



President's Message:

India is set to emerge as the world's fastest-growing major economy by 2016 ahead of China, as per the recent report by The World Bank. India's Gross Domestic Product (GDP) is expected to grow at 7.5 per cent in FY 2015-16, as per the report.

However, with weak monsoon and poor rabi crop, fuelling prospects of raging inflationary trends in Agri commodities, coupled with falling prices of Crude and weakening of Rupee, may certainly prove detrimental to the progress and growth envisaged.

According to IMF World Economic Outlook April, 2015, India ranks seventh globally in terms of GDP at current prices and is expected to grow at 7.5 per cent in 2016.

India's economy has witnessed a significant economic growth in the recent past, growing by 7.3 per cent in FY2015 as against 6.9 per cent in FY2014. The size of the Indian economy is estimated to be at Rs 129.57 trillion (US\$ 2.01 trillion) for the year 2014 compared to Rs 118.23 trillion (US\$ 1.84 trillion) in 2013.

Numerous foreign companies are setting up their

facilities in India on account of various government initiatives like Make in India and Digital India. Mr. Narendra Modi, Prime Minister of India, has launched the Make in India initiative with an aim to boost the manufacturing sector of Indian economy. This initiative is expected to increase the purchasing power of an average Indian consumer, which would further boost demand, and hence spur development, in addition to benefiting investors.

Besides, the Government has also come up with Digital India initiative, which focuses on three core components: creation of digital infrastructure, delivering services digitally and to increase the digital literacy. Finance Minister Mr. Arun Jaitley stated that the government is looking at a number of reforms and resolution of pending tax disputes to attract investments.

One of the key initiatives of the Government to propel Make in India and Digital India is the infusion of a potent catalyst in form of 'EASE OF DOING BUSINESS'

The key to success of Make In India lies to a great extent as to how and with what seriousness the EASE OF DOING BUSINESS policy is injected into the Governmental offices, systems and government officers' attitude, not only at the Centre but also at the State level too.

First and foremost step which needs to be taken by this progressive government, which has initiated path breaking measures, is to scrap all antiquated, outdated, corruption oriented, illogical and horrendous policies, procedures and systems. In quest of reaching the pinnacle of economic super power race, this is mandatory and A MUST.

It is interesting to note that despite India doing well on the GDP front, the ratio of poor and poverty continues to rise. This is certainly not at all a healthy



Friday 1st April, 2016

ANNIVERSARY CELEBRATIONS



ALL INDIA LIQUID BULK IMPORTERS & EXPORTERS ASSOCIATION

ALL INDIA LIQUID BULK IMPORTERS & EXPORTERS ASSOCIATION

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 stakeholders 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 2016 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 **SPLASH AWARDS**.

Our event will be held on Friday, 1st April, 2016 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:

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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

sign. Corrective measures should be initiated immediately by scrapping all old laws and systems of the British Era.

The attitude of Government officers needs to undergo radical transformation if Make in India and Ease of Doing Business has to succeed in totality. Intoxification of power and corrupt practices, with zero accountability has been the gross undoing so far, and has been one of the reasons for India's rating languishing in the World Bank's Global study on Doing Business 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.

Undoubtedly, to overturn and transform the several decades old British legacies which was full of one sided regulations and rules in favour of the then British Government and their officers, will call for a great resolve and perseverance. The officers would not like to easily surrender the easy confines of their

The benefits of being a Title Sponsor are:

- Title of "Official Title Sponsor of the 2016 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.
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- 3 runs of prepackaged 30-second video advertisement spots on the stages' giant LED screen (Commercial provided by sponsor)
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- 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 2016 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 2016 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 2016 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.



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comfort zones and protective webs which they have been so used to.

But, TIME has come for WAKE UP INDIA for MAKE IN INDIA. It is the bounden duty of every citizen, every business house, industry, and all to accept the reality and shed their egos and greed for corrupted power and money and embrace new logical and transparent policies and system to be initiated by the Government.

This year's AILBIEA's anniversary event scheduled for Friday 1st April 2016, has adopted the theme of WAKE UP INDIA FOR MAKE IN INDIA. The anniversary event is divided into two parts - the first in the morning will be a high profile, educative and absorbing CONFERENCE on the above theme and in the evening will be the INFORMAL interactive session along with conferring of LIFE TIME ACHIEVEMENT AWARD on MR. NADIR GODREJ - Managing Director of Godrej Industries Ltd. for his stupendous contributions in promoting EXIM TRADE

thru' his active participation and thru' his potent poems on the state of EXIM Trade, which he has been rendering successively at all AILBIEA Events.

Several other significant achievers will be conferred with AILBIEA STELLAR/SPLASH AWARDS on that day evening.

It is a humble appeal from us, at AILBIEA, to please join and participate in large numbers in our event on 1st April 2016, in both sessions - morning Conference and evening Awards - to pledge your support for WAKE UP INDIA FOR MAKE IN INDIA.

Jayyant Lapsia
President

Enlightening And Thought Provoking Conference



Wake up
India
For



Friday 1st April, 2016 At 9.15 AM

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



ALL INDIA LIQUID BULK IMPORTERS & EXPORTERS ASSOCIATION

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 25th March 2016. Management reserves the right to close the enrollment upon completion for first 150 registrations.

Date: 1st April 2016 Day: Friday

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

Timings:
Registration with Tea / Coffee :9.15 AM onwards up to 9.45 AM.

Inaugurations and Welcome address	: 09.55 AM to 10.13 AM
First Session	: 10.15 AM to 11.30 AM [Two speakers]
Break for Tea/Coffee	: 11.30 AM to 11.43 AM
Second Session	: 11.45 AM to 12.50 PM [Two Speakers]
Interactive Session	: 12.50 PM to 13.15 PM
Lunch	: 13.15 PM onwards

Jayyant Lapsia
President

Maharashtra to roll out Port policy soon

In a bid to improve trade traffic via ports, Maharashtra Government is coming up with a port policy by end of January.

Under the policy, Maharashtra Maritime Board is going to be the single stop destination for entrepreneurs looking to do business in this sector, Mr Gautam Chatterjee, Additional Chief Secretary in charge of Transport and Ports department of the State said recently.



Mr. Gautam Chatterjee, Addnl. Chief Secretary in charge of Transport & Ports Department, Maharashtra State

He was speaking at the Assocham organised conference on Coastal Shipping and Inland Waterways here in Mumbai. "The single window arrangement is part of the ease of doing business plan that the Government has been emphasising on," he said.

For development of ports, jetties, coastal zone or shipping, all approvals will be taken care by the state's Maritime Board, he said.

Maharashtra has a 720-km long coast line, offering potential for development of port sector. The policy also includes development of three creeks for integrated coastal shipping at Vasai, Jaigad and Rajapuri, a feasibility study for which is currently

on. As part of the east-west water transportation plan, the Maritime Board of Maharashtra along with

Mumbai Port Trust and CIDCO will start a ferry service between Mandwa and Nerul in the next 18 months, informed Chatterjee. "The award for this project will take place soon," he said.

As part of the hinterland connectivity, the Maritime Board will be

partnering with private players to develop the needed infrastructure in the State. Alongside, since these projects will be industrial in nature, Maharashtra industrial development corporation will also partner with private players for similar projects, said Chatterjee. With the policy for

Maharashtra ports sector coming in soon, the state seems to be gearing up to become a second Gujarat on the western coast of India. Gujarat currently houses the highest number

of ports in the Country and has the longest coastline of 1,600 km. Gujarat's ports account for 26% of total national cargo and 72% of cargo handled by ports under State Governments of India.

The single window arrangement is part of the ease of doing business plan that the Government has been emphasising on...

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Government plans to increase share of inland waterways – Center to develop 3 more major ports

Union Shipping Minister Nitin Gadkari announced here on Wednesday that the Centre would develop three more major ports — Wadhwan near Dahanu in Maharashtra, Colachel Port near Kanyakumari in Tamil Nadu and the Sagar Island Port in West Bengal, tenders for which would be floated by March this year.

Addressing a conference on Coastal Shipping and Inland Waterways organised by ASSOCHAM in Mumbai, Gadkari said that the three project, for which tenders would be floated in the coming eight weeks, would involvement an investment ranging anywhere from Rs18,000 to Rs20,000 crore.

Alluding to the proposed Wadhwan Port, Gadkari said it would be developed as a joint venture port between JNPT and Maharashtra Maritime Board. The project was intended to decongest the over burdened JNPT Port at Nhava Sheva.

Maintaining that development of coastal shipping and inland waterways was a priority area of the NDA Government, Gadkari said the passenger and cargo traffic share in the country would be increased at least up to 15 per cent by 2019. “Currently, the share of passenger and cargo traffic is only 3 per cent to 5 per cent as against the average of 30 per cent to 40 per cent in countries like China, South Korea, United Kingdom, Germany, France etc,” he said.

Gadkari said that development of waterways would reduce the logistic cost enabling India to compete in the global market. “Coastal Shipping and Inland Water Transport is a fuel efficient, environment friendly and cost effective mode, especially for bulk goods. While road transportation cost per km is

Rs1.50 and for railways it is Rs1, for waterways it will come down to 25 to 30 paise” he said.

Gadkari said that his Ministry had prepared a vision document on coastal shipping, tourism and regional development with the objective of increasing the share of inland water transport and coastal shipping, development of regional centres to generate cargo for coastal traffic and promotion of cruise tourism.

Gadkari said several initiatives were being taken by his Ministry to promote shipping and said “my Ministry is aiming at addition of 2 per cent to GDP and create 50 lakh employment opportunities”.

The conference deliberated on various issues related to coastal shipping and inland waterways. Additional Secretary in the Ministry Shipping, Shri Gautam Chatterjee, DG Shipping Deepak Shetty, Sunil Kanoria, President, ASSOCHAM were prominent among those present.

Meanwhile, Mumbai Port Trust (MbPT) commissioned its

Second Liquid Chemical Berth at Pir Pau, at Mahul near Chembur. The facility was inaugurated by Gadkari.

The Second Chemical Berth of MbPT is a modern State-of-art facility. It is designed to handle 55,000 DWT vessels carrying liquid bulk chemicals and POL products, which can be upgraded to 65,000 DWT in future. The berth has been developed at a cost is Rs 127 crore.

Shri Neeraj Bansal, IRS, Dy. Chairman, also spoke on the occasion and said JNPT will be able to meet challenges and achieves the milestones in days to come. Trade partners also spoke on the occasion.



Mr. Nitin Gadkari,
*Minister of Union Shipping
& Transport*

JN Port lauded for notable performance in 2015 despite challenges - Port management & the trade look forward to a transformational 2016



Shri Anil Diggikar, IAS, Chairman, JNPT, cutting the cake , Also seen are Shri Niraj Bansal, IRS, Dy. Chairman, JNPT , Shri. P.K.Agrawal, CEO, GTICT, Shri Ajay Singh , CEO, NSICT, Shri A.K.Bose, Chief Manager (Traffic) and Shri A.J.Lokande, Chief Manager(PP&D)(L-R).

Jawaharlal Nehru Port (JN Port), India's No 1 Container Port handled 4.48 million TEUs of container traffic during the calendar year 2015, as against 4.47 million TEUs (4,477,524 TEUs) handled during the previous year 2014 and registered a growth of 0.10%. This is the highest ever Container Traffic handled in a year since inception of the port. This was highlighted at the customary start-of-the-year trade get-together/cake cutting ceremony held at the Port's administration building here on Monday, January 11, 2016.

The function was presided over by Mr Anil Diggikar, IAS, Chairman of Jawaharlal Nehru Port Trust (JNPT),

Mr Neeraj Bansal, Deputy Chairman and Mr A K Bose, Chief Manager (Traffic) and saw participation from representatives of the private box terminals and the BPCL liquid terminal, the Port heads

of departments, representatives from CONCOR and other segments of the trade, besides officials from trade bodies like CSLA, BCHAA and MANSA.

Out of the total container traffic of 4.48 million TEUs, the share of JNPCT was 1.37 million TEUs (30.63 per cent), NSICT (DP World Nhava Sheva) was 1.09 million TEUs (24.37 per cent), NSIGT was 0.11 million TEUs (2.36%) and GTI (APM Terminals Mumbai) 1.91 million TEUs (42.64 per cent). JNPCT handled highest ever

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container traffic of 1.37 million TEUs (1,371,461 TEUs) in Calendar Year 2015 since inception of the port surpassing the previous record of 1.35 million TEUs (1,350,848 TEUs) in CY 2006.

The Port handled 63.96 million tonnes of total cargo during the year as against 64.42 million tonnes in the previous year. Containerised cargo handled was 56.60 million tonnes (88.50 per cent), liquid cargo 6.64 million tonnes (10.37 per cent) and the remaining 0.72 million tonnes (1.13 per cent) comprised miscellaneous types of dry/break-bulk cargo. The Port handled 6.64 million tonnes of liquid cargo traffic during 2015, as against 6.05 million tonnes in the previous year, grew by 10.37 per cent. The Port also handled 0.72 million tonnes of dry bulk and break-bulk cargo during the calendar year, which is 2.30 per cent higher than the previous year's handling of 0.70 million tonnes. The contribution made by PPP Container Terminal Operators besides tough

conditions for shipping sector is highly appreciable in achieving JNPT's milestones as a whole, it was highlighted.

Mr Anil Diggikar, Chairman, JNP said that JN Port has performed extremely well despite many challenges, both internal and external, it faced in 2015. JN Port's growth since its commissioning in May 1989 has been tremendous. From handling merely 33, 880 TEUs of container traffic in the first year of its operations, i.e. 1989-90, the Port has come a long way and when it completed the 26th year of operations in 2015, the productivity achieved in the container handling by the Port during calendar year

2015 was 4.48 million TEUs.

He pointed, JN Port made a record handling of 131, 991 TEUs during the month of August 2015 at JNPT's own container terminal and this figure even surpassed its previous record made in 2006, when it had handled 131,234 TEUs. Despite of many challenges and competition from other ports, JNP still continues to be the primary gateway for India's Export Import Trade and the first choice for movement of containerized cargo to and from the Country.

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With the signing of the concession agreement with Bharat Mumbai Container Terminal, an associate company of PSA, for construction of the mega 4.8 million TEUs Container Terminal in the Port, JN Port aims at opening a new chapter in its service to the trade and the nation. The other project, 330 metre standalone container terminal will be fully

operational by July 2016. With commissioning of 3 more technologically advanced RMQCs, the port has strengthened the handling capacity in the Port's own terminal and ensured more efficient operations, Mr Diggikar added.

Mr Diggikar said that the other significant projects that the port has taken in hand are the development of a Port based SEZ in area of 277 hectares in the Port (in Phase-I), widening of NH-4B, the National Highway link etc. JNPT also undertakes a host of CSR projects. The Swachh Bharat Abhiyan initiated by the Prime Minister Shri Narendra Modi is very enthusiastically pursued by the Port. We seek the

trade's continued support and patronage in our efforts towards the growth of the port.

Mr. Neeraj Bansal, IRS, Deputy Chairman, JNPT, said that 2015 was a difficult year on account of factors relating to crane issues, labour slow down, congestion, global slowdown etc. Therefore despite all these adverse factors, JNPCT was still able to grow marginally in terms of handling cargo in the year 2015 beating its best ever record achieved in the year 2006. JNPT handled around 4.48 Million TEUs in 2015 when compared to its previous record of 4.47 Million TEUs achieved in the year 2014, which appears to be a significant achievement. He further stressed that the overall cost factor has to come down while improving the transparency in the processes. He expects the current year to create another milestone in the history of JNPT with the help of the stakeholders put together.

In his introductory welcoming speech Mr. A. K. Bose, Chief Manager (Traffic), JNPT, said, we have again achieved a milestone in 2015 despite the slowdown in the Chinese and global economy apart from the slowdown in domestic exports. Going forward, the year 2016 appears to a challenging year but with support of all the stakeholders, JNPT should be able overcome the challenges and should be able to achieve yet

another milestone in the coming year i.e. 2017.

Mr P K Agrawal, GTI congratulated the Chairman of JNP for the excellent performance in 2015, despite challenges. There is lot of master plan executed during 2015 with commissioning of 330 meter and starting the work of fourth terminal, which will take JNP a long way to achieve the milestone of 10 million TEUs capacity in the coming years. APM Terminals had certain challenges in 2015, handled 1.91 million

TEUs, less than the last year. The performance got affected because of the labour slowdown. We are trying and working hard to come out of it and hoping to cross our milestone in 2016.

Mr. Ajay Singh, CEO, DP World congratulated the

management of the JNPT for achieving a new milestone in the year 2015. He especially thanked the JNPT for allotting the parking plaza to DP World helping in reducing the traffic and congestion problem. He was also hopeful that all the terminal operators at JNPT will come together and cooperate among themselves to overcome the challenges posed in the current year.

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Jawaharlal Nehru Port increases vessel size capacity

Shippers and ocean carriers pushing for capacity and productivity improvements at Jawaharlal Nehru Port Trust could see some results, as the port administration has significantly increased the length overall limit for ships calling at India's biggest container gateway.

JNPT in a trade advisory this week said it is now in a position to accommodate vessels with an LOA of up to 370 meters (about 1,214 feet), compared with a previous limit of 340 meters (1,115 feet). Port officials told JOC.com that the change will allow for the handling of larger vessels and also help reduce crane idle times.

The 337-meter MSC Susanna, which arrived in January 2014, was the longest ship ever to have docked at JNPT, according to port sources.

The LOA announcement comes as JNPT grapples with the slowdown brought on by a prolonged labor dispute at DP World-operated Nhava Sheva International Container Terminal. The standoff,

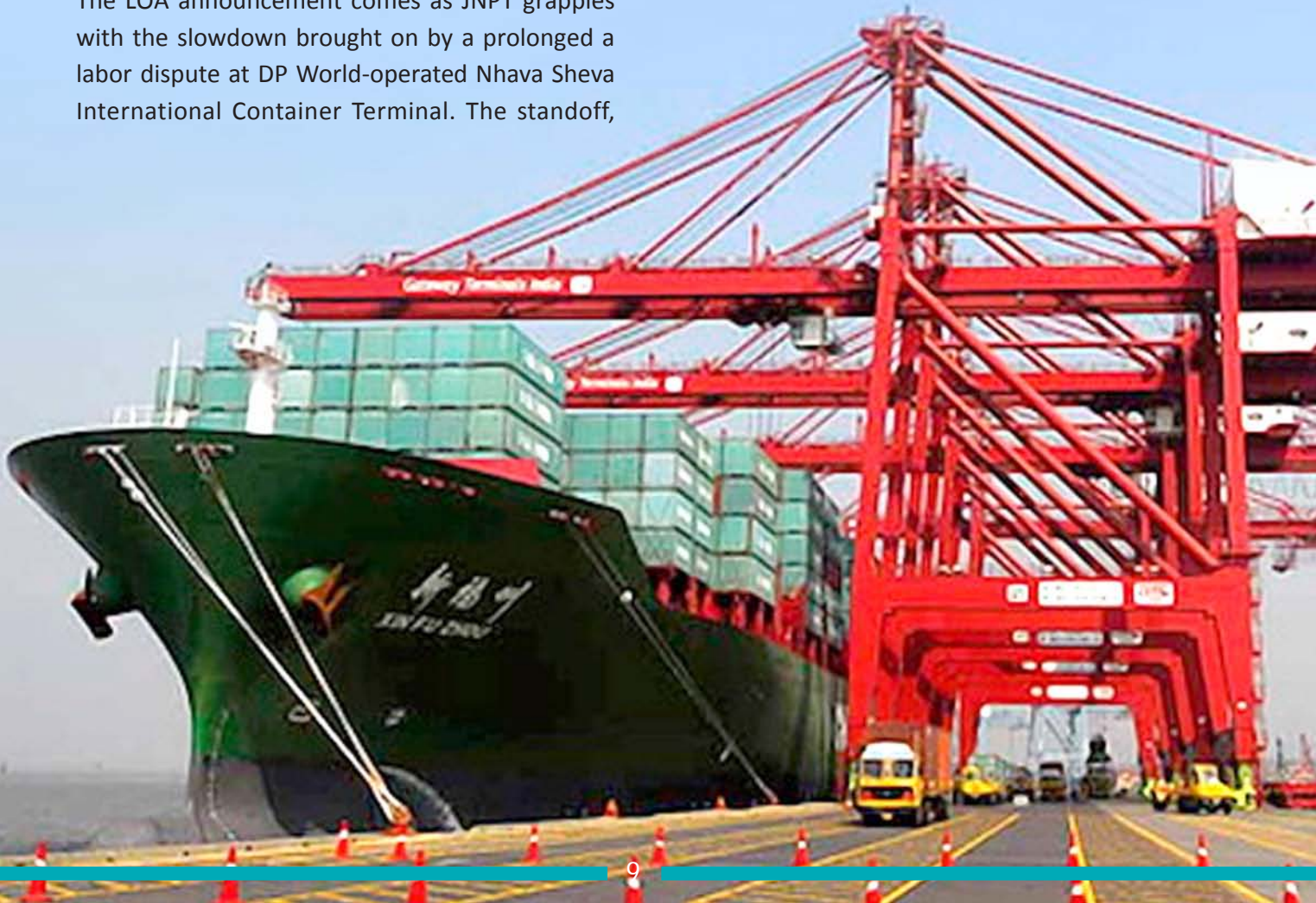
reportedly over wage hike demands, entered its 17th day on Thursday, slowing volumes at the busiest container port.

The newest port data collected by JOC.com shows JNPT handled roughly 3.5 percent less containers during the month until Wednesday than the same period last year, with throughput reaching 139,913 twenty-foot-equivalent units, down from 144,789 TEUs.

Warehouse services provider Allcargo Logistics in a customer advisory said all terminals in JNPT

continue to face long truck queues as a result of the slowdown. But both NSICT and APM Terminals-operated Gateway Terminals India have rejected trade reports and maintain their terminals are operating normally. The port administration did not return a JOC.com request for comment.

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IT industry seeks relief from double taxation, steps to boost exports

Facing a slowdown in major markets abroad, the Indian IT Industry sought relief from double taxation on software, as well as a cushion from protectionist measures being taken by several countries. Representatives of information technology hardware and software industry in a pre-budget meeting with Finance Minister Arun Jaitley also sought measures to facilitate exports and simplification and rationalisation of taxation. They also demanded deferring implementation of the new guidelines to decide on the Place of Effective Management (POEM) by couple of years citing that short notice period can be a hurdle for industrial growth.

In his remarks, Arun Jaitley said the Indian economy has emerged as one of the fastest growing economies in the world with a GDP growth of 7.3% in 2014-15 compared to 6.9% growth in 2013-14 and 5.1% in 2012-13.

Nasscom has sought a more conducive domestic investment environment with the avoidance of retrospective amendments and ambiguous provisions, as part of its Budget recommendations to the Finance Ministry.

In a statement Nasscom spoke of a certainty in the tax regime with a clear roadmap for rationalisation of corporate tax rate to 25%, abolishing MAT or rationalising the rate to one-third the corporate tax rate.

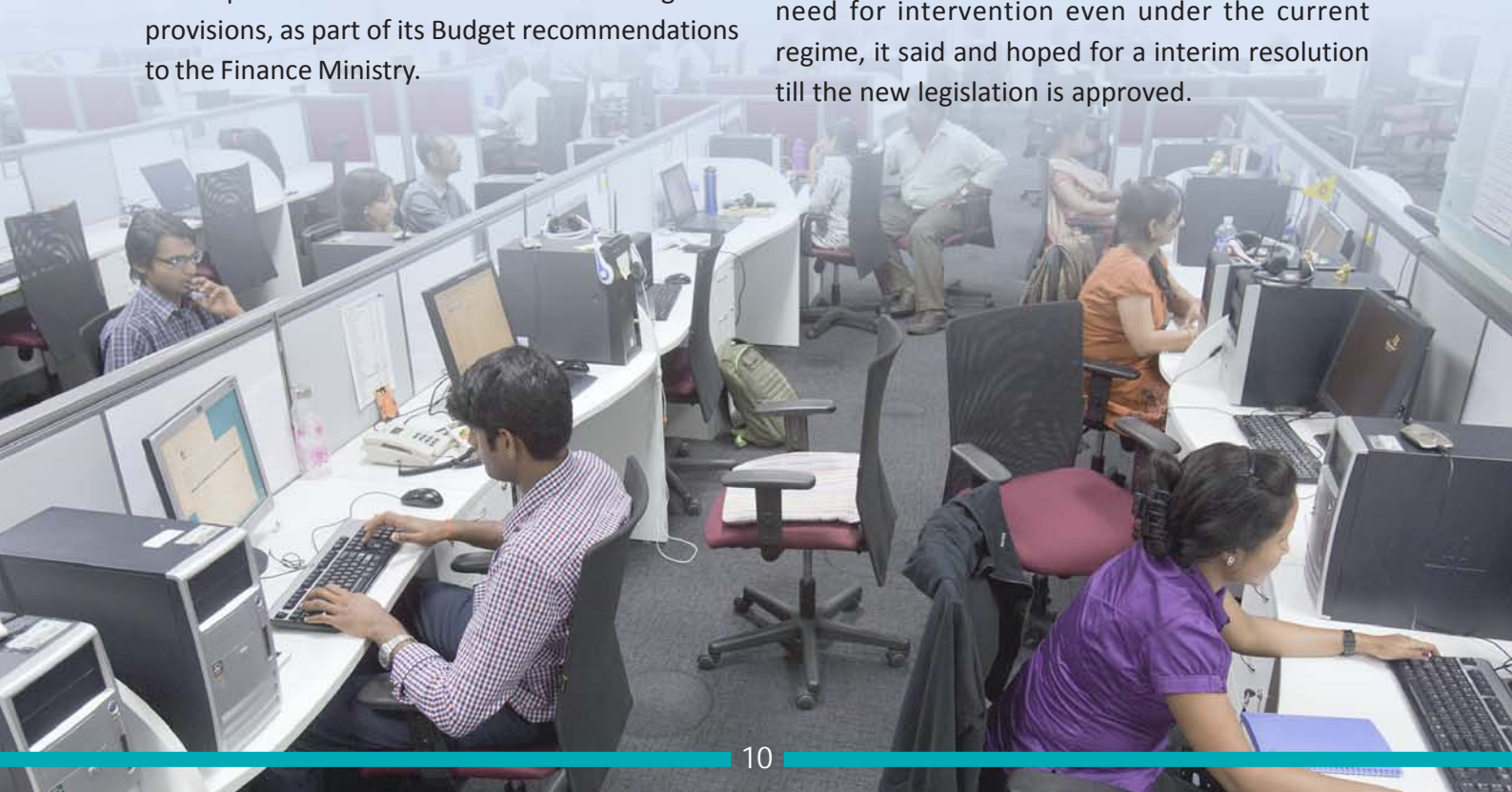
Nasscom President R Chandrashekar said, "The Government should commit towards offering a friction-less business environment and support to the IT-BPM industry, which is on the threshold of \$100 billion exports this year. Being the sector that has put India on the global economic map, the Government should leverage the expertise and talent from this industry to meet national

Indian economy has emerged as one of the fastest growing economies in the world with a GDP growth of 7.3% in 2014-15 compared to 6.9% growth in 2013-14 and 5.1% in 2012-13.

development goals and to set milestones for the Indian economy."

With respect to taxation on software products, Nasscom emphasised long-pending issue of dual levies.

While the goods and services tax (GST) will hopefully address the dual levy issue, there is the need for intervention even under the current regime, it said and hoped for a interim resolution till the new legislation is approved.



Industry raises concerns over FTAs with Commerce Ministry

Issues including impact of FTAs signed by India, ways to promote start-ups and boost economic growth were deliberated upon during the meeting between Commerce Ministry and the industry chambers. Commerce and Industry Minister Nirmala Sitharaman said the key issues raised by the industry include surge in imports, competitiveness of some sectors and increasing investments, among others.

The industry chambers also raised concerns over FTAs (free trade agreements) and their impact on Indian industry and commerce, the minister said, adding that the Ministry would take inputs from the industry at the time of review of these pacts.

India has so far signed free trade pacts with countries including Japan, Singapore, South Korea and Asean. Indian industry and exporters have time and again said these pacts have benefited the partner countries more. Further, an official who attended the meeting said the Minister asked the industry to become more competitive and also allayed apprehensions about the 12-nation Trans-Pacific Partnership (TPP) trade deal. She informed the industry about India's focus on CLMV (Cambodia, Laos, Myanmar and Vietnam) countries besides assuring them to look at their demand on inverted duty structure in few sectors which are impacting domestic manufacturing.

Ravi Parmar, IAS appointed full-time Chairman of Kandla Port



Mr. Ravi Parmar

Shri Ravi M. Parmar, IAS has been appointed as the full-time Chairman of Kandla Port Trust (KPT) by the Ministry of Shipping from January 2016. Mr Parmar had been holding additional charge

as Chairman of Kandla Port since January 2014.

His tenure is up to February 17, 2018, or until further orders, whichever is earlier, according to the Ministry of Shipping.

Mr Parmar, a Bihar cadre IAS officer of 1990 batch, was the full-time Chairman of Mumbai Port. Shri Parmar was Dy. Chairman, MbPT since February, 2013. He has done MA in Public Administration from Maxwell School of Citizenship and Public Affairs, Syracuse University, New York, USA. During his career spanning more than 22 years,

Shri Parmar has held several key posts in the Central/State Government, in sectors such as; Health, Transport, Steel, Industrial Development, etc.

Mr Parmar's appointment as the regular port Chairman is expected to iron out the issues like non-decision on several important policy matters along with expediting important projects.



Shipping Ministry to provide strong impetus for Maritime sector in 2016

A Government with a much better understanding of the maritime industry partly due to Narendra Modi's work experience in Gujarat, India's top Maritime State, has given a strong impetus and direction to the Shipping sector. The key trends to look in this new year are as follows :-

The year of Coastal Shipping

2016 could well be the year for India's Coastal shipping sector to come of age. This hitherto neglected sector, is now being propped up for its features such as environment-friendliness, fuel efficiency and much cheaper mode of transport for moving cargo along the country's vast coastline stretching 7,500 km.

The Government and the State-owned ports have offered many incentives to promote the sector by easing archaic rules, granting rate discounts and even relaxing a local shipping law that prohibits foreign registered ships from operating on local routes to carry cargo.

Revival of Shipbuilders

After a long, dry spell, India's shipbuilders will likely see new orders trickling in during 2016 on the back of a 10-year policy package announced by the Government in December. Local shipyards would be able to quote competitive prices while negotiating new orders with fleet owners as the policy has removed the cost disadvantages they faced compared to global rivals. Besides, local yards will get a financial incentive from the Government on each ship they build. The revival of the shipbuilding sector is a key part of the Government's 'Make in India' initiative.

Port sector shake-up on the cards

India's ports sector will see a shake-up in 2016 with the Government drafting a new legislation to run the 12 Major Ports it own. These 12 ports are currently run as trusts which restrict their expansion and growth. The planned new law will be a prelude to their eventual conversion into corporate entities and bring them on par with the ports owned by the State Governments but are given to private ports for development and operations.

Farewell to TAMP

The Tariff Authority for Major Ports (TAMP), the agency that regulates the rates at the 12 ports owned by the Government, may be scrapped in 2016, capping years of protest by private firms running cargo terminals at these ports and the ports themselves. The winding down of TAMP will level the playing field between Major Ports and the Non-Major Ports (those owned by the State Governments). The latter's freedom to set rates has been attributed to their phenomenal success in recent years.

Solarization of Ports

The Shipping Ministry has launched an initiative to implement utility-scale solar photovoltaic power plant projects at Major Ports. The Solar Energy Corporation of India (SECI) has been appointed as the overall project management consultant. The plan includes installing grid connected solar power plants and rooftop solar power projects at various ports with the twin objective of making them 'green ports' and to reduce the dependence on more costly sources of power.



JN Port handles 4.47 Million TEUs in 2015

Jawaharlal Nehru Port Trust (JNPT), India's No.1 container port, handled 4.47 million TEUs for the calendar year 2015.

The figures are almost same as last year, but in this calendar year, JNPT handled over 4,446 TEUs than last year.

Among the individual terminals, JNPCT continued its impressive performance from the last calendar year, handling 1.37 million TEUs against 1.32 million TEUs in 2014, while APM Terminals Mumbai (GTI) however handled 1.909 million TEUs in 2015 and DP World Nhava Sheva (NSICT) handled 1.09 million TEUs in 2015, it is learnt. Almost 1 lakh TEUs was handled at 330 meter standalone container terminal (NSIGT) which has been partially commenced during last six months.

As part of development, the Port Trust has decided

to undertake development of Fourth Container Terminal at JN Port on Design, Build, Finance, Operate and Transfer (DBFOT) Basis. The project is to be implemented in two Phases. i.e Phase –I and Phase –II. The fourth terminal project was awarded

to Bharat Mumbai Container Terminals Pvt. Ltd (an SPV of PSA International).

This will add container handling capacity of 4.8 million TEUs (2.4 million TEUs in each phase). On completion of the entire project, the total length of the berth will be 2,000 metres. The first phase of the terminal should be complete by the end of 2017 or beginning of 2018 while the second phase is

expected to be completed by 2022.

Once PSA completes fourth container terminal, JNPT would be able to handle 10 million containers a year.

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Shipping Ministry highlights new opportunities unveiled in Shipping sector

The Ministry of Shipping has taken many proactive and progressive interventions in the areas of ship building, port development, inland waterways and Coastal Shipping this year for the development of the maritime sector in the country. These initiatives can be summarized under the following heads:

PROMOTING EASE OF DOING BUSINESS

This has been at the core of the efforts of the Ministry during the year. Focus has been on simplifying procedures by removing irritants that make it cumbersome to carry on business smoothly.

The major highlights in this regard are:

1. Re Rolled Steel From Ship Breaking allowed For Ship Building:-

To meet the growing demand for steel by ship and barge builders, the Ministry decided that re-rolled steel obtained from re-cycling yards/ ship breaking units would be certified for use in construction of inland barges, river sea vessels (RSV Types 1 & 2) and port and harbour crafts, after ascertaining its sourcing and processing. This will help in bringing down the cost of constructions of barges, river sea vessels and port and harbour crafts.

2. Ship Repair Units No Longer required to register with DG Shipping:-

The Ministry simplified the procedure and eliminated the requirement of registration of Ship Repair Units (SRUs) with Directorate General (Shipping). Ministry of Finance and

Ministry of Commerce & Industry have been informed to extend concessions and facilities to SRUs without insisting on the requirement of registration with DG (Shipping).

3. Obsolete rules under the Merchant Shipping Act weeded out:-

The Ministry of Shipping has decided to rescind thirteen rules under the Merchant Shipping Act, 1958, having found them to be obsolete and unnecessary.

4. Customs and Excise Duty Exempted on the Use of Bunker Fuels:-

This tax incentive for transportation along the coast will go a long way in enhancing Indian tonnage as well as in promoting development of transportation hubs in India.

5. Cabotage Relaxed for Special Vessels:-

The Government has relaxed cabotage for special vessels such as Roll-On Roll-Off (Ro-Ro), Hybrid Roll-On Roll-Off (Hybrid Ro-Ro), Roll-On Roll-Off cum Passenger (Ro-Pax), Pure Car



Carriers, Pure Car and Truck Carriers, LNG vessels and Over-Dimensional cargo or Project Cargo Carriers for a period of five years. With this relaxation, vessel operators will be allowed to bring foreign flagged vessels of this category to ply on the coastal routes. Such special vessels are in short supply in the Country but since they cater to specific class of cargo, their availability will make it possible to shift cargo movement for these commodities from road and rail to Coastal Shipping.

6. E governance initiatives:-

- Online application, processing and issuance of chartering permission.
- Registration certificate to transport operators is also being issued online.
- Online Collection of Light Dues -, Directorate General of Lighthouses and Lightships (DGLL) has now facilitated the payment of Light dues through online mode. Syndicate Bank has been accredited to collect the Light dues through online banking.

INITIATIVES IN PORT SECTOR

1. Performance of ports improves:-

After a fall in their performance during 2008-14, the performance of Major Ports showed improvement in 2015.

The focus of the present Government is on modernization of Major Ports and increasing their operational efficiency. With new initiatives Major Ports have shown an improvement in their performance with the

volume of cargo handled increasing by 4.6% and revenue increasing by 8.7% in 2015.

2. Sagarmala Project:-

The Sagarmala project has received approval of the Cabinet on 25th March, 2015. The project envisages port-led development including development of Special Economic Zones, FTWZs, rail, road, and water connectivity with the hinterland, with linkages to tourism & other related sectors, port-led industrialization, port based urbanization, coastal tourism, coastal shipping, fisheries, recreational activities. A Project Development Consultant has been engaged for preparation of National Perspective Plan.

The activities of the PDC include mapping out of origin destination study of key cargo in Indian ports and developing traffic scenario for a period of 20 years, development of a 2035 'Port Master Plan', identification of 5-6 mega port locations, identification of 2-3 suitable locations for development of maritime clusters and preparation of a master plan for two identified 'Coastal Economic Clusters' (one on east coast and other on west coast of India), development of a port led industrial development plan etc. Targets for 2015-16 under the Sagarmala Project

3. Establishment of Dry Ports:-

The purpose of dry ports is to reduce congestion at ports by processing and completing bulk of the formalities relating to cargo here so that ships can set sail without delay at the sea ports. Dry ports are proposed to be set up at Jalna and Wardha to service JNPT.



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