



Jayyant Lapsiaa
President



President's Message

Greetings and best wishes for the New Year 2018!

One of the most eventful years, in the recent past, i.e. 2017, is now consigned to History. But, the year 2017 had churned out various path breaking initiatives which have provided the ideal launching pad for the country's economy to spiral skywards.

Introduction of G.S.T. and various other economic reforms, including ringing in policy changes and infusing more reforms in Customs operations, have boosted confidence of the Trade in Government's sincere resolve to provide more dynamic and transparent governance system. Though, there have been hiccups and some amount of confusion in the initial stages of implementation of some of the reforms, including that of G.S.T., overall, the intent has been to propel the country's economy to great heights.

**“Best wishes for the
New Year 2018! ...
The year 2017 had churned
out various path breaking
initiatives which have
provided the ideal launching
pad for the country's economy
to spiral skywards.”**

Coming to introduction of G.S.T. in the year 2017, one felt that this new historical tax reform could have been introduced little later, after plugging all possible leaks, loop holes and many areas of uncertainty. However, now that it is very much in vogue and the Trade is making sincere efforts to keep in sync with the various slabs,

notifications, and interpretations, one only hopes, wishes and prays that the Finance Ministry ensures fastest and most expeditious redressal mechanism. This will provide much need relief to the trade from huge anxiety and uncertainty.

Clarity on applicability of GST/IGST on Bond to Bond Transfer i.e. on transfer of Ownership of warehoused goods [particularly in Liquid Bulk Trade] consumed considerable time and finally a notification was issued after constant follow up. But, there are areas of concern, and some amount of ambiguity

Happy New Year
2018

in the notification, which again needs more clarity. Hence, the ball is back in the court of the CBEC. One expects that the clarification will be issued a.s.a.p. without further delay.

Likewise, there are several issues which need instant clarity and there should be some mechanism whereby, such issues are addressed and settled across the board, within a stipulated time frame not exceeding one week or max. 15 days. Numbers of representations, to various strata of the CBEC and GST Council, are being sent with regular reminders, on seeking clarifications or directions on the notifications issued or even on some other areas, but, the response is not so quick. This has to change to make G.S.T. a much vibrant and much willingly accepted Tax reform.

Though the implementation of G.S.T. was with honest intentions of providing a level playing field and infusing a robust tax reform by the Government, but, one expected lest amount of initial uncertainties, ambiguities and omissions. Teething problems are part and parcel of any such major and gigantic reform, and, one must accept with grace the teething problems, giving time to the Government to iron out the deficiencies and omissions. As long as the intentions were and are good and honest, one must look at the positive side and hope and pray that the issues emanating from initial operational, interpretative and implementation levels are resolved a.s.a.p.

However, on the Customs side, there is great deal of progressive reforms The Trade facilitation at Customs is at a very high level and is being done with utmost sincerity. This certainly augurs well, with the top brass at various Custom Stations ensuring that this trade facilitation initiative is practiced and followed in true spirit and

action. With DPD [Direct Port Delivery], pursuance of A.E.O. [Authorized Economic Operator] scheme, Faster clearance mechanisms thru' CCFC and Trade Facilitation meetings and other proactive measures Customs [Thru' CBEC] are going all out to ensure that 'Ease of Doing Business' initiative of the Government is very successfully implemented.

The 2018, is going to be significant, since, despite, some not so encouraging reviews received on Demonetization and initial implementation and taxation structure of G.S.T.,

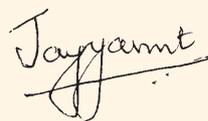
the Indian economy is all set to grow at 7.2% in 2018 and may eventually accelerate to 7.4% in the next year a result of robust private consumption, public investment and structural reforms.

Subdued inflation, coupled with a reasonable good monsoon provides ample opportunity for additional monetary easing. However, the Government should

exercise strict vigil to ensure that inflation is kept under tight control.

We at AILBIEA are buoyant about the resurgence of our economy and confident that various measures and reforms being introduced by the Government thru' the Finance Ministry and CBEC, are eventually going to take our country, to enviable levels, making it steam roll into the Top zone, in the World, in very near future.

Wishing you all a very productive, progressive and prosperous year ahead.



Jayyant Lapsiaa
President

“The 2018, is going to be significant, since, despite, some not so encouraging reviews received on Demonetization and initial implementation and taxation structure of G.S.T., the Indian economy is all set to grow at 7.2% in 2018 and may eventually accelerate to 7.4% in the next year a result of robust private consumption, public investment and structural reforms.”



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 policymakers 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 2018 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 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,
6th April, 2018 at the Regal Room,
Hotel Trident, Nariman Point,
Mumbai.**

AILBIEA Anniversary

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:

SPONSORSHIP

- 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.

Commerce Ministry mulls refund for exporters via single window

The Commerce Ministry is looking at ways in which the coming Budget can provide further relief to exporters under the Goods and Services Tax (GST) regime.

It is discussing with the Finance Ministry the possibility of giving all tax refunds to small exporters via a single window, as also exempting exporters from paying IGST (Integrated GST) on inputs, as is done in many other parts of the World, including Europe, a Government official said recently.

“Exporters have given us a number of proposals to help them get over the problems they are facing under the GST regime. Many of them have been already implemented. We are now discussing with the Finance Ministry whether it would be feasible to give GST exemptions on inputs to exporters or provide all refunds under one scheme,” the official said.

Export organisations have been stressing that the refund system under the GST, however efficient, would result in blocking of the capital of exporters in payment of GST from the date of procurement of inputs to exports. “Depending on the duration of procurement of inputs, commercial production of output and its exports, the exporters’ money would be blocked. This is one of the factors blunting the competitive edge of exports,”

according to FIEO.

While the Finance Ministry has been arguing that the GST regime is such that there is no provision for exemptions, exporters have argued that a large number of countries including Australia, Canada, Malaysia and the EU, provide exemption from VAT/GST on inputs required for export production.

Exporters have also made a case for providing all refund for exports to the micro and small exporters at one place. “Instead of separate applications for getting refund of Customs duty under the duty drawback scheme and refund

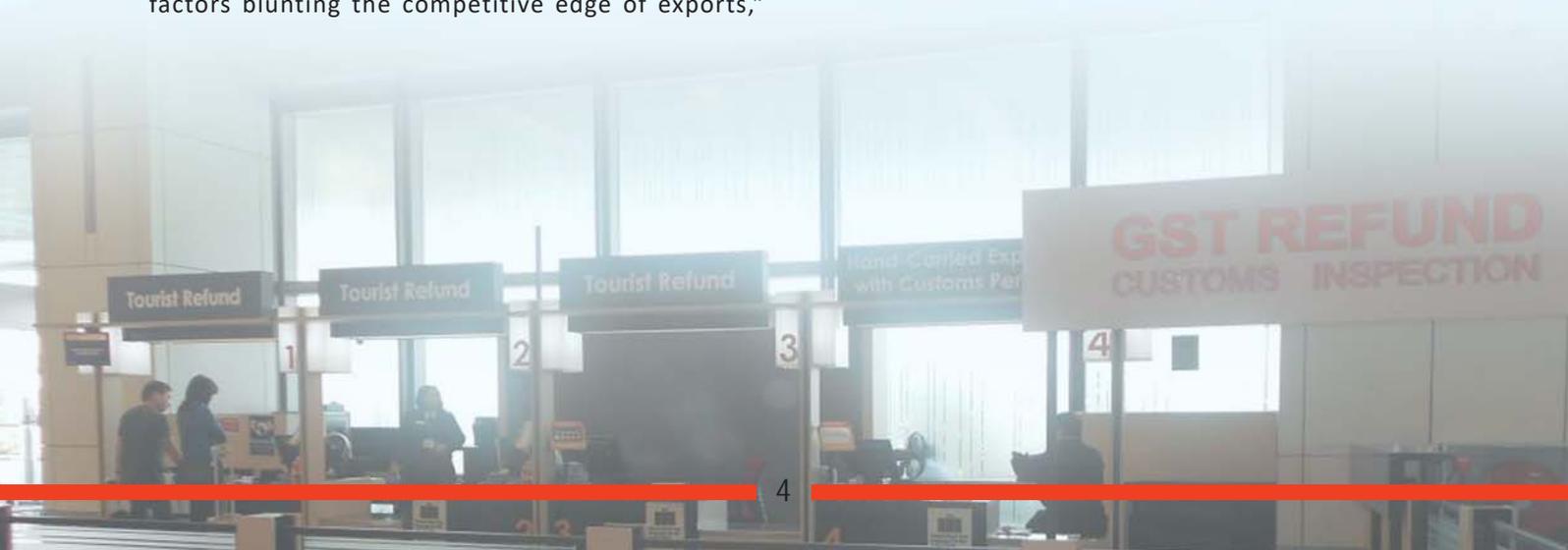
for GST, the proposal is to provide both under a comprehensive duty drawback scheme. We are exploring if it is possible to go for it in the GST regime,” the official said.

To make refunds speedier for exporters, the Finance Ministry has already said that it intended to operationalise the ‘e-wallet’ scheme from April. Under the scheme, the Government will credit a notional amount in an exporters’ e-wallet based on preceding year’s exports and an average GST rate. It would be a running account from

which money would be debited when the IGST gets paid and credited again when the proof of export is given.



“Export organisations have been stressing that the refund system under the GST, however efficient, would result in blocking of the capital of exporters in payment of GST from the date of procurement of inputs to exports.”



India looks to set up more Land Ports to boost international trade: Kiren Rijiju



Kiren Rijiju
Minister of State for
Home Affairs

India is looking to set up a few more land ports, buoyed by the success of such integrated check posts in Agartala and other places, Minister of State for Home Affairs Kiren Rijiju said.

“We are thinking of identifying a few more (land ports). Beyond that, we have border huts, Customs stations and there are many things,” Rijiju said while addressing a function to commemorate 50 years of ASEAN and 25 years of India-ASEAN Partnership.

He talked about the success and brisk business being done at land ports in Agartala and elsewhere in India, saying it is not easy to set up a land port because you have to have an outlet.

Elaborating, he said, “These borders along the Eastern Coast and the North-East must be hugely explored... otherwise, people think they are far away from Delhi... The heart of the Country may be Delhi. But shape and size of the Country is defined by its border. The Country does not begin with the capital, but it begins from the border. So, borders are important.”

Lloyd’s List South Asia, Middle East and Africa Awards 2017

Jawaharlal Nehru Port Trust (JNPT), the Premier Container Port has won the coveted Port Operator Award organised by the Lloyd’s List South Asia, Middle East and Africa awards which were announced in Dubai

Conferring the award to JNPT, the judges said that they were impressed by JNPT’s increased volumes despite considerable challenges and keeping the port congestion free through initiatives such as improved infrastructure and a move from manual to electronic processes.



Recipients are chosen from entries taken from the South Asia, Middle East and African regions and adjudicated by a distinguished judging panel which this year included: Abdul Hadhi, Chair of Judging Panel and the Lloyd’s List Asia Editor; Captain Saleem Alavi, Former Maritime Adviser and Director of the UAE Ship Registry, Adviser to the National Transport Authority; Captain Vivek Anand, President and Director, NYK Line India; Majid Bin Bashir, Secretary General, EMAC;

Marcus Machin, Director- Middle East, Tufton Oceanic; Jens Poulsen, Co-Founder & CEO, Marcura and Dr. Anil Sharma, President and CEO of GMS.

Commenting on JNPT winning the port of the year award for 2017, Mr Neeraj Bansal, IRS, Deputy Chairman said, “This is a great testimony to the team work and cooperation extended by trade to execute various

initiatives at JNPT with a view to facilitate trade and create conducive business environment for Export-Import trade. We are humbled with the decision of jury that JNPT’s work is recognised at the

global level and this will further motivate us to sustain and improve the trade-friendly environment at the port”.

The awards were managed by Lloyd’s List - leading maritime commerce since 1734. Lloyd’s List provides information, analysis and knowledge for business decision makers in a changing and increasingly complex shipping environment.

Extend pre-GST duty drawback rates till June: Parliamentary Panel

Panel also suggested a simplified system for filing of refunds needs to be devised in line with Ease of Doing Business

A parliamentary panel has suggested the Government to extend the pre-GST duty drawback rates until June next year or till the Revenue Department comes out with the revised rates for exporters.

In its report on the 'Impact of Goods and Services Tax (GST) on Exports' placed in Parliament, the Standing Committee on Commerce Chaired by Mr. Naresh Gujral recommended that a formal mechanism for grievance redressal of exporters must be put in place.

"In order to bring relief to the exporters, the Committee recommends that the Department of Revenue, Ministry of Finance extend the pre-GST duty drawback rates till June 30, 2018 or till such time the Department works out the revised duty drawback rates.

"The Committee hopes that this will enable the exporters to overcome the problems being faced by them currently besides helping them to take a long term perspective while negotiating export orders," said the panel in the report.

Goods and Services Tax (GST) refund mechanism for exporters is tardy and cumbersome owing to several operational issues, it added.

The panel also suggested that a simplified system for filing of refunds needs to be devised which is in line with the Ease of Doing Business.

GSTN brings in option for monthly, quarterly filing of forms

Goods and Services Tax Network (GSTN), the IT backbone of the new tax regime, said it has put a new function on its portal to allow taxpayers choose the frequency of filing GSTR 1 form on quarterly or monthly basis.

Taxpayers with annual aggregate turnover up to ₹ 1.5 crore in the previous financial year or anticipated in the current financial year can avail the option of filing quarterly returns.

Form GSTR 1 summarises all the sales of a taxpayer.

This has been done as per decision taken in the 23rd GST Council Meeting. After giving their option, taxpayers can file GSTR 1 for the relevant return periods, the Goods and Services Tax (GST) Networks said in a statement.

It further said that taxpayers who opt for quarterly filing will have to select the last month of the quarter from the drop down menu.

Further, all taxpayers who opt for monthly filing can now file GSTR 1 from August onwards till November. Filing of return of previous month is mandatory.

GSTN has been set up to provide IT infrastructure and services to the central as well as state governments, taxpayers and other stakeholders for implementation of the GST, which came into force on July 1 this year.

Inter-State e-way Bill to be made compulsory from 1st February, 2018: GST Council

The Uniform System of e-way Bill for Inter-State as well as Intra-State movement will be implemented across the Country by 1st June, 2018

The 24th Meeting of the GST Council was held under the Chairmanship of the Union Minister of Finance, Shri Arun

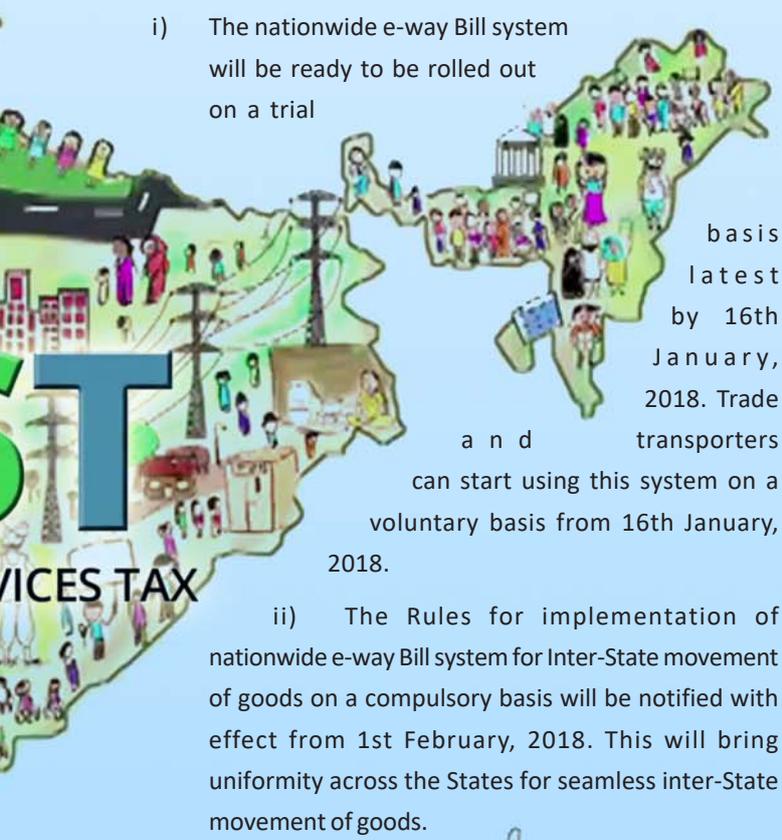


Jaitley. It discussed about the implementation of e-way Bill system in the Country. Till such time as the National e-way Bill is ready, the States were authorized to continue their own separate e-way Bill systems. However, it was represented by the trade and transporters that this is causing undue hardship in the Inter-State movement of goods and therefore, bringing in an early all India system of e-way Bill has become a necessity.

The GST Council has reviewed the progress of readiness of hardware and software required for the introduction of nationwide e-way Bill System.

After discussions with all the States, the following decisions were taken:

- i) The nationwide e-way Bill system will be ready to be rolled out on a trial



- ii) The Rules for implementation of nationwide e-way Bill system for Inter-State movement of goods on a compulsory basis will be notified with effect from 1st February, 2018. This will bring uniformity across the States for seamless inter-State movement of goods.

- iii) While the System for both inter-State and intra-State e-way Bill generation will be ready by 16th January, 2018, the States may choose their own timings for implementation of e-way Bill for intra-State movement of goods on any date before 1st June, 2018. There are certain States which are already having system of e-way Bill for intra-State as well as inter-State movement and some of those States can be early adopters of national e-way Bill system for intra-State movement also. But in any case, the Uniform System of e-way Bill for inter-State as well as intra-State movement will be implemented across the Country by 1st June, 2018.

Single Authority to issue GST refund for exporters: Finance Secretary

The Government has streamlined the issuance of goods and services tax (GST) refund to exporters, by a single authority. These would, however, still be issued by the Centre for its part of the GST and States for their portion. This arrangement would also be streamlined soon, said Hasmukh Adhia, Finance Secretary.

The GST Council had earlier decided that Central Officers will have 10 per cent of assesses and the States the other 90 per cent for taxpayers with annual turnover up to ₹ 1.5 crore.

Over this threshold, assesses would be divided equally between the Centre and States. On that basis, the Centre and 20 States have worked out their jurisdictions, also covering refund issue to exporters.

Adhia added that delay in refunds arose because some exporters were not filing accurate data in their returns. He says they're filing for more claims than the taxes they paid, leading to a mismatch. A little over 10,000 assesses had given their returns for input tax credit since the launch a fortnight earlier.

The Government, contended, had been very sensitive on exporter concerns. A package had been approved by the GST Council to resolve the problem of blocked working capital.

Input tax credit and Integrated GST refunds for exporters are being expedited. He explained in detail the process and procedure for refund of exporter claims.

A Central Board of Excise and Customs official disputed the charge that ₹ 50,000 crore of exporters' GST refunds were stuck. Every paisa would be refunded, he said.

GST, said Adhia, who's also Revenue Secretary, is appreciated by one and all as a game changer. This also means that those gaming the system by evading taxes will have to change.

Referring to the earlier system, Adhia said exporters had to wait for long to get refunds of State-level value added tax. In some States, this could take two years. Some of the levies, such as octroi in Maharashtra, were not refundable, he said, to claim his point that GST was much friendlier to exporters than the earlier system. The present problems were teething trouble; exporters would benefit in the long term, he added.

Ministry of Shipping updates on increasing efficiency of Major Ports

The Government is making continuous efforts to improve the efficiency of Major Ports in the Country.

A study was done for benchmarking their efficiency and productivity to international levels, and improving their efficiency. The Government regularly monitors port projects that aim to modernize and upgrade the infrastructure through modernization and construction of new berths and terminals, installation of state of the art equipment, mechanization of cargo

handling systems etc. including dredging projects to accommodate large vessels.

Cargo handled by the Major Ports during the last three years <small>(In Million Tonnes)</small>			
Major Ports	2014-15	2015-16	2016-17
Kolkata	46.29	50.29	50.95
Paradip	71.01	76.39	88.96
Visakhapatnam	58.00	57.03	61.02
Kamarajar (Ennore)	30.25	32.21	30.02
Chennai	52.54	50.06	50.21
V.O. Chidambaranar	32.41	36.85	38.46
Cochin	21.60	22.10	25.01
New Mangalore	36.57	35.58	39.95
Mormugao	14.71	20.77	33.18
Mumbai	61.66	61.11	63.05
JNPT	63.80	64.03	62.15
Deendayal (Kandla)	92.50	100.05	105.44
Overall:	581.34	606.47	648.40

The study has identified a total of 116 port wise action points/initiatives of which 86 initiatives have already been completed. These implemented initiatives have also resulted in improved efficiency and additional operating surplus.

This information was given by Minister of State for Shipping, Road Transport & Highways and C&F Shri Mansukh L Mandaviya in a written reply to a question in the Rajya Sabha.

Smaller ports can equal or better the liner connectivity of larger ones : Drewry

Drewry’s new global container port connectivity index shows that sometimes, smaller ports can equal or better the liner connectivity of larger ones.

In the latest edition of Ports & Terminals Insight report, Drewry has launched a regular, bespoke index of port connectivity in order to rank and monitor how well connected the world’s container ports are.

Shanghai is the port with the highest (maximum) index figure, being directly connected by services to all world regions, and having the highest number of mainline services calling per week (168 in total). As the world’s



largest container port, it is not surprising that Shanghai tops the table. Given the scale of the container port industry in Asia, and the extent of major gateway and hub ports, it is also not surprising that nine of the top ten ports are in Asia. The tenth place is occupied by the North European port of Rotterdam, but with a connectivity index score of only around one-third that of Shanghai.



Major Ports register positive growth of 3.46% during April-November, 2017

Major Ports in India have recorded a growth of 3.46% and together handled 439.66 Million Tonnes of cargo during the period April to November, 2017 as against 424.96 Million Tonnes handled during the corresponding period of previous year.



For the period from April- November 2017, nine Ports (Kolkata (including Haldia), Paradip, Visakhapatnam, Chennai, Cochin, New Mangalore, Mumbai, JNPT and Kandla) have registered positive growth in traffic.

Cargo traffic handled at Major Ports:

- The highest growth was registered by Cochin Port (17.93%), followed by Paradip (13.13%), Kolkata [incl. Haldia] (12.64%), New Mangalore (7.07%) and JNPT (5.69%).
- Cochin Port growth was mainly due to increase in traffic of POL (25.15%) and Containers (10.46%). There was decrease in traffic of other Liquids (-26.24%), Fertilizer Raw Materials (-23.33%), Finished Fertilizers (-11.76%) and other Misc. Cargo (-1.19%).
- In Kolkata Port, overall growth was 12.64%. Kolkata Dock System (KDS) registered traffic growth of 4.33%. where Haldia Dock Complex (HDC) registered positive growth of 16.70%.
- During the period April to November 2017, Kandla Port handled the highest volume of traffic i.e. 72.03

Million tonnes (16.38% share), followed by Paradip with 64.97 Million Tonnes (14.78% share), JNPT with 43.26 Million Tonnes (9.84% share), Mumbai with 42.33 Million Tonnes (9.63% share), and Visakhapatnam with 40.95 Million Tonnes (9.31% share). Together, these five ports handled around 60% of Major Port Traffic.

- Commodity-wise percentage share of POL was maximum i.e. 34.02%, followed by Container (19.89%), Thermal & Steam Coal (13.07%), Other Misc. Cargo (12.37%), Coking & Other Coal (7.47%), Iron Ore & Pellets (6.58%), Other Liquid (4.22%), Finished Fertilizer (1.28%) and FRM (1.10%).

The Ministry of Shipping has taken significant strides in the last three years to make India's presence felt on the global maritime map. Various steps have been taken to provide a robust legislative framework, create capacities, impart skills to people, and create an enabling business environment for growth of the maritime sector in the country.

Recently, Shri Nitin Gadkari, Union Minister of Shipping, Road Transport & Highways, Water Resources, River Development & Ganga Rejuvenation laid the foundation stone of a ₹ 970-crore International Ship Repair Facility (ISRF) at Cochin Shipyard Limited, which will make Cochin a global ship repair hub. Giving boost to the maritime sector under Sagarmala, a world class Center of Excellence in Maritime and Ship Building (CEMS) is also being set up with campuses at Visakhapatnam and Mumbai, which will provide industry-relevant skill development, equip students with employable engineering and technical skills in the port and maritime sector.

These steps have resulted in India gaining prominence in the global maritime arena. In the recent elections to the IMO Council India secured the second highest number of votes and was re-elected to in Category-B, that is states with the largest interest in international seaborne trade. The IMO Council consists of 40 member Countries. Shri Gadkari described it as a proud moment for the Country.



JNPT to shift Mumbai based imported cargo to MbPT warehouses

It will not only decongest roads but also reduce transit time by half leading to transaction cost savings of about ₹ 14,000-15,000 per container.



Jawaharlal Nehru Port Trust (JNPT) will be shifting its imported cargo to Mumbai Port Trust warehouses from January to reduce the cost and time taken in transactions.

Currently, all of JNPT's 4.5 million TEU (twenty-foot equivalent unit) cargo is transported via road to the warehouses of Bhiwandi, which is 59 kms from the port. From Bhiwandi warehouses, traders have to lift their cargo to designated areas of the city, in turn overlapping the route and increasing road congestion.



"A disciplined movement of cargo is shaping up at JNPT and as part of this realignment, imported goods of about 0.4-0.5 million TEUs meant for Mumbai alone will be shifted to nearby Mumbai Port Trust warehouses via barges," Mr. Neeraj Bansal, IRS, JNPT Chairman-in-Charge said recently. "This will not only decongest roads but also reduce transit time by half leading to transaction cost savings of about ₹ 14,000-15,000 per container," he added.

The transit time of cargo to and fro Bhiwandi currently takes over 48 hours.

For other imported cargo meant for the Maharashtra hinterland, JNPT will be making use of dry ports being planned in the Central part of the State to facilitate faster and smoother movement of goods. For export-oriented cargo, the Ministry of Shipping has identified 2,000 acres near JNPT where goods from within Maharashtra and other States will be collected and taken to JNPT to be exported.

"We are still working out cost and time-saving calculations for these realignments but are confident it will create value for both parameters," Bansal said. "The export-oriented cargo hub will be Multi-Modal in nature with the location identified at Mira Road-Bhayander."

The Mumbai Port is willing to start its service for JNPT cargo as it opens up two new revenue streams for it.

"The wharf readily available for loading-unloading of vessels along with closed warehouses, which are partly vacant can be used by JNPT," said Mr. Yashodhan Wanage, IRS, Deputy Chairman at Mumbai Port.

"This will bring us (Mumbai Port) two new streams of revenue with wharf usage charges being much lower than





Container shipments to have 25% share in overall cargo by FY19: CARE Ratings

The share of container shipments to the overall cargo handled by Indian ports is projected to rise to 25 per cent at the end of the financial year 2018-19.

A report by CARE Ratings says POL (Petroleum, Oil & Lubricants) and container shipments would continue to maintain its lead in the sector.

The share of both POL and container shipments to overall traffic at ports is on an upswing. During the first six months of FY18, POL cargo's share to overall volumes stood at 34.01 per cent, marking a 7 per cent increase over last year's share of 27 per cent in the same period. Likewise, until September-end, containers accounted for around 20.22 per cent of net volumes, as against a share of 19.6 per cent in FY17.

Major Ports in the Country are already ramping up container-handling capacity, despite sluggish movement in the global container shipping and freight segments in the past two years. The cargo container handling of ports in the Country is expected to reach 25 million twenty tonne equivalent units (TEUs) by 2020-21, from its current capacity of 13 million TEUs. Non-Major Ports are set to add higher capacities in this segment.

Globally, container movement is expected to recover over the next two to three years. A pick-up is also expected in the containerisation of a wider variety of cargo in India, as handling and transportation become faster and easier.

With the Sagarmala programme aiming to increase the depth of Major Ports to reduce time on trans-shipping of goods, the ports would be able to handle new generation mega vessels over the next two to three years.

During the April-September period in FY18, Major Ports recorded a 3.2 per cent growth in cargo handling, rising from 316 million tonnes to 326 million tonnes.

Cochin Port logged the highest growth in cargo handling at 19.62 per cent, followed by Kolkata (including Haldia), New Mangalore and Paradip Ports.

In terms of cargo volumes, the Deendayal Port had the highest share at 16.33 per cent, after handling 53.29 million tonnes of cargo until September-end.

Together, the five Major Ports of Deendayal, Paradip, Jawaharlal Nehru Port Trust (JNPT), Mumbai and Visakhapatnam handled 60 per cent of the Major Port traffic.

road transportation cost for JNPT. This will be a win-win situation for both Mumbai Port as well as JNPT," Wanage added.

With the realignment of cargo movement at JNPT, the port is set to hit another level of Ease of Doing Business. Recently, the direct-port-delivery (DPD) system, which featured in the World Bank Ease of Doing Business

report that put India 30 notches

higher, was initiated at

JNPT and Chennai

Ports where

container

congestion

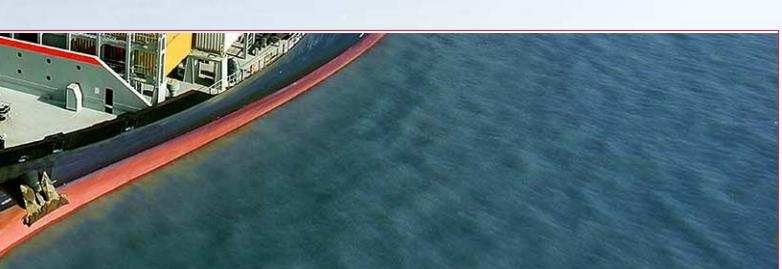
has



been

the highest. Today, about 40

per cent of JNPT's cargo is moved via the DPD system leading to sizeable transaction cost savings as usage of CFS (container freight stations) is completely eliminated in this process.



CBEC identifies laboratories for testing of goods imported

The Central Board of Excise and Customs (CBEC) has said its revenue laboratories are being upgraded and it has been decided that field formations may forward samples of goods imported or exported to laboratories functioning under other Ministries or Departments.

The CBEC in this regard has come out with a list of facilities for testing samples of some specific goods being imported or exported.

This has been done as part of trade facilitation, the CBEC said in a circular.

“It has come to the notice of the board that due to lack of testing facilities of certain goods in revenue laboratories, there is a delay in clearance of the consignments of these goods due to avoidable movement of samples between customs field formations and revenue laboratories,” it said.

The Central Revenues Control Laboratory (CRCL) has

identified the items whose samples cannot be tested in their laboratories at present, the CBEC said.

CRCL has also identified the laboratories functioning under the other Ministries, Departments and organisations where the samples could be tested.

The circular further said the revenue laboratories are, presently, in the process of upgradation.

“However, until revenue laboratories are upgraded, as a measure of trade facilitation, the board has decided that field formations may directly forward samples of goods” to suggested laboratories, it said.

In cases of live consignments which cannot be cleared without getting the test reports due to its hazardous nature or for any other reason, “the samples shall be forwarded to the concerned laboratory at the earliest”.



India can grow at 8% for next 20 years: UN expert

India can achieve an eight per cent growth rate for the next two decades by promoting investment and improving the living conditions of its people, a senior UN economic official has said.

Describing India’s economic condition as largely positive and “favourable to growth”, Sebastian Vergara, an Economic Affairs Officer at the United Nations, said the Country needs to unleash the next set of reforms to achieve its potential.

“It needs to think as to how to maintain and consolidate its growth for a very long period of time. India in our assessment has the potential to grow at eight per cent,

not for a few years, but 20 years,” Vergara said recently. “For that, India needs to come out with the next series of reforms to promote investment,” he said.

The annual ‘World Economic Situation Prospects’ report, released last week, said the GDP growth for India in 2017 is projected to be 6.7 per cent. Several factors have led to India’s “positive” economic conditions, Vergara said.

“One of this is the growth of private consumption and sound macroeconomic policies. The monetary policy, which has been able to control inflation, also has a role to play,” he said.



JN Port aims to be among the top 10 Ports in the World

Capacity to be doubled to 10 million TEUs by 2022

With excellent co-operation from all stakeholders, JNPT, India's premier container port is aiming to be among the top 10 ports of the world, said Shri Neeraj Bansal, IRS, Chairman-in-Charge, JNPT, addressing the stakeholders present at the 'Maritime, Port, Logistics and Warehousing Exhibition & Conclave.

Dealing at length over the trade-friendly steps being implemented at JNPT, Mr Bansal said that "We have initiated and implemented many measures to promote the Ease of Doing Business at

Port. Facilitation of paperless transactions, Direct Port Delivery (DPD) percentage has been improved significantly. Current DPD volumes are consistently over 30%, RFID based gate systems, separate parking lots for terminals, conversion of parking lots into Customs processing zones, inter-Terminal Trailer movement are some of the steps implemented to achieve efficiency at the Port".

Thanks to great co-operation and support from all stakeholders, JNPT handled a record traffic of 4.5 million

TEUs in the last financial year, Mr Bansal said. JNPT is collaborating with Port of Singapore Authority to create another world class container terminal. The first phase of the proposed container development is in full-swing and should be operational by January 2018 which will

add another 2.4 million TEUs capacity to the Port. With another 2.4 million to be ready by 2022, JNPT capacity will double to 10 million TEUs, Mr Bansal added.

Under Sagarmala programme announced by the Ministry of Shipping, JNPT is

executing many projects to boost India's Export-Import trade. A multi-purpose Special Economic Zone (SEZ) is being developed on 277 hectares of land at JNPT has already started attracting significant interest from global investors, Mr Bansal further added.

JNPT is the only Major Port that is being covered under the World Bank's Ease of Doing Business and JNPT's trade friendly steps have contributed to the growth of international trade, Mr Bansal informed the gathering.



Mr. Neeraj Bansal, IRS, Mr. Sanjay Bhatia, IAS and Captains of Maritime Industry



Nitin Gadkari inaugurated World Shipping Forum

Fresh from the success of raising funds from the public for the Cochin Shipyard, Union Transport Minister Nitin Gadkari announced another massive scheme of securing funds from the public for the state owned National Highway Authority of India as part of the Government's initiative to raise ₹ ten lakh crores for the development of roads in the Country.

The Minister made the announcement while inaugurating the three day meeting of the World Shipping Forum on November 23 where industry experts from all over the world meet once in four years to grapple with the problems facing the industry.

Organised by the Chennai branch of the Institute of Marine Engineers the theme for this year's seminar is Maritime India-Propelling growth amidst Disruptive Technologies. Convener of the forum K Shankar said the seminar will serve as a platform for discussion on the influence disruptive technologies have on a wide range of topics connected with the Shipping Industry.

The Minister said the NHAI will float a ten year bond shortly offering an attractive interest rate of 7.75 per cent interest per annum for Senior Citizens and 7.5 per cent for others.

Since the Shipping Industry is undergoing vast changes he said the Government has decided to keep pace with the latest developments in the industry. In this connection the Government proposes to repeal and amend obsolete laws so that the industry is not put to inconvenience.

He said the Major Port Authority Bill is still under the consideration of the Parliament and it will be the Government's endeavor to have it adopted at the earliest. The outdated Merchant Shipping Act of 1957 is being replaced. The jurisdiction of the law governing Maritime Claims has been replaced recently. This he said was a 126 year old law of British vintage.

On the infrastructure front the Government has already spent ₹ one lakh eighty thousand crores in the last three years in the shipping sector. Fourteen industrial clusters have been planned on the coastal states. ₹ sixty thousand crores Special Economic Zone is being created at Jawaharlal Nehru Port near Mumbai.



A Dedicated Railway Line to carry freight from Indore to Manmad is being constructed by the Port Railway Corporation at a cost of ₹ 47,000 crores to facilitate movement of goods from central India to JNPT. The freight from central India could not be moved swiftly because of traffic problems in Gujarat. It took nearly seven days for the cargo to move from Indore to JNPT putting the shippers to great difficulty. The project will solve their problems.

The performance of Major Ports owned by the Government has improved vastly during the last three years. The year this Government took office in 2014 the profits of the ports stood at ₹ 3,000 crores. It has more than doubled to ₹ 7,000 crores last year.



CUSTOMS HALF MARATHON! AN EVENT TO REMEMBER!

More than 9000 runners participated in the Mumbai Customs Half Marathon around the heritage precincts of Ballard Estate on Sunday. Mickey Mehta conducted the warm up session and the runners embarked on their morning run adding tremendous energy to the electric atmosphere. Mrs. Amruta Fadnavis flagged off 10 Kms run at 5.45 am. The indomitable spirit of Mumbai was on full display coupled with unprecedented fervor and enthusiasm of runners was the highlight of this marathon.

The runners from all caste, creed, colour were united in joining Customs for a run to create awareness about different types of social evil. This marathon was also a platform for various NGOs spread the message of organ donation, human trafficking and dignity for senior citizens. The runners were motivated by the eclectic beats of Nashik Dhol and traditional Tutari. People dressed in traditional costumes of different regions and culture welcomes runners.

The prize distribution ceremony was graced by Arun Jaitley, Union Finance Minister, Devendra Fadnavis, Chief Minister, Chairman, CBEC, Minister of State Sudhir Mungantiwar and Jayakumar Rawal, Padma Bhushan Mr. Adi Godrej-Chairman-Godrej Group of Companies, Ad guru Alique Padumsee, Niranjan Hiranandani, Shaina NC, Athlete Gulshan Rai, Ajit Agarkar, Pravin Amre and Nilesh Kulkarni amongst others.



Some people dream of success, while other people get up every morning and make it happen. That is what exactly you did on the historical and momentous Sunday the 29th of October 2017. The Custom Half Marathon turned out to be more than a colossus of an event, surpassing all

expectations and success recipes.

Sea of humanity had descended at the vintage and heritage New Custom House building ensconced in the prestigious southern part of this bubbling and vibrant city, to participate and pledge their unconditional support to the thematic CUSTOMS HALF MARATHON, being organized for



the first time. Your positive actions combined with positive thinking transformed the event into a rollicking success,

unprecedented and handsomely fashioned.

Opportunities don't happen, you create them! Yes, the creation of such mammoth event only testifies that true success in life begins only when you make the commitment to become excellent at what you do, and make the most opportunities as and when they present themselves.



It was flawless, superb, magnificent and eventually very satisfying event, which brought out the bonhomie and true spirit of Universal Brotherhood from each and every participant and your wonderful dynamic team to the fore. The spirit of oneness and joy pervaded the atmosphere and there was evident happiness, pride and great sense of patriotism amongst all those who were present and all those who participated.



The Customs department has proved beyond any stretch of imagination that besides guarding the frontiers of the country, besides tackling smuggling, besides busting

drug syndicates and host of economic surveillance and boosting treasury coffers by professional assessment systems in EXIM Trade, the department is also very capable and professional when it comes to organizing meaningful events, especially the one of this gigantic magnitude, i.e. customs half marathon.

MbPT observed Vigilance Awareness Week - 2017, Chairman launched Mobile App "MbPTeSeva"



Mumbai Port Trust (MbPT) observed Vigilance Awareness Week - 2017 from 30th October 2017 to 4th November 2017 and the theme of this year is "My Vision - Corruption

Free India". During this period, various outreach activities both within and outside the organizations were conducted by MbPT.

The activities included street plays, various competitions like Elocution, Rangoli, Drawing, etc. for the employees and their family members. Stakeholders' meets were held for awareness among the contractors, Port Users, customers, etc. The Elocution Competitions were conducted in colleges and schools for awareness amongst the students / youth about the ill effects of corruption. The Social Media like TV, Radio were also extensively used for awareness of the public at large.



Chairman Shri. Sanjay Bhatia, IAS

MbPT has also organized a Panel Discussion of the Trustees of "Public Concern for Governance Trust (PCGT)" on 1st November 2017. During this event, the Chairman Shri. Sanjay Bhatia, IAS, formally launched Mobile App called "MbPTeSeva" for lodging Vigilance Complaints and Grievance Redressal. "MbPTeSeva" app can be downloaded from Google Play Store or Apple Store and the complaints or grievances can now be lodge online.

MANAGING COMMITTEE

Jayyant Lapsiaa
President

Devdas Chandran
Vice President

Nandlal Chawla
Hon. Treasurer

Sudhir Malhotra
Hon. Secretary

COMMITTEE MEMBERS

Raghu Warriar, Rajesh Kishnani, Manik Nasta, Prakash Hiranandani

CO-OPTED MEMBERS

Rakesh Shah and Viral Pandya

Edited, Printed & Published by Raghu Warriar, **R3Ravish**

For editorial and advertising, please write to: rw@rravish.com / ailbiea@gmail.com



ALL-INDIA LIQUID BULK IMPORTERS & EXPORTERS ASSOCIATION

1011, Mighty (Universal Majestic), Near RBK International School, Ghatkopar-Mankurd Link Road, Chembur West, Mumbai 400 088, India.

Tel: + 91 22 6155 9910 Fax: + 91 22 6155 9955 Website: www.ailbiea.com