



President's Message:

Structural reforms are the key to country's economic progress, which is expected to touch 7% growth this year, even as China would witness an economic slowdown. Indian economy is expected to set rolling on growth of more than 6% after seeing expansion below this level since 2002.

Four factors play a key role in determining stability and growth of economy, they are [a] Unpredictable prices of Crude [b] War like situations emerging in major countries resulting in acute geopolitical risks [c] Chinese Trade influence with hard landing in China and [d] Easing business policies and mitigating departmental interference in EXIM Trade.

These critical factors will determine course of economy in coming months and years. Whilst the first three are almost beyond the control of any government, at least the fourth factor is very much under government's control and is ultimately the key to future growth and prosperity of any country. But, there must be a will to implement trade friendly policies, procedures and drastically cut down departmental intervention, unless this is done, the fourth factor, too, can prove to be a major deterrent in progress of any economy.

There is one more significant factor which can have tremendous impact on Indian Economy, and, that is Monsoon. Monsoon plays a very critical role in shaping our country's economy and virtually is the life line. As per indications of Indian Meteorological Department [IMD], India is likely to receive 93% of its Long Period Average [LPA] rainfall during the monsoon season. The forecast also indicates that there is a 35% probability that the rainfall would remain between 90% to 96%, which is classifiable as "below normal".

Change is inevitable, Change is a Must, but, when will this happen is the moot point and question which is lurking in the minds of the trade, with the hope that this government will 'Make It Happen' as it is serious about 'Make In India' vision and dream of Hon'ble Prime Minister.

This is a cause for concern, and, Government one hopes would have already taken cognizance of this impending uncertainty in Monsoon and consequential impact it would have on economy, and would have made some contingency plans to combat the same.

Whatever be the scenario, the fact of the matter is that Imports of Liquid Bulk will continue unabated and increase by leaps and bounds. To some extent, Exports, too, of liquid bulk will increase reasonable well, and provide ample scope for expansion of capacities to meet newer vistas. It is high time for Government's intense intervention in ensuring easing of EXIM Norms,

custom procedures, cutting down delays and giving utmost importance to creation of infrastructure to meet increasing demands of liquid bulk trade. If this does not happen then, it is going to be catastrophic for Indian Trade vis-à-vis issues relating to demurrage and high transaction costs.

Time has come for CBEC and the field formations of Customs, Excise and Service Tax to be more proactive, more flexible, more realistic, more trade friendly [in true spirit and essence of the word], more communicative, and, finally more than willing to eradicate antiquated procedures, systems and mind set and replace the same with more vibrant, transparent and business friendly attitude, approach, systems and policies.

We have tremendous potential to drastically improve upon our world customs ratings, which is at a miserable low below 140! The need of the hour is a major shift in positive and proactive attitude, change in negative mindset, and to stop competing as Business houses by chasing targets and penalizing and harassing innocent and hard working entrepreneurs, business houses and trade in general. There should be an integration of various ministries into one EXIM TRADE.

MINISTRY, which will be composed of experts from Finance, Commerce, Agriculture, Shipping and few others connected with Exim trade only. This is one of the initial ways to open up and exhibit honest intentions of Government to revolutionize antiquated systems and faulty process, procedures and related systems, and, ensure level playing field for EXIM trade across all ports in the country.

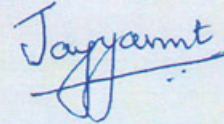
Reliance and dependence on old outdated systems and procedures, not waking up to realities of the arrival of renaissance in reforms of norms relating to EXIM business world over and still persisting with British legacy of outdated norms, Delays due to frequent departmental interventions, poor assessment quality and unaccountability of officers, have been some of the important causes for India's ratings languishing below

140. Change is inevitable, Change is a Must, but, when will this happen is the moot point and question which is lurking in the minds of the trade, with the hope that this government will 'Make it Happen' as it is serious about 'Make In India' vision and dream of Hon'ble Prime Minister.

I wish to invite the readers to 'MAKE IN INDIA' enlightening Seminar being held by AILBIEA on Friday 29th May

2015 at Hotel Trident, Nariman Point, from 10AM onwards.

With best wishes,



Jayyannnt Lapsiaa

ENLIGHTENING AND THOUGHT PROVOKING CONFERENCE SEMINAR "MAKE IN INDIA"
Friday, 29th May, 2015 - 9.15 a.m. to 1.00 p.m.

This is an golden opportunity to come and participate in one of the most thought provoking and informative sessions on how to help 'MAKE IN INDIA' dream of our Hon'ble Prime Minister a reality? In direct relations to role of EXIM Players vis-a-vis Customs/Excise and other Governmental Agencies.

Learned and eminent speakers will enlighten you with their experience and lucid presentations. Do not miss this golden opportunity coming your way. There are very limited seats, hence please rush to book your spots. This conference will enable you to network and interact with Custom and Excise officials, besides other prominent Exim Players. There is a lot for you to take away from this unique Conference and also, you can get your doubts and apprehensions cleared.

The schedule of timings and other details will be sent you upon registration. There is a discount for bulk bookings. Registrations have been kept at modest.

- [a] Rs. 1,000/- per participant which includes, Morning Tea/Coffee/ Snacks And Lunch ONLY.
- [b] Rs. 3,000/- per Participant, which includes, Morning Tea/Coffee Snacks And Lunch, AND, FREE Participation and entry in the EXCLUSIVE Glittering Awards cum Formal Function followed by COCKTAILS AND DINNER, in the evening from 6.15 PM onwards.

This is a STEAL! So, rush to avoid disappointment. Last date for registration is 22nd May 2015. Management reserves the right to close the enrollment upon completion for first 150 registrations.

Date: 29th May 2015: **Day:** Friday

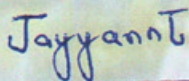
Venue:

The Regal Room, Hotel Trident, Nariman Point, Mumbai-400 021.

Timings:

Registration with Tea / Coffee :9.15 AM onwards up to 9.50 AM.

| | | |
|--|---|-----------------------------|
| Inaugurations and Welcome address | : | 09.55 AM to 10.13 AM |
| First Session | : | 10.15 AM to 11.30 AM |
| Break for Tea/Coffee | : | 11.30 AM to 11.43 AM |
| Second Session | : | 11.45 AM to 12.50 PM |
| Open Discussion | : | 12.50 PM to 13.15 PM |
| Lunch | : | 13.15 PM onwards |



Jayyannnt Lapsiaa
 President

REGISTRATION FORM

We hereby confirm the participation of following representative/s in "MAKE IN INDIA CONFERENCE" to be held on Friday the 29th May 2015 at: The Regal Room, Hotel Trident, Nariman Point, Mumbai-400 021, from 9.15 AM onwards.

NAME OF THE ORGANISATION :

| S.No. | Name of the Participant | Designation | Veg/Non-Veg |
|-------|-------------------------|-------------|-------------|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |

We are sending herewith our Cheque/D.D. favouring "All India Liquid Bulk Importers and Exporters Association" for Rs. _____ vide Cheque / DD No. _____ dt. _____ drawn on _____ Bank,

being the participation fees for the Conference.

Thanking you,

Yours faithfully,

For _____

Name : _____

Signature : _____

Designation : _____

You are requested to send the duly filled registration form by courier/email/fax to: Mrs. Jayanthi Krishnan:
 Email: ailbiea@gmail.com . Cell : 80976 01584

*With best compliments
 from*



Hindustan Unilever Limited

Unilever House, B.D. Sawant Marg, Chakala,
 Andheri East, Mumbai 400 099, India
 Website: www.hul.co.in

AILBIEA 14th Anniversary Celebration

The body and soul of LIQUID BULK TRADE Propelling Exim to a superior grade!

Since its inception, The All India Liquid Bulk Importers & Exporters Association has evolved into a progressive and highly recognized trade body committed in addressing the challenges facing the Liquid Bulk Trade in India.

The AILBIEA family consists of different stake-holders in the business sectors viz. Corporates and Industrial houses, Multi-national Trading Houses, Traders and Trade intermediaries, as well as customs and Barge operators along with a host of other service providers.

Over the years, AILBIEA has been successfully represented to various authorities, at the local, state and national levels and endeavored to address several vexatious issues. AILBIEA is in constant interaction with Customs department, Port Authorities, Municipal Corporation, State departments and others, in addition to policy-makers in New Delhi.

The memorandum of Association of AILBIEA captures its primary objectives:

- ◆ To work towards healthy and orderly growth of the country's trade, including export and import, in liquid bulk cargoes in general

- ◆ To bring home, with the experience of number of years several lessons, including the need to tenaciously follow-up on unsolved issues and keep up pressures on governmental departments, to work towards betterment of the industry and trade.

Our Annual Anniversary Events have rightfully garnered a reputation for being one of the most high profile and eagerly awaited functions in the Industry and 2015 promises to be no different. With a turn out that will include the crème de la crème of industry leaders, and Association heads not to mention the Senior most customs, Revenue officials and policy makers, The **AILBIEA Anniversary** is touted to be the **event of the year** and is the fourth consecutive run of the **STELLAR AWARDS**.

Our event will be held on Friday, 29th May, 2015 at the Regal Room, Hotel Trident, Nariman Point, Mumbai.

We shall be delighted to receive your sponsorship of this prestigious event which will no doubt enhance the profile of your organization in the eyes of industry, influential officials and media alike.

The sponsorship categories have been separated into:

- ◆ Title Sponsorship - ` 20,00,000
- ◆ Platinum Sponsorship - ` 15,00,000
- ◆ Gold Sponsorship - ` 10,00,000
- ◆ Silver Sponsorship - ` 7,50,000

ADVERTISEMENT TARIFF

SOUVENIR

- ◆ Back cover - ` 30,000
- ◆ Inside Front Cover - ` 25,000
- ◆ Special Page - ` 17,500
- ◆ Full Page - ` 12,500

Paper size: 10" x 7.25" • Print area: 9" x 6"

Material required: PDF / TIFF / EPS / CDR files on CD or Positive with colour proofs

BANNER DISPLAY - 75,000

Please send the Order Form duly filled with sponsorship preference and your Cheque / DD in favour of All India Liquid Bulk Importers and Exporters Association.

In addition to this we would be pleased to discuss corporate tie up options aimed at synergizing your association with us.

We look forward to receiving your full support to help us in making this event a roaring success, in keeping with AILBIEA's glorious tradition of excellence in all that we do.

Yours truly,
Vikash Sharma,
Chairman, Finance Committee

With best compliments from



AEGIS LOGISTICS LIMITED

Corporate Office: 1202, Tower "B", Peninsula Business Park, G.K. Marg, Lower Parel (W), Mumbai 400 013, India.

Tel.: +91 22 6666 3666 • Fax: +91 22 6666 3777 • Website: www.aegisindia.com

The benefits of being a Title Sponsor are:

- Title of "Official Title Sponsor of the 2015 AILBIEA Anniversary Event"
- Company logo on official Event banners
- Company name and logo printed on the Awards presented
- Company brochure or marketing material distributed in Event gift bag
- Exclusive press release sent announcing company's sponsorship of AILBIEA Anniversary Event
- Optional Hyperlink exchange between sponsor and the AILBIEA website till the event completion
- Prime full-page advertisement in AILBIEA souvenir and the right to Use Event Name in All Marketing Campaigns.
- Prime 10' x 10' Exhibitor Space
- 3 runs of prepackaged 30-second video advertisement spots on the stages' giant LED screen (Commercial provided by sponsor)
- Company Banner Backdrop on the Stage and premium display of banners throughout the venue.
- One award to be presented by the CEO or MD of the Title Sponsor Company to awardees in the presence of Union Government Ministers, High ranking Revenue officials and prominent Industrialists
- Complimentary event passes for 25 company representatives.
- Commemorative Memento to be presented to your company

The benefits of being a Platinum Sponsor are:

- Title of "Platinum Sponsor of the 2015 AILBIEA Anniversary Event"
- Company name and logo on official Event banners, prominent display of banners throughout the venue.
- Exclusive press release sent announcing company's sponsorship of AILBIEA Anniversary Event.
- Prime full-page advertisement in the AILBIEA souvenir.
- Company Logo on the AILBIEA Web Site till the event completion
- Right to Use Event Name in All Marketing Campaigns
- Complimentary event passes for 20 company representatives.
- One 30-second video advertisement spot on the stages' giant LED screen (Commercial provided by sponsor)
- One award to be presented by the CEO or MD of the Title Sponsor Company to awardees in the presence of Union Government Ministers, High ranking Revenue officials and prominent Industrialists
- Commemorative Memento to be presented to your company

The benefits of being a Gold Sponsor are:

- Title of "Gold Sponsor of the 2015 AILBIEA Anniversary Event"
- Company name and logo on official Event banners and prominent display of banners throughout the venue.
- Exclusive press release sent announcing company's sponsorship of AILBIEA Anniversary Event.
- Company Logo on AILBIEA Web Site till the event completion
- Right to Use Event Name in All Marketing Campaigns
- Company Name Mentioned on the Stage
- Complimentary event passes for 15 company representatives.
- Commemorative Memento to be presented to your company
- Logo Exposure on our newsletter

The benefits of being a Silver Sponsor are:

- Title of "Silver Sponsor of the 2015 AILBIEA Anniversary Event"
- Company name and logo on official Event banners and prominent display of banners throughout the venue
- Exclusive press release sent announcing company's sponsorship of AILBIEA Anniversary Event.
- Company Logo on the AILBIEA Web Site till the event completion
- Right to Use Event Name in All Marketing Campaigns
- Complimentary event passes for 10 company representatives
- Commemorative Memento to be presented to your company.
- Logo Exposure on our newsletter.

We are now at Kandla, Mundhra, Hazira



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Website: www.umkhona.com



AILBIEA

To,
Executive Secretary

All India Liquid Bulk Importers and Exporters Association.

1011, Mighty (Universal Majestic), Near RBK International Academy
Ghatkopar Mankhurd Link Road, Chembur, (West) Mumbai 400 088

Dear Sir,

With reference to your appeal for sponsorship advertisement in the Souvenir to be released in **29th May 2015**, on the occasion of the **Anniversary Celebration of AILBIEA**, we are pleased to book an advertisement. Enclosed please find the advertisement material.

Size _____

Enclosed please find our cheque no. _____

Drawn on _____ for _____

Yours truly,

Name _____ Signature _____

Company Name & Address _____

MANAGING COMMITTEE

Jayyant Lapsiaa
President

Devdas Chandran
Vice President

Nandlal Chawla
Hon. Treasurer

Sudhir Malhotra
Hon. Secretary

For our office use only

Advertisement booked by _____

of M/s _____

Advertisement material _____

Special instructions if any _____

Mumbai Port achieves all time high cargo volume of 61.66 MMT in 2014-15



Mr Ravi Parmar, IAS, Chairman and Mr Yashodhan Wanage, IRS, Deputy Chairman, MbPT

Merchant Shipping Services J. M. Baxi and Atlantic Shipping were felicitated other important Port users were also felicitated

Mumbai Port achieved an all time high traffic of 61.66 Million Metric Tonnes in 2014-15, in its 141 years of chequered service to the great metropolis, in particular and to the Export Import trade. To celebrate the success, Mumbai Port has organized a Trade Promotion Meet in Mumbai.

Mr Ravi Parmar, IAS, Chairman, Mumbai Port, Mr Yashodhan Wanage, IRS, Deputy Chairman, Mr D Nayak, Traffic Manager, MbPT, Senior officials from MbPT and other prominent dignitaries were present at the function. Besides this, various dignitaries from State Government, Central Government and Local authorities were also acknowledged for their support and co-operation

Mr Ravi Parmar, IAS, Chairman, Mumbai Port said that "I am happy with Mumbai Port's performance, as it created all time high new record in its 141 year long history by handling all time high cargo volume of 61.66 MMT in the financial year 2014-15. This has been a landmark achievement for all of us for the first time in the MbPT's history. MbPT is the fourth highest cargo handling Port among the Major Ports in India".

The Indira Dock Complex, one of the oldest dock complexes in the country, recorded an impressive growth of 28.53%.

Further the port registered an impressive growth of 42% in automobile export by handling more than 1,40,000 vehicles. To decongest the city roads, the Port has leased 2.5 hectares of land to build a 1.25 MMT per annum, fully automated cement handling terminal. Once ready, it will promote movement of cement in city through coastal route, resulting in

"I am happy with Mumbai Port's performance, as it created all time high new record in its 141 year long history by handling all time high cargo volume of 61.66 MMT in the financial year 2014-15. This has been a landmark achievement for all of us for the first time in the MbPT's history. MbPT is the fourth highest cargo handling Port among the Major Ports in India" said Mr Ravi Parmar, IAS, Chairman, MbPT.

reduction of 700 truck trips per day, Mr Parmar added.

Mr Parmar added in its endeavor to be more city friendly, MbPT has launched a number of new initiatives including, Cruise Terminal Development, Fast Ferry Service, Marina, Floating Restaurant, Floatel, Sea Plane, MOU with MMB, Passenger Terminal Upgradation, FSRU for LNG, restoration of Sassoon Dock Gate and many more such projects.

To promote exports in this segment, Mumbai Port provides value added facilities in the form of pre-delivery inspection and pre-delivery storage to the automobile exporters in the vicinity of terminal.

He stressed that in absence of Multipurpose Port, the city would need to transport these commodities through roads and railways, which would not only raise the overall logistics cost but accordingly it will congest the city and burden the already strained road and rail infrastructure.

He emphasized that while developing infrastructure and facilities for cargo handling, the Port is conscious and careful in selecting the projects that would shift the burden from city's roads and railways to inland waters. The Port is also undertaking projects to modernize its existing International Cruise Terminal at Ballard Pier Extension and the Passenger Terminals at Bhaucha Dhakka (Ferry Wharf) and Gateway of India to improve passenger amenities. On the social front, the Mumbai Port has allotted three of its buildings comprising 120 residential units to Tata Memorial Hospital on a token fee to address the problem of transit accommodation faced by the Cancer patients and their relatives.

Shri Parmar congratulated all the stakeholders and appreciated the contributions made by the Mumbai Port Trust employees in attaining this impressive record setting performance. This achievement would not been possible with the support of the trade. Mumbai Port poised to **achieve greater heights and achievements in the years to come.**

Krishnapatnam Port eyes stake sale to fuel bigger ambitions

Hyderabad: Krishnapatnam Port Co. Ltd (KPCL), promoted by Hyderabad-based infrastructure conglomerate CVR Group, plans to induct a strategic investor as it looks to become the largest port-cum-coal transshipment hub on the East Coast of India.

KPCL said it is in talks with investors for the proposed stake sale.



C. Sasidhar, Managing Director, KPCL

"We are looking at a strategic investor," Mr. Chinta Sasidhar, Managing Director of KPCL, said. It is looking to partner with Japanese companies such as Mitsubishi Corp. and Sumitomo Corp., which are into coal trading. It plans to use the proceeds of stake sale to double the capacity from existing 70 million tonne (mt) to 140 mt, a plan that requires an investment of Rs.8,000 crore.



KPCL is looking to partner with Japanese companies such as Mitsubishi Corp. and Sumitomo Corp., which are into coal trading and plans to use the proceeds of stake sale to double the capacity from existing 70 MT to 140 MT, which requires an investment of Rs.8,000 crore.

Mr Sasidhar said the company plans to increase cargo handling by 50% in the financial year 2015-16 to around 55 MT. "If we touch figures of 50-55 MT, it will be time for us to start phase-III," Sasidhar said.

Phase-III involves increasing the draft or depth of the port from 18.5 metres to 21-22 metres to allow large bulk carriers called Chinamax vessels that can carry upto 380,000-400,000 deadweight tonnage (dwt). KPCL handles capsized vessels of 200,000 dwt capacity. "Our plan is to make KPCL into a transshipment hub for coal and iron ore handling on East Coast," Mr Sasidhar said.

Transshipment involves offloading cargo from a mother ship at a single port and redistributing and supplying it through feeder vessels connecting different ports.

Mumbai Port extends incentives to attract cargo

In an attempt to lure more container cargo, Mumbai Port Trust has extended its previously introduced trade incentive schemes for another year, ending in March 2016.

Under the program, port users enjoy concessional rates for container stuffing and de-stuffing activity; additional free



storage times for containers moved by road; and a rebate on storage charges for empty boxes.

The discounted rates for stuffing are 4,157 rupees (about \$75) per 20-foot container, 8,314 rupees (about \$131) per 40-foot container and 12,471 rupees (about \$197) per high-cube container.

For de-stuffing, the port is charging 4,477 rupees (about \$71), 8,954 rupees (about \$141) and 13,431 rupees (about \$212), respectively, according to a port advisory.

"A three-day free storage time for containers brought in from other Indian ports by road will continue," officials said.

In addition, the port is allowing a concession on storage fees for empty containers handled at designated yards and container freight stations. "These concessional rates will not apply to containers handled at the regular docks."

"Trade associations are requested to give wide publicity among their members to avail the benefit of these concessions and bring more containers to Mumbai Port," the sources said.

MbPT is one of India's 12 state-owned major port complexes. In its heyday in the early 1990s, the west coast port accounted for nearly half of the nation's total containerized ocean trade. Available official statistics show Mumbai moved 428,000 20-foot-equivalent units in fiscal year 1993-94, when India's overall container volumes via Major Ports totaled about 1 million TEUs.

MPT is hoping the long-delayed Indira Container Terminal, a privately developed offshore project that is nearing completion, will help reverse its fortunes. The \$300 million terminal is expected to provide an annual throughput capacity of 800,000 TEUs in its initial phase.

Central Statistical Office to release data with exporters' details for the first time



In June this year, India's statistical office will release new data that will identify for the first time where India's exporters are located and what they are selling.

Officials believe this could help the Government make more informed manufacturing and trade policy decisions in the context of its Make In India programme and the stiff \$900-billion exports target set for 2020. With exports of over \$300 billion in 2014-15 and an economy that has been open to global trade for well over two decades, it may come as a surprise that the government of India has little idea where its export output is produced.

At present, the official trade data is compiled on the basis of inputs from ports and customs authorities, so it can track exports on the basis of where they were shipped out, not where they are made. This is about to change as the 2013 Economic Census, whose results are expected in two months, would offer a glimpse of which Indian firms are exporting what and where they are located.

"This will not only help economic ministry mandarins examine what type of enterprises are engaged in exports, but also inform policy makers about the type of exports originating from different parts of the country,"

the official said. Based on the census data, the statistics office would undertake a special survey of exporting units to capture more details about their operations and constraints.

All States to get the benefit of additional 1% tax on GST

The Centre has clarified that all States will be eligible to get a share of the additional one per cent tax proposed to be levied under the Goods and Services Tax (GST).

The Constitution Amendment Bill makes every State eligible to get money from the proposed additional tax, said a senior Finance Ministry official after the Empowered Committee meeting of State Finance Ministers.

JNPT, SCI, MbPT can raise Rs 1 trillion in foreign debt: Mr. Nitin Gadkari



State-run firms Shipping Corporation, JNPT and Mumbai Port Trust can raise dollar-equivalent of Rs 1 lakh crore from overseas markets, Shipping Minister Nitin Gadkari has said.

There is something special about the JNPT, Shipping Corporation of India and the Mumbai Port Trust. They have dollar-equivalent of Rs 4,000 crore revenue per year.

"The same dollar revenue can be used to raise up Rs 1 trillion worth of dollar funds in borrowings for up to 20-25 years at low interest rates," Gadkari said.

According to Government data, the annual fund inflows through external commercial borrowings (ECB), which refers to commercial loans in foreign currencies, is around USD 30 billion.

Companies use this mechanism to raise low cost funds from abroad.

Corporates which regularly tap the foreign market to raise debt claim almost 6 percentage points gain on the interest front alone vis-a-vis rupee funds. The Minister said the money raised through this route will result in huge savings on interest outgoes, and can be utilised for long-term finance needs in the sector like works on inland waterways, port development and ship building.

The Minister cited an experience with regard to widening of a road project by the country's largest container port JNPT, where the Ministry has opted for an ECB money which comes at 2.5-3 per cent per annum as against a high 12 per cent quoted by a domestic private sector lender.

The switch to ECB "will change the economic viability of the road", Gadkari said, underscoring the need to raise money from such an avenue.

The Minister added that he will be on a five-day trip to Japan next month, where various proposals regarding infrastructure financing are expected to be discussed.

JN Port ranked among Top 5 Container Ports in Middle East/South Asia

Jawaharlal Nehru Port (JN Port) has been ranked among the Top 5 Container Ports in the Middle East/South Asia in 2014 by the publication Containerisation International. With its tremendous achievement, JN Port sustained its position.

JN Port is in fourth position after Dubai, Colombo and Jeddah. In fifth place is Khorfakkan/Sharjah. This adds another distinction to the Port's long list of similar honours. JN Port has created history by achieving an all-time high in container handling in FY 2014-15.

It handled 4.467 million TEUs of container traffic in 2014-15, the highest since its inception and a growth of 7.33 per cent over the previous year's throughput of 4.161 million TEUs.



JN Port aims to achieve a throughput of over 5 million TEUs in the current financial year 2015-16, driven by further improvement in productivity and efficiency at its three existing terminals (JNPCT, APM Terminals Mumbai, DP World Nhava Sheva) and commencement of operations at the newly-developed 330-metre standalone terminal (to commence partial operations soon) of DP World.

A 330m extension jetty will be partially commissioned by May 2015 and fully commissioned by March 2016 and will improve the throughput by 1 million TEU.

Another ambitious project of the JNPT is the fourth port terminal which will come up with the assistance of the port of Singapore. The construction work is on and the reclamation and dredging work will start shortly. The mega project is being looked at for doubling the port capacity in seven years.

The commissioning of the Dolphin mooring is expected to increase liquid cargo in the port's throughput to one

million TEU. Besides increasing capacity, JNPT is focused on internal efficiency and becoming an international port.

The Port is looking at in all parameters efficiency, productivity, throughput, economy and creating more value for all the Export Import trade. There will be a dynamic, vibrant port activity at JNPT.

GST to increase India's GDP by 1-2%

New Delhi : The implementation of the landmark Goods and Services Tax (GST) regime, proposed from April 1, 2016, would increase India's Gross Domestic Product (GDP) by one to two per cent, Finance Minister Arun Jaitley said.

"This (GST) has the potential to push India's GDP by one to two per cent," Jaitley said at the Peterson Institute for International Economics in Washington, adding that the landmark constitutional amendment would immediately convert India into a one big uniform market, which will benefit all stakeholders.

JNPT's Liquid Cargo Terminal handles first double berthing of tankers

After commissioning of Mooring Dolphins at Liquid Cargo terminal, Jawaharlal Nehru Port (JNPT) handled first double berthing of tankers.



To decrease pre-berthing detention of vessels, construction of Mooring Dolphin was proposed at the Liquid Cargo Terminal. The construction of Mooring Dolphins to the existing BPCL Liquid Cargo Jetty was

completed on 30th March 2015 at a cost of Rs 11 crores which was shared by JNPT and BPCL equally.

Earlier we could handle single vessel of max 250 mtrs LOA and 2 smaller vessels of LOA totalling 270 mtrs. After commissioning of Mooring Dolphins now we can accommodate single vessel of max 330 mtrs LOA or 2 smaller vessels having total LOA of 310 mtrs . After the commissioning of Mooring Dolphins, first double berthing of tanker at BPCL Liquid Cargo Terminal took place on 14th April. Total LOA of the vessels was 311 mtrs.

By this project 1 Million tonne throughput has been added to the handling capacity. This is one of the initiatives to meet the needs of the trade and ease out congestion at the Port.

Shashi Bhushan Singh appointed adviser in CBEC



Shashi Bhushan Singh has been appointed as adviser in Central Board of Excise and Customs (CBEC), apex policy making body for indirect taxes.

Singh, a former CBEC member, retired in February this year. According to a Government order, Singh will continue for a period of three months beginning March 1 as an adviser to the Board for a period of three months.

The CBEC consists of a chairperson and maximum of six members. At present, Kaushal Srivastava is working as CBEC chairperson and

Joy Kumari Chander, as lone member. Srivastava is due to retire in June and Chander will demit her office in May this year.

The Finance Ministry has already set afoot process of induction of fresh members to the board and the appointments will be made soon, official sources said.

Bringing In More Productivity and Efficiency: Mr. Neeraj Bansal, Chairman, JNPT



Mr. Neeraj Bansal, Chairman of JNPT

As the country's 'Make in India' campaign gathers steam, Jawaharlal Nehru Port Trust (JNPT), our country's largest port terminal, has been marching ahead. It has been in the news lately for an increase in its cargo handling for the fiscal 2014-2015 at 63.80 million tonnes as compared to 62.33 during the previous year. In a media interaction with Mr Neeraj Bansal, well informed, confident and optimistic Chairman in charge of Jawaharlal Nehru Port Trust who shared the recent developments and future plans of JNPT in improving the EXIM trade.

Mr Bansal shared his thoughts about the expansion plans of the port in terms of capacity. For the last few years, JNPT had been focusing more on the capacity it already had. Lots of plans which were in the pipeline have now come to the final stage. A 330m extension jetty will be partially commissioned by May 2015 and fully commissioned by March 2016 and

will improve the throughput by 1 million TEU. Another ambitious project of the JNPT is the fourth port terminal which will come up with the assistance of the port of Singapore. The construction work is on and the reclamation and dredging work will start shortly. The mega project is being looked at for doubling the port capacity in seven years. The commissioning of the Dolphin mooring is expected to increase liquid cargo in the port's throughput to one million TEU. Besides increasing capacity, JNPT is focused on internal efficiency and becoming an international port. The port is looking at in all parameters- efficiency, productivity, throughput, economy and creating more value for all the EXIM trade. There will be a dynamic, vibrant port activity at JNPT.

Commenting on dredging being an issue for accommodating large vessels at JNPT, Mr Bansal said that the Ministry of shipping and the government of India are aware of the demand for deeper draughts. All ports were designed to meet the requirements prevalent at the time of their construction. The first phase of capital dredging of 14 has been completed. The port is now looking at the feasibility of deepening these draughts to 15m. The government of India has been stressing on the need to cater to the EXIM trade in a better and efficient manner. So, ports have been given a target to identify certain places to start new ports. JNPT is also in the process of looking for new locations .of the shipping at the Efforts are being made to identify spots for new natural ports having a draught of 20 metres.

As far as existing facilities are concerned, JNPT is looking at focusing on container terminals. Congestion at JNPT has been an

issue for several years and a serious setback for EXIM trade. One of the reasons is the early arrival of hinterland cargo. Another reason has been the operational issues at one of the PPP terminals. JNPT has been making efforts to resolve issues pertaining to congestion. Entry through the port gates has been made through the web gate system wherein no hardcopy of the gate pass is required is one of the initiatives. Inter terminal movement of cargo has been eased. Gate in- gate out time is being monitored and improvements have been made to the satisfaction of the people concerned.

By the end of 2017, JNPT's mega plan of a 'Central parking plaza' on a 45 hectare land, a custom bound area which contains dormitories, shops and food for truckers will be in place. Along with NHAI, the port is involved in the construction of an eight lay evacuation corridor from JNPT to the rest of the highways which will ease the congestion.

Mr Bansal is unfazed by the competition of new private ports as he believes that business will flow where there is efficiency, economy and comfort of doing business. JNPT is the most transparent port in terms of pricing. The increase in cargo handling in the recent year is a proof that JNPT port is working to its full capacity.

Times are changing and there has been a lot of focus by the government on bringing in more productivity and efficiency. Keeping in mind the prime minister's vision of India where he wishes that more entrepreneur skills should be used and more exports should flow out of India and making India a hub for manufacturing, Mr Bansal believes every port, be it

public or private, has a responsibility in pitching in more capacity addition, more transparent and efficient service to the EXIM trade and bringing all hinterland areas very close to the port in terms of efficient cargo evaluation.

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MoS reaffirms commitment to new Tariff Policy for Major Ports

Tariff Authority for Major Ports (TAMP) has notified a "Policy for determination of tariff for Major Ports Trusts 2015" on 27th January, 2015 which allows Major Port Trusts to set

their own tariff within the cap of their Annual Revenue Requirements (ARR). The Tariff Policy 2015 provides greater flexibility to Major Port Trusts to respond to market situation and also encourages them for better performance within the ambit of Major Port Trusts Act, 1963.

This information was given by Minister of State for Shipping, Shri Pon Radhakrishnan in a written reply in the Rajya Sabha.

Maritime industry to get more opportunities under 'Make in India'

The Ministry of Shipping is projecting a quantum jump in the volume of cargo and passengers moved through water transport from the current 5 per cent to 30 per cent in the next 15 years, which will open up a lot of opportunities in the maritime sector, particularly in shipbuilding under the 'Make in India' initiative of the Prime Minister, Mr Narendra Modi, according to industry sources.

Domestic shipyards would be able to build more coastal ships, barges and passenger vessels to meet the increased demand, they said.

The initiatives taken by the government, such as the Jal Vikas Marg and Sagarmala projects, would

augment transportation through inland waterways, especially considering the recent approval for the development of 101 waterways across the country, which would increase the demand for dredgers and harbour crafts to improve infrastructure.

There is also a need for more vessels and ports to handle liquid and gas cargoes, experts said.

The Union Shipping Minister, Mr Nitin Gadkari, is keen on including the maritime sector in the 'Make in India' campaign to help create more job opportunities. The shipbuilding sector is a special area of focus. The Minister had recently asked the public sector Cochin Shipyard to increase its capacity, and also set up ship repair facilities at other ports.

Today, less than 10 per cent of Indian cargo is carried by Indian flagships, and below three per cent of the country's foreign-going merchant ships are built in India. A majority of Indian ships proceed to foreign dry docks for periodical repairs, thereby reducing the stake of Indian shipyards in global shipbuilding to a negligible 0.3 per cent.

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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