AILBIEAnews
An in-house e-newsletter of
ALL-INDIA LIQUID BULK IMPORTERS & EXPORTERS ASSOCIATION
OCTOBER - DECEMBER 2015: VOLUME XV
FOR PRIVATE CIRCULATION ONLY

President's Message:

Wishing you all a very Happy, Sparkling, Prosperous and a fruitful Diwali!

Our country's rating in the World Bank's Global study on Doing Business is at a pathetic low of 130 amongst 189 nations. In the field of paying taxes our country's position has slipped to horrendous low of 157th rank.

'Ease of doing Business', 'Make In India', Facilitation to Trade etc. are some of government's path breaking initiatives which are being promoted and publicized with zeal and vigour. This is being done

to showcase honest intentions of Government to ring in some radical changes and to bring about much needed revolutionary transformation from antiquated age old British laws, legislations and systems, in many of Government's critical segments.

This is also to salvage and resurrect sagging fortunes vis-à-vis the global ratings which have plummeted to all time low. And, rightfully, Finance Ministry has been chosen as the torch bearer to initiate these much needed changes and live up to Government's promise of experiencing and witnessing 'Ache Din" [Good Days] during their regime.

But, how and when will these initiatives see the light of the day? is the moot question. Though, in right earnest the Finance Ministry has set the ball rolling by directing Customs, Excise and Service Tax departments to implement these schemes as soon as possible, replacing outdated and age old policies, practices and systems with more vibrant and transparent systems bringing in accountability and stability, the response from field formations is far from encouraging.

Sadly, at a senior level, government's message seems to have set in and efforts are being made to ensure that these new revolutionary schemes succeed. However, at cutting edge level the scenario is gory and disappointing. With utter disdain and total disregard to the diktats of Government's resolve to initiate changes, quality of assessments continue to hit depths of despair and attitude of officers leaves much to be desired.

It is as if these officers, at cutting edge level, are overtaken be the fear of insecurity and fear of losing possession of adulterated and corrupt 'Power', so they are going all out to ensure that these path breaking measures do not see light of the day and our country continues to languish at rock bottom of global ratings, and, that, we continue to embrace the British legacy which was aimed at enslaving Indian citizens.

With such a disparity prevailing, it is impossible to realize the dreams and aspirations of 'Make in India' or 'Ease of Doing Business'. It is evident that there have been no clear cut directives/guidelines and strong time bound instructions issued to field formations of putting into practice the government's well intended schemes to pull our country out of the dismal ratings, and, also out of the clutches of British legacy heavily laced with one sided governance regulations.

Great achievement is usually born of great sacrifice, and is never the result of selfishness. Would we have compromised for Freedom? If we would have realized that the fate and state of common man and that of the Tax payer was and is going to be worse and draconic than the one prevalent under British rule!

Sadly, along with the disgusting apathy prevailing in lower rung governmental departments, much more apathy and disregard to government's pursuit of 'Ease of Doing Business' is prevalent in the Trade and Industry to a very great extent.

Many Importers and Exporters are treating EXIM Operations with utter disdain and contempt, and, they are largely responsible for the downward trend in attitude of officers at cutting edge level and also for the degrading quality of assessments.

Appointment of Custom Brokers, Transporters, Surveyors and other in Exim Trade based on L1 tender system has proved to be highly detrimental and has vitiated the atmosphere to such a horrific extent that unless the Government brings in some stringent measures to book such Importers and Exporters for appointing 'Irresponsible', 'ill-equipped' and 'unethical' vendors, with sole consideration of pricing factor, Country's rating [in ease of doing business] by World Bank will continue to experience faster downward slide to hit the rock bottom!

This is also to salvage and resurrect sagging fortunes vis-à-vis the global ratings which have plummeted to all time low. And, rightfully, Finance Ministry has been chosen as the torch bearer to initiate these much needed changes and live up to Government's promise of experiencing and witnessing 'Ache Din" [Good Days] during their regime.

It is time that before launching these well intended schemes, Government should sensitize and enforce diktats in their departments and conduct series of seminars and sessions spelling out government's steely resolve in ensuring 100% success of these path breaking and revolutionary measures. In the same breath, government should pull up Importers and Exporters who are acting detrimental to the ethical practices and engaged in doing busing at Government's cost by appointing unqualified and unethical vendors.

Unless, the government departments and Importers/Exporters mend their ways and get tuned and serious about government's honest intentions of pulling our country out of the rut, Ease of doing business and make in India will be only a well-engineered political slogan, albeit without implementation and will continue to remain as a 'DREAM' which will never come true!

It is time for government to exert pressure and ensure that 'EASE OF DOING BUSINESS' AND 'MAKE IN INDIA' take off to a smooth start by this DIWALI! It will be an ideal Diwali Gift to the trade and to the nation!

Jayyannt Lapsiaa
President

Kamarajar Port plans to construct one more RORO Terminal

Kamarajar Port Limited (KPL), Country's only Major Corporate port located near Chennai, has decided to construct one more RORO Terminal.

According to official sources, the decision of construction of one more RORO Berth was taken at the recently held Annual General Meeting and Board Meeting.

The proposed terminal is adjacent to the existing terminal with berth length of 330 m for accommodating biggest car carrier vessel and parking space of one-lakh sqm for 7000 cars parking with appurtenant facilities like utilities, lighting, utility building, dedicated road etc. The project cost is Rs.320 crores and it is also proposed to commence the construction by April 2016 and contract period is 18 months. After completion of the terminal, the Port would handle around 5,50,000 automobile units/

cars per annum and at a time 21000 automobile units to park in the Port which is highest among the Indian Ports.

Ministry of Shipping has the vision for Coastal Shipping, Tourism and Regional Development with objective to increase the share of coastal shipping in the model mix from 7% to 10% by 2019 – 2020.

Besides, the port management also accepted the proposal of "Promotional Tariff" on coastal movement of cargo at the board meeting.

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With this initiative, the Board of Directors has approved the proposal for handling coastal Automobiles movements between KPL and other Indian Ports on trial basis upto March 31, 2016 with the promotional offer of 50% concession on wharfage charges.

Kamarajar Port is in the phase of rapid growth with capacity additions by way of construction of various berths like additional Marine Liquid Terminal, Multi Cargo Terminal, LNG Terminal, Container Terminal and Coal Berths to cater the needs of the Nation as well as the Trade.

India most attractive investment destination globally: Ernst & Young

India has been ranked as the most attractive investment destination in the world for the next three years, according to a survey by Global consultancy firm EY released recently. 32% of the business leaders from global corporations polled for the survey said India is the most attractive investment destination in the world, followed by China, Southeast Asia and Brazil.

The survey titled 'Ready, set, grow' was conducted during March and April, and includes views of over 500 decision-makers from multinational organisations across sectors like industrials, automotive, consumer products, life sciences, infrastructure and technology, among others.

The Prime Minister has set us a challenge of taking India to the top 50 position on the World Bank's Ease of Doing Business in the next three years.

We will marginally improve (our ranking) this year. We will substantially improve next year but in the third year we will definitely reach top 50," DIPP Secretary Amitabh Kant pointed out.

The Prime Minister has set us a challenge of taking India to the top 50 position on the World Bank's Ease of Doing Business in the next three years... We will substantially improve next year but in the third year we will definitely reach top 50.

Among India's most attractive features for doing business, investors rated its vast domestic market and availability of labour as most appealing.

Besides, commenting on the survey findings, EY Chairman of the Global Emerging Markets Committee Rajiv Memani said they are a testament to India's growing appeal with the global investment community.

The report highlights data from FDI Markets data, indicating that in the first six months, India has become the top FDI destination with $30.8 billion of FDI inflows, moving up from the fifth position in the corresponding period last year.

More than three out of five respondents said they had plan to invest in India over the next year and 62% are looking at manufacturing, both to serve the Indian and global markets from India.

Most of the respondents prefer to expand existing operations, followed by expansion through acquisitions and, if necessary, by joint ventures and alliances.

Compared to the 2014 survey, the number of respondents who believe that India will be among the world's leading top three destinations for manufacturing by 2020 has increased from 24% to 35%, while those who believe India will evolve as a regional and global hub for operations is up from 9% to 21%.

The survey found that 55% of the respondents were aware of the Government's Make in India campaign. Those aware of Make in India are more upbeat about expansion plans, with 70% stating they are likely to expand or relocate their manufacturing facilities to India in the next five years.

PSUs to ink pact with domestic ships for shipping 50% of cargo imports

In a step to boost domestic firms like Shipping Corporation of India, the Government is considering a proposal to make it mandatory that PSUs engaged in import of commodities, including oil and coal, sign a 5 year contract with them for the inbound cargo.

The proposal, likely to be sent to Cabinet "in a few weeks" time is in lines with nations like China, Japan and Korea to protect the domestic shipping industry.

The proposal involves giving 50% or more of the total cargo imports by oil, coal and steel etc PSUs to domestic shipliners.

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"An inter-ministerial group is at present considering the proposal that Government PSUs, based on some international benchmarks, could give domestic shipliners contracts for cargo imports for five years," an official source said.

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In fact, some of the laws dated back to 1958 have provisions to boost Indian shipliners, he said.

This once implemented, would shift freight worth billions of dollars to domestic shipliners like Shipping Corporation of India (SCI), Great Eastern Shipping and Mercator Lines, among others.

"There is a need to protect our shipping industry. India will remain an energy consuming Country seeing the deficit of oil, coal etc and will continue to import these commodities. This would be a welcome step," Chief Executive Officer of the Indian National Shipowners' Association (INSA), Mr. Anil Devli said.

He said India pays an annual USD 57 billion as freight charges and if it is able to save even 10 per cent of this, it would be a spin off in the economy. Such a move, apart from domestic shipliners, would also encourage Indian seafarers and boost the domestic industry, he added.

At present, Indian vessels barely account of 12 per cent of export-import trade, he said.

Such steps by Government may result in India occupying an important place in the list of maritime nations, Devli added.

New rules likely to boost Indian shipping industry

Indian state-owned firms may have to give half their freight business to local shippers to help rescue an industry battered by the global commodities downturn.

India's cabinet could as early as next month consider making it mandatory for state-owned oil, steel, coal and fertiliser importers to route at least half of their cargoes through local shippers as part of a broader agenda of Prime Minister Narendra Modi to shore up and protect the ailing sector, a Government source said.

New Delhi is proposing importers sign 5-year contracts with local shipping firms in a move designed to shift freight worth billions of dollars to Indian flag carriers and help boost fleet companies like Shipping Corp of India, Mercator Ltd, Great Eastern Shipping Company and Essar Shipping.

In 2013-14, India paid about $57 billion in freight payments to foreign firms.

"We have already received comments from the related Ministries on this proposal. We hope next month the cabinet will consider this proposal," the source said, adding the 5-year contracts would help firms raise funds to expand their fleets.

India's total international trade increased by more than 230% between 2000 & 2014, to 811 million tonnes last year, according to Shipping Ministry data, but domestic shippers saw their trade rise by just 26% as they were edged out by international firms able to offer lower rates and quicker turnaround times.

"Asset prices are at their lowest and this is a good time for Indian industry to invest," said Anil Devli, Chief Executive of the Indian National Shipowners' Association (INSA).

A key part of the new proposal is to link the freight rates charged under the contracts to global benchmarks such as Clarksons and World Scale in order to bring greater transparency to rate setting and avoid local shippers setting up cartels.

"As more Indian ships start participating in the regular carriage of Indian imports, other ancillary industries such as bunkering, ship repair and even ship building will grow," Devli said.

Most foreign-flag vessels calling on Indian ports bunker, or re-fuel, in Singapore or Khor Fakkan in the United Arab Emirates, and don't hire Indian seafarers, Devli said.

Non-domestic shippers carrying Indian freight include Frontline Ltd, Navig8 Chemical Tankers Inc, Hyundai Merchant Marine Co Ltd, Olympic Shipping, BW LPG and Avance Gas Holding, crude buyers and shipping sources said.

APM Terminals Pipavav wins "ICD Preferred Terminal" Award at Gujarat Star Awards

APM Terminals Pipavav (Gujarat Pipavav Port), one of Western India's fastest growing gateway Ports has been Awarded the Inland Container Depot (ICD) Preferred Terminal of the Year at the 4th edition of the Gujarat Star Awards held in Ahmedabad.

The Port has been given this award for two consecutive years. Last year the port was awarded "ICD preferred Port of the Year" at the 3rd edition Gujarat Star Awards.

APM Terminals Pipavav received this award as it has always maintained highest standards of operational performance, year-on-year growth, hi-tech facilities and customer satisfaction.

Gujarat Star Awards organized by Daily Shipping Times has set a benchmark for recognizing excellence of companies or individuals in the Maritime and Logistics sector of Gujarat.

Mr. Mukesh Oza, Group President & CEO, Samsara Group and Capt. Deepak Tewari, CEO, MSG Agency India presenting Award & Certificate to Mr. Saurabh Sharma, Container Commercials, APM Terminals Pipavav.

The Award was received by Mr. Saurabh Sharma, Container Commercials representing APM Terminals Pipavav in the presence of well represented port and shipping fraternity.

Thanking Gujarat Star Awards for this recognition Mr. Keld Pedersen, Managing Director of APM Terminals Pipavav remarked, "We are glad to see the recognition and will continue to develop efficient cargo handling infrastructure.

Our location in Gujarat as well as the proximity to road and rail networks provides a logistical advantage connecting the Port to critical markets in the hinterland and Northwest. We handled a total of 550,000 TEUs in FY 2015 through 2,695 trains in the same period, serving the various ICDs in the north and north-west India".

Prime Minister Mr. Narendra Modi lays foundation stone of JNPT's 4th Container Terminal

PM Mr. Narendra Modi laying foundation stone of 4th Container Terminal. Also seen Union Shipping Minister Mr. Nitin Gadkari, Shipping Secretary Mr. Rajive Kumar, Maharashra Governor Mr. Ch. Vidyasagar Rao, Maharashtra Chief Minister Mr. Devendra Fadnavis'.

Jawaharlal Nehru Port (JNPT), country's biggest Container traffic handler achieved yet another milestone in its ambitious journey to become a world class maritime hub when the Prime Minister Shri Narendra Modi laid the foundation stone for the fourth container terminal, proposed to be developed at an estimated cost of Rs. 7915 crores on DBFOT basis.

Shri Modi arrived at the JNPT Helipad- accompanied by the Maharashtra Governor Shri Ch. Vidyasagar Rao, Union Minister of Shipping, Road Transport & Highways Shri Nitin Gadkari, State Chief Minister Shri Devendra Fadanvis and other dignitaries.

Prime Minister Shri Narendra Modi laid the foundation stone for the fourth container terminal, proposed to be developed at an estimated cost of Rs. 7915 crores on DBFOT basis.

The Prime Minister and the distinguished guests were welcomed by the Secretary Ministry of Shipping Shri Rajive Kumar and the JNPT Chairman, Shri Anil Diggikar. Hon'ble Prime Minister was briefed about the Port model and was given a walk-thru presentation on the overall Port scenario, JN Port and the 4th Container Terminal, by Secretary (Shipping).

Shri Nitin Gadkari, Union Shipping Minister presented a bouquet, a shawl and a momento to the Hon'ble Prime Minister.

Shri Modi witnessed a six minute Video presentation on JNPT and Fourth Container Terminal (FCT).

Shri Modi was briefed by Shri Gadkari that the work has been awarded to M/s Bharat Mumbai Container Terminals Pvt. Ltd. (SPV of PSA) at the Revenue Share of 35.790%. The Minister informed the Prime Minister that the Concession Agreement was signed on 6th May, 2014 and the Concession was awarded on 22nd December, 2014.

The Shipping Secretary Shri Rajive Kumar apprised Shri Modi that the project is to be taken up in two phases. Phase-1:Rs. 4, 719 crores and Phase-II: Rs. 3,196 crores. This will add a container handling capacity of 4.8 million TEUs (2.4 million TEUs in each phase). On completion of project of both the phases the total length of the berth will be 2,000 meters. The first phase consisting of 1000 m long quay, approach trestles, reclamation (90 Ha) and all other back-up facilities and will be completed in three years from the Date of Award of Concession i.e. December 2017. The second phase consisting of 1000 m long quay, approach trestles, reclamation (110 Ha) and all other back-up facilities will be completed in five years thereafter i.e. December 2022.

Later, Shri Modi laid the Foundation Stone for the Fourth Container terminal at a simple but impressive ceremony. Shri Modi was extremely delighted to be a part of this prestigious function organized by JN Port & PSA

Shri Gadkari too praised the JNPT management and said this was important landmark not only in the history of JNPT but also the Port sector of our Country.

The fourth terminal being developed by M/s. Bharat Mumbai Container Terminals Pvt. Ltd. (BMCTPL), an SPV of PSA International is the biggest FDI - BOT Port Project in India with an investment of Rs.7,915 crores. This terminal will provide world class facilities for international trade and ease the burden on the existing container terminals which are operating at almost full capacity. He mentioned that he is extremely delighted to be a part of this function and congratulated both JNPT and PSA for this achievement.

JNPT Chairman Shri Anil Diggikar later said this project will be developed in two phases will add a Container handling capacity of 4.8 million TEUs (2.4 million TEUs in each phase), which will enhance total capacity of JN Port by 60 million tones. With the completion of this project JN Port will enter into a club of 10 million TEUs of global ports.

The JNPT Chairman said the Jawaharlal Nehru Port has maintained its leadership in the Country by handling about 42% of Country's Container Traffic and about 56% Container traffic among 12 Major Ports in India. Top leaders in the Containers Terminal Operators of the World, such as DP World, AP Moller Group are already operating the terminals in JNPT and with the addition of PSA Singapore's facility; the trade will have the opportunity to avail services of one more global leader under the roof of JNPT.

He said other important development projects in this region which are in the advanced stage to take off are JN Port's Port Based Multi Product Special Economic Zone (SEZ) & widening of Highways. JN Port is developing a Port based SEZ and its foundation stone was laid last year. He said projects like the SEZ and other expansion projects will change the face of this region and improve the connectivity with the Country's main stream.

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Shipping Ministry's new plan to focus on faster mechanisation of 8 Major Ports

The Union Ministry of Shipping has put in place a plan for enhancing the efficiency of eight Major Ports in the Country.

The plan is over and above the initiatives announced under the Sagarmala project. The main thrust of the plan is faster mechanisation of port operations and quick turnaround time for ships.

A senior Shipping Ministry official said that the Ministry along with port authorities are planning to spend about Rs. 1,000 crore in the first phase for bringing in new conveyors, cranes and other equipment for a faster evacuation of cargo. Studies show container handling at Nhava Sheva Port has increased and by the end of the current fiscal, it would be able to handle additional 2.5 lakh TEU, the official said.

Ports such as Kolkata, Goa, Visakhapatnam, Kochi, Nhava Sheva (Jawaharlal Nehru Port), Mumbai, Kandla, Chennai and Paradip Port would be benefited from the plan.

The official said that due to the slower evacuation of commodities such as imported coal, Government controlled ports are losing business to private ports. In the last four years, coal handling by Government Ports has dropped from 81 per cent to 47 per cent. This slide in coal handling volumes can be checked by faster conveyor systems and reduction of manual intervention.

In Government Ports, about 8,000 to 10,000 tonnes of coal can be lifted from a cargo vessel per day but in private Ports the number is 25,000 tonnes. In such mechanised ports, the turnaround time of coal carrying vessels is reduced from eight days to three days, the official said. Another senior official said that in ports such as Paradip, there is an arrangement with the local labour union which forces the port management every day to load two coal wagons manually. Such kind of labour arrangements are eating into port efficiency therefore talks are underway with the unions for using labour for other work.

Not only is the Ministry stressing on mechanisation but it also closely looking at man management in ports. Senior executives from the private sector are being recruited for a specified period. They are being given compensation at par with private Port operators.

Mumbai Port handles 4.31% higher cargo during H1FY16

Mr. Ravi Paramar

Mumbai Port has continued its upward march of handling more cargo in the current fiscal too. Port registered a growth of 4.31% in the first half of the current fiscal over the corresponding period of last year by handling 31.12 MMT of cargo, which is all time high in first six month of the financial year.

Some of the performance highlights during the first half of 2015-16 are :

- The Indira Dock has handled cargo of 4.21 MMT which has shown upward trend and increased by 14.21% compared to the last year's traffic of 3.68 MMT.
- Mumbai Port has been the number one port in handling high value iron and steel cargoes, and has further strengthened its leadership position by handling 2.75 MMT, registering an impressive growth of 47% over the corresponding period.
- Automobile export, for which MbPT is a major facility in West Coast Port, has witnessed a growth of 27%. In this period, 70272 units of automobiles were exported compared to 55363 units. The total automobile import and export through MbPT has recorded 72440 units which is 29% more than 56274 units in the relevant period last year.
- The chemical traffic at Pirpau berth has been 1.83 MMT which is up by 11%.
- The Transhipment cargo which is evacuated by waterways and without burdening the city roads / rails has increased by 10.53% at 5.20 MMT against the last year's figure of 4.71 MMT.

Besides, MbPT has taken measures for encouraging more Coastal Shipping, Ro-pax ferry services and building of new Ro-pax terminal, preventing and protecting the breeding habitats of flemingoes through BNHS etc.

GASTECH in Singapore - LNG fuel seen as game changer that cannot be ignored

The move to LNG as a fuel is a game changer which cannot be ignored, said Mr Angus Campbell, Managing Director of Bernhard Schulte Shipmanagement UK (BSM), speaking at Gastech in Singapore on Wednesday. **"Independent industry predictions indicate that the use of LNG as a bunker fuel offers opportunities for early movers to secure a market-leading position ashore and afloat, and global LNG fuelling will become a mainstream option.**

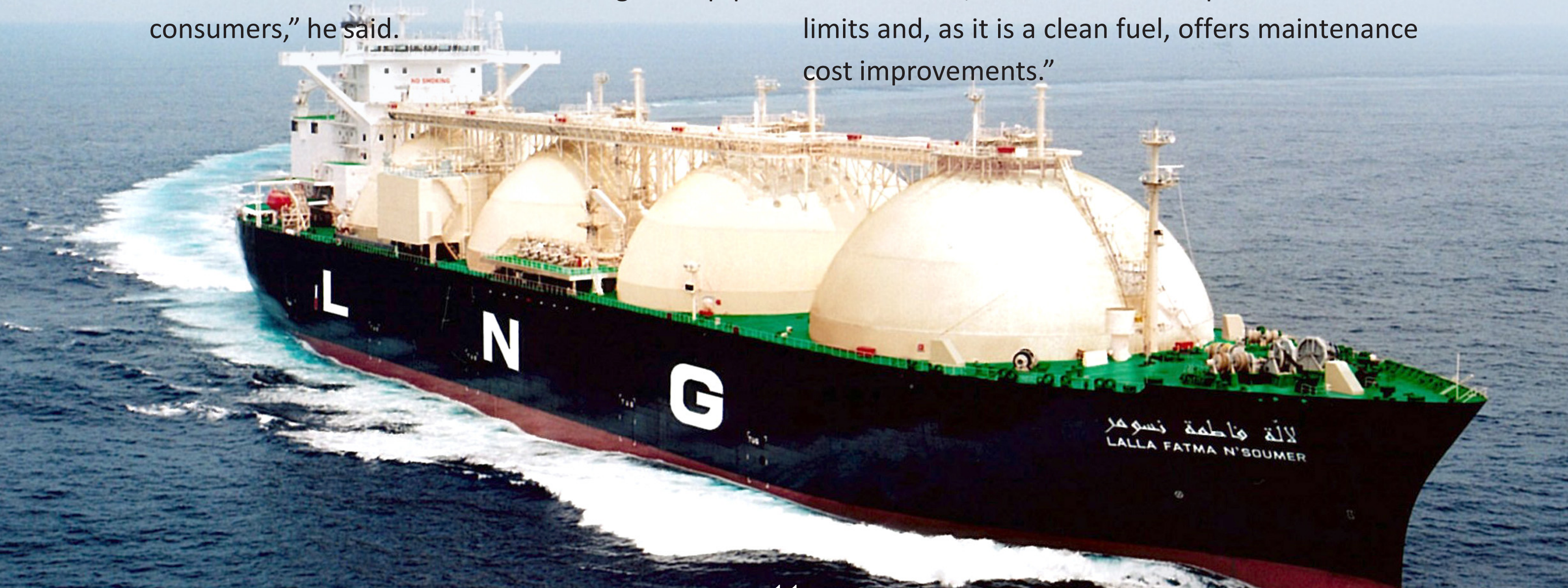
"It has happened before," he said. "Wind gave way to coal and coal in its turn gave way to oil. The move from oil to natural gas is simply the next progression in the evolution of maritime transportation."

Mr Campbell identified that this step change will also have a major impact on the refuelling of vessels, requiring a sophisticated supply chain, dealing with simultaneous operations and other factors not traditionally associated with bunkering in the LNG sector. "These are some of the factors that have driven BSM, working in partnership with BMT Triton and Babcock LGE, to develop its own unique Gas Fuel Supply Vessel design which will support LNG fuelled ships, and the delivery of gas to small onshore facilities and large off-pipe consumers," he said.

Despite its relative efficiency compared with other methods of transportation, shipping has been identified by international governments as a large and growing source of the greenhouse gas emissions that are causing climate change. Mr Campbell pointed out that the increasing number of programmes and regulations concerning the impact of shipping on the environment are growing and the choice for shipowners is no longer whether to come into line, but what option to choose in order to do so.

In his view, there is no real choice—distillate fuels and the use of scrubbers with conventional fuel simply do not have the advantages of LNG. "Distillate fuels are expensive and there is a likelihood that the price will increase due to demand as emission regulations are enforced in multiple areas," he explained to the audience. "Scrubbers may seem a simple alternative but the cost benefit calculation is actually very complex—with no guarantees that this will be accepted as a long-term method of emission reduction."

He concluded: "LNG will be with us for a very long time—with over 200 years supply in the ground, it is sustainable, meets current and planned emission limits and, as it is a clean fuel, offers maintenance cost improvements."



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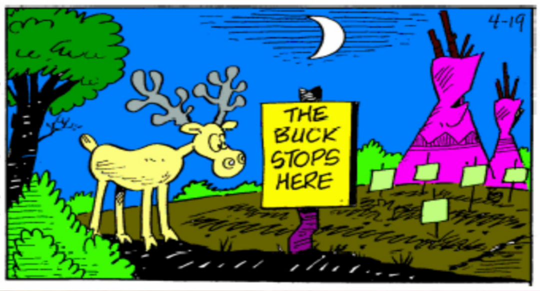

Teenager Post # 13389

WHAT HAPPENS IN AN EXAM: Tik tock, mind block, pen stop, eye pop, full shock, jaw drop, time up, no luck.

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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