings and size in

"Aegis Group International Pte Ltd, to Itochu Petroleum Co (Singapore) Pte Ltd, a wholly owned subsidiary of Itochu Corporation for a total consideration of \$ 5.85 million (about Rs 35 crore). The transaction will be subject to customary conditions precedent including lenders/third party approvals."

demand and imports in over the coming ten venture with Itochu the company to and scale up its LPG one of the gas majors in result in a sizeable Logistics' sales growth, the medium term.

Aegis Logistics has five distinct but related business segments, and operates a national network of liquid terminals, liquefied petroleum gas (LPG) terminals, filling plants, pipelines, and gas stations to deliver products and services. Aegis Group also operates internationally through its sourcing and trading subsidiaries located in Singapore.

JNPT bags 'Indira Gandhi Rajbhasha Puraskar'



Shri N.N.Kumar, IRS, Chairman, JNPT, receiving the award from the Hon'ble President of India, Shri. Pranab Mukherjee, in the presence of Shri Rajnath Singh Hon'ble Union Minister of Home Affairs and Ms. Neeta Chaudhary, Secretary (O.L.), Govt. of India.



MUMBAI : JNPT was recently awarded The 'Indira Gandhi Rajbhasha Puraskar' (1st Prize) for the year 2012-13 for the excellent work done in promoting Hindi in the category of Boards/ Autonomous Bodies in region 'B'.

The award was received by Shri N. N. Kumar, IRS Chairman of JNP from the Hon'ble President of India, Shri Pranab Mukherjee, in the presence of Shri Rajnath

Singh Hon'ble Minister of Home Affairs and Ms. Neeta Chaudhary, Secretary (O.L.), Govt. Of India.

QUOTE SECTION:

My formula for living is quite simple. I get up in the morning and I go to bed at night. In between, I occupy myself as best I can.

- Cary Grant

Life in abundance comes only through great love.

Elbert Hubbard

What if you gave someone a gift, and they neglected to thank you for it - would you be likely to give them another? Life is the same way. In order to attract more of the blessings that life has to offer, you must truly appreciate what you already have.

Ralph Marston

We need to give each other the space to grow, to be ourselves, to exercise our diversity. We need to give each other space so that we may both give and receive such beautiful things as ideas, openness, dignity, joy, healing, and inclusion.

Max de Pree

You're only here for a short visit. Don't hurry, don't worry. And be sure to smell the flowers along the way.

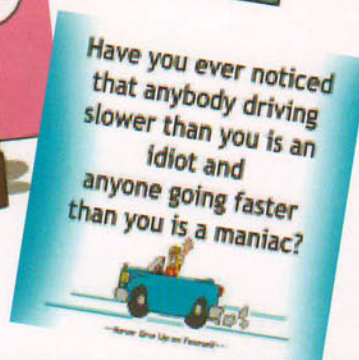
Walter Hagen

Life is what happens while you are busy making other plans.

John Lennon

A life spent making mistakes is not only more honorable, but more useful than a life spent doing nothing.

George Bernard Shaw



Your comments and contributions to better the next edition of AILBIEANEWS will be highly appreciated. Please write to raghuwarrier@aegisindia.com or ailbiea@gmail.com

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