J. M. BAXI GROUP

TIDINGS

ISSUE III

OCTOBER - DECEMBER 2013

October - December 2013

Newsletter Issue III

Table of Contents

J.M.BAXI GROUP

TIDINGS

EDITORIAL TEAM:

Capt. Sriram Ravi Chander
Mr. Percy Billimoria
Mr. R.K. Ganguly
Cdr. Sunil Dhulekar
Mr. Keki Master
Mr. Imran Vohra
Capt. D.S. Jolly
Mr. Rajnish Khandelwal
Mr. Vijayendra Acharya

DESIGN TEAM:

Ms. Dhara Kapadia
Mr. Vivek Gangurde

COVER PAGE:

"By Courtesy –
M.V WANGARATTA at Mundra
Port West Basin"

J. M. BAXI GROUP

A: Dubash House, 15, J. N. Heredia Marg, Ballard Estate, Mumbai - 400 001. Maharashtra. INDIA.
B: +91 (22) 22104444 | F: +91 (22) 22616222 | E: corp@jmbaxi.com | W: www.jmbaxi.com

From the Quarter Deck

The past quarter started with a horrific natural disaster of Himalayan proportions in Uttarkhand, India's northern Himalayan state. On 15th June 2013, the torrential rains that continued for over 2 days caught the residents, the visiting population and the local administration completely unprepared for the unprecedented floods, causing loss of life . The estimated loss is way upwards of 10,000 fellow human beings. Whilst no amount of effort would be adequate to assist in coping with such a tragedy, our Group family, as always, rallied around by each of us contributing a day's wages, which was matched in equal measure by our Group companies. We have contributed that amount to GOONJ, who are one of the NGOs spearheading this gigantic effort towards rehabilitation and providing succour to the affected people. I must share with you my feeling of pride and gratitude to all our employees to have spontaneously decided to reach out to our fellow brothers and sisters.

The past quarter also saw the Rupee hurtling downwards from `53 to a $ to `65 a $. Ouch! That hurts! Such a decline will point to a current account deficit, which leads to higher inflationary pressures as our imports are relatively inelastic; especially our fuel and energy needs. We Indians, certainly have a crisis on our hands. This reaffirms our earlier prognosis that history seems to be repeating itself. It is much like a repetition of the years 1989,/1990 & 1996-1998. It is always darkest before the dawn. These are tough times and that's when the tough get going.

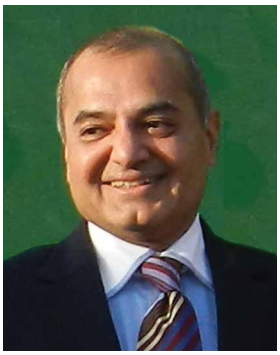
The run of monsoons continues to be robust and our hopes of a bountiful crop may be proven right leading to exportable and tradable surplus of commodities and imports of fertilizer and a cascading economy boost with higher rural demand. The Government of India has gone ahead with the decision to bifurcate the State of Andhra Pradesh amidst equally polarized opinions of for and against with both viewpoints being equally vociferous and uncompromising. All we hope for is that whatever happens should be peaceful, smooth and progressive.

On the shipping front, the charter rates of various types of vessels have remained subdued and negative. News reports have been mixed about new buildings. Chinese shipyards seem to be under severe pressure with a spate of consolidations expected to happen. The Korean ship building industry too seems stressed with some builders going into re-structuring. The Japanese ship yards seem to be weathering the storm in a positive way. Orders for ships and crafts for the Oil & Gas sector seem to be one area that still presents a positive picture.On the Container trade front, the large container carriers, especially the European giants seem to have carried out both measures of control, i.e.: cost controls and slight enhancement of freight rates, resulting in some of these lines showing better results.

For us, these are some valuable lessons that we should imbibe from our ship-owner Principals. They achieved this with detailed analysis of their boxes and vessels inventories. They have practised and implemented efficiencies in asset utilization, which has resulted in cost savings. They studied the requirements of customers as well as the port operation scenario, to arrive at decisions such as slow steaming, trade route rationalization etc. They also introduced larger ships with new generation, fuel efficient engines further reducing their costs per TEU.

The lessons we take home are:

1. Exactly know your business, your customer's business and then analyse all costs involved and cut the wastage.
2. Utilize all your assets to optimum.
3. Carry out incremental improvements in a logical and sensible manner. No area is too small for cost analysis and control.



As you are aware, our 'Project Reach Out', - PRO continues to draw success and in our next issue a detailed report will be forthcoming. I propose to implement a new programme, based on the lessons we have imbibed and need to implement. I would very much appreciate hearing from all my colleagues their comments and suggestions on the same.

With best Wishes for the Quarter, I take this opportunity to wish all a Happy Dussera, A Happy Diwali and A Merry Christmas. This quarter will have all these festivals. Festivals will be the time for family and friends and please do not forget to wish your best friends and partners in your work place. Best wishes to you too ■

Shri Krishna B. Kotak
Chairman - J.M.Baxi Group

Agency & Services

The Cruise Connect to Distant ANDAMANS

On India's Eastern seaboard, over 800 miles from the peninsular coastline, the Andaman Islands are located. The island was - once known as dreaded 'Kala Pani' (the Dark Waters). Its an euphemism for one of the toughest penitentiary in British colonial times. It is now fast emerging to be as an exotic cruise destination in India.

Its welcome silvery sands with crystal clear waters along the coral reefs have made it a great location for snorkeling, beach basking and enjoying a picture-perfect holiday. This place has now indeed, become one of the compelling destinations for international and domestic tourist passengers. None the less, the ANDAMANS is also one of the toughest cruise shipping destinations to manage, since its location - being very far from the Indian mainland and its unique ecological footprint.

Delivering a world-class tourist service experience to the discerning international clientele at such an isolated location is a mind-bending logistics challenge. Not only for the cruise shipping operators as well as for service partners involved in this industry. A host of front-end and back-end services to the cruise shipping industry includes:

- Obtaining necessary port permissions for cruise vessels to berth at the port
- Customs facilitation
- Availing terminal facilities for the ship to get its provisions and supplies
- Emigration clearances - are to be met with a high degree of compliance standards.

J.M. Baxi & Co, the only Shipping Agent from the mainland with the presence in the ANDAMAN s caters to these needs of the cruise shipping industry.

J.M.Baxi & Co. established their office more than a decade ago at Port Blair, the capital city of these Eastern frontier islands. Today, JMB handles more than 90 % of the cruise traffic to the islands and host of other coastal shipping movements to the islands as well.

For the island's populace, tourism is the major source of livelihood and employment which drives the local economy. J.M. Baxi & Co., by reaching out with its host of shipping-related services has been largely instrumental in increasing the number of cruise vessels now visiting the Islands and contributing to islands development as a tourist destination. Despite the modest service infrastructure facilities available in the Andaman Islands, the challenge for J.M.Baxi is to deliver good quality services. Innovative service methods adopted by it have enthused some of the internationally renowned cruise liners like Hapag Lloyd and Swan Hellenic to further extend their calls to several other Andaman group islands like Havelock, Neil, Ross, Cinque etc.

It is never easy reaching out to these smaller destination islands. Special permissions are required from the local authorities. Several of these smaller islands have no landing berths for large vessels. Instead, the passengers are ferried from the anchorage by Ship's tenders and sometimes by Zodiacs, directly to the beaches. This little extra effort and innovation by Team Baxi has led to more tourists preferring to call on this destination on cruise liners.

Committed to extend quality services to the maritime Industry, J.M. Baxi has always strived to add value by its presence; however isolated the location ■

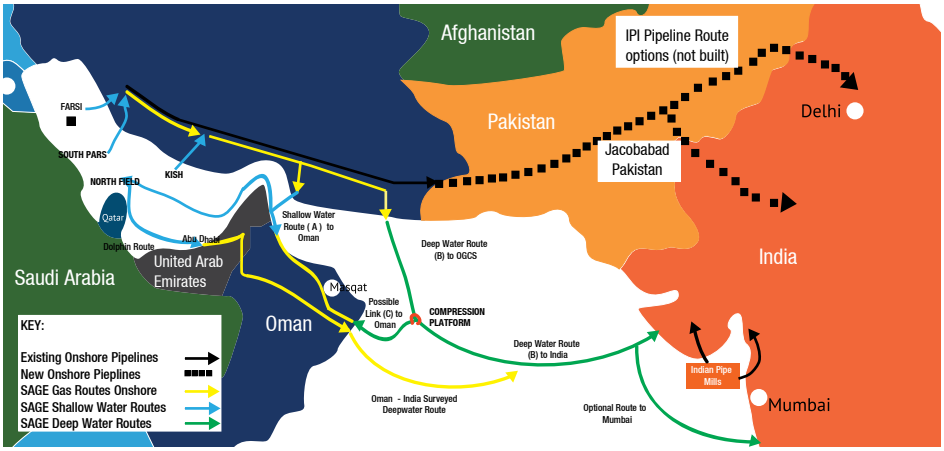
Cruise Calls to ANDAMANS

1	208 Passengers	Vessel	SEABOURN PRIDE
	164 Crew	Owner	Seabourn Cruises
		Port	Port Blair
2	350 Passengers	Vessel	MINERVA
	160 Crew	Owner	All Leisure Holidays Ltd.
		Port	Port Blair
3	1404 Passengers	Vessel	ROTTERDAM
	600 Crew	Owner	Holland America Lines
		Port	Port Blair
4	350 Passengers	Vessel	MINERVA
	160 Crew	Owner	All Leisure Holidays Ltd.
		Port	Port Blair
5	694 Passengers	Vessel	AZAMARA JOURNEY
	407 Crew	Owner	Celebrity Cruises
		Port	Port Blair
6	702 Passengers	Vessel	AZAMARA QUEST
	408 Crew	Owner	Celebrity Cruises
		Port	Port Blair
7	698 Passengers	Vessel	COLUMBUS
	377 Crew	Owner	Hapag Lloyd
		Port	Port Blair
8	698 Passengers	Vessel	COLUMBUS
	377 Crew	Owner	Hapag Lloyd
		Port	Port Blair
9	698 Passengers	Vessel	COLUMBUS
	377 Crew	Owner	Hapag Lloyd
		Port	Port Blair
10	408 Passengers	Vessel	EUROPA
	264 Crew	Owner	Hapag Lloyd
		Port	Port Blair

Queen Mary 2 on her maiden call to Cochin on 7th March 2007

Agency & Services

Middle East-India Deepwater Gas Pipeline



On a global scale, Indian Oil & Gas Sector may be a 'minor' one in comparsion to the US Oil & Gas sector which is a US$ 300 billion industry. Nevertheless tremendous possibilities lie hidden in this fast emerging fledgling industry - as India steps up its efforts to dig and find the Oil & Gas. Oil & Gas is required urgently while the country is aiming high with goals of energy security and self-sufficiency. The growing techno-commercial and operational complexity of the oil and gas sector also demands maintaining a certain 'critical mass' in terms of the competency for the delivery of various onshore and offshore services to Operators and Principals in the Oil & Gas Sector.

In quest for India's goal of Energy security, South Asia Gas Enterprise Pvt. Ltd. (SAGE), belonging to the Siddhomal Group is undertaking a path-breaking project, to build the Deepest Underwater Transnational Gas Pipeline. Also known as the "Middle East India Deepwater Pipeline (MEIDP)". It will connect the gas rich Gulf and Middle East regions to India, for transportation of Natural Gas catering to India's Energy needs. Linking the Middle East gas fields with India, across the Arabian Sea for an offshore distance of 1,300 Kms and maximum water depth of 3,400 mtrs, the SAGE project is designed to transport up to 1.1 Billion Standard Cubic Feet Per Day (BSCFD) gas to the Indian energy markets, or 8 Trillion Cubic Feet (TCF) over 20 years once the project is commissioned.

Arya Offshore Services Pvt. Ltd. (AOS) a J.M.Baxi Group company recently signed its initial phase service contract with the South Asia Gas Enterprise Pvt. Ltd. (SAGE), engaged in the above Project. The project which has generated tremendous excitement within the industry has been a potential turning-point for Arya Offshore's evolution as India's leading offshore service providers for this project.

The new association and opportunity in the deep-sea offshore pipeline sector was catalyzed by M/s Fugro of Germany. A past customer, Fugro had approached Arya Offshore to "urgently advise and assist" their Operator SAGE in India to get their project announced, registered with Government of India (GOI) and for obtaining other statutory clearances.

Some of the critical project activities for kick starting the project were obtaining statutory approvals from GOI, Seismic surveys to establish technical feasibility, evaluation of engineering tasks and study options for the best pipeline route. These activities has now enabled eventually laying the 1,300 Km long pipeline.

By fulfilling initial project objectives, Arya Offshore has also facilitated SAGE's entry into next phase of project execution, which involves firming up of the pipeline route, procurement of long lead items, followed by actual installation by 2015/17. The deep-sea pipeline project promises to be a future bee-hive for long-term strategic activities involving array of project logistic services, freight forwarding, warehousing, construction and other associated tasks.

Services to the oil & gas industry requires special set of skills, specialized knowledge, sensitivity towards meeting tight time lines, especially when the survey season becomes dense and the commercial availability of Oil & Gas platforms and associated assets become scarce. Arya Offshore will be providing these services till recently they had to seek sub-contractors and consultants help from the market. Happily, though this dependence is now a thing of the past as AOS has now re-positioned itself as a one stop-shop for all services in the Oil and Gas industry through logistical and other support services linkages, with a service plug-in from other J.M. Baxi Group companies. On this ground, it translates to a win- win proposition for Operators, Principals and for Arya Offshore as well ■

Agency & Services

DIABOS: Automating Port Disbursement Management & Cost Control

Technology-driven integration of expertise and creation of desktop tool-kits for cost management and control in the complex domain of port disbursements is now considered indispensible in modern-day shipping business. It was with this forethought that J.M.BAXI Group forayed into the challenging software development arena – with a view to create a world-class Port DA Management System and set up the Diabos platform.

What Diabos does?

DIABOS provides Port disbursement management and cost control services. Our core focus is to aid shipping companies manage their disbursements and port cost control in a smarter manner without affecting operational efficiency. Cost control is important in these difficult times and needs to be carried out in an organized manner by utilizing technology and information that is available today and balancing this with agent and vendor relationships while maintaining operational efficiency. DIABOS has grown from a small operation and volume to become a reliable and stable provider of DA services and benchmark cost information. Diabos differentiates itself as being cost effective with its back-end operations based in Pune, India and being flexible to customize services and system to meet the customer's requirements.

Key Milestones

- Diabos established in 2007 with commercial headquarters in Dubai, United Arab Emirates and Operations Centre in Pune, India
- Currently handling a volume of over 23,000 port calls a year for gas, product and chemical tankers, bulkers and project cargo carriers
- Actively maintained database of over 3,500 Ports and terminals
- ISO certified by Det Norske Veritas & undergoing ISAE certification for a service provider undergoing OFAC and other mandatory compliance checks
- Highly experienced staff with agency operations & accounting background provide decisive solutions
- Offers Global Cash management solution to pay and reconcile accounts with agents and vendors through Citibank London enabling agents to be paid in 131 local currencies with very competitive FX rates reducing FX losses through bank transfers and agent ROE issues.

Services offered by DIABOS:

- Disbursement Account Services
- Port cost estimation and benchmarking
- Cash management services for paying port costs
- Towage contract management

Advantages

1. Simple The entire application is web-based and can be accessed through a username and password and has basic screens to view DAs which are easy to use for operations, accounting and the agents.
2. Sustainable Contingency plans like DRP (Disaster Recovery Plan) and BCP (Business Continuity Plan) ensures that users can avail the service uninterrupted under all conditions.
3. Scalable Current market situations may cause the fleet to move between time charter and spot markets, result in vessel acquisitions, mergers. The resultant increase or decrease in port calls can be easily met and managed with DIABOS.
4. Skilled manpower We employ professionals with vast experience in the shipping agency business. Simply put, this means they have the domain knowledge speaking to an Agent or an Operator.
5. Savings India is a prime and economical source of skilled shipping professionals and cost effective infrastructure. With our operations based in India, we are able to use this to our advantage to keep the process cost minimal and pass on the savings to the Principals by way of competitive pricing.
6. Systems integration Our application was developed in 2007 and is based on the 'dot net platform' of Microsoft and is highly customizable to cater to process requirements for approvals of the costs and for generation of reports. The base allows us to integrate with other voyage and accounting systems in a better manner. We are already fully integrated with IMOS.
7. Benchmarking of costs Our database of historical costs is updated continuously allowing us to benchmark costs by industry, vessel type and region.

With constant evolution and improvement, DIABOS is now a Global Brand in Port DA Management system

In Conversation

SEA-FOOD INDUSTRY - Rajen Padhi

Mr. Rajen Padhi
Director - Seagold Overseas Pvt. Ltd.

Marine products, an important part of the Indian food processing industry, contribute significantly to forex earnings. The industry employs over 14 million people and is a "thrust" area for exports under EXIM policy. The seafood market generates an income of Rs 250 billion, of which about Rs 70 billion is from shrimp exports alone. Seafood exports started in 1950's comprising dried fish and shrimps exported to Sri Lanka, Singapore etc. However, with technological advancements, India is now seeing a paradigm shift and started processing and packing "frozen items" catering to Japan, USA, Europe and Australia.

Frozen Shrimp accounts for more than 50 % of the marine exports both in terms of $ value and volume. The second largest item of exports is the frozen fish which is about 17 % of total exports in terms of $ value. Resilience of the Indian seafood industry has been time-tested, though future growth needs to be considered against economic meltdown since 2008 and a number of trade barriers. The US, first slapped anti-dumping duty in 2004 at 10.71% which was brought down to 2.69 % after successive reviews.

However, the US Department of Commerce imposed countervailing duties (CVD), while final decision on anti-dumping action is awaited. The US law - Food Safety Modernization Act (FSMA) of USA, based on EEC directives on food safety, is yet another non-tariff barrier. Non-compliance can subject shipments to rejection. Indian exporters are also grappling with 'ethoxyquin' issue with Japan. Andhra Pradesh and Odisha play a vital role in sea food exports with seafood processing plants spread across Bhimavaram, Vizag, Bhubaneswar, Cuttack and Paradeep. Exports of Black Tiger shrimp and Vannamei or white leg shrimp from this region now comprises 60 % of seafood exports. The high yield species of litopeneaus vannamai in aquaculture have tremendously improved output.

As per MPEDA, Vizag and Kochi maintained equal share in earnings of Rs 33.45 billion and Rs 32.65 billion respectively in FY 2013. While Vizag registered a 26.12 % increase in value terms, Kochi registered 14.22 %. It was pointed out that exports of Vannamei shrimps, a high-value aquaculture product, had contributed substantially to the higher earnings of Vizag port During FY 2012-13, the reefer traffic at VCT grew by 31% ■

VCT – EMERGING REEFER HUB ON THE EAST COAST

In the container shipping market, reefer containers hold a special place and command a better realisation of yield on container shipping tonnage. Vishakhapatnam port has lately seen a significant growth trend in reefer movement and the Visakha Container Terminal Limited is geared for handling wide range of reefer cargoes with the required infrastructure in place.

Visakha Container Terminal is equipped with a range of modern equipments and infrastructure to handle containerised perishable cargo. The terminal has 192 reefer plug points to cater for the reefer containers with 2x1250 KVA backup generator providing uninterrupted power supply. The reefer containers are monitored on at regular intervals round the clock by skilled technicians and the temperatures are updated in Terminal Operating System (TOS) 'SN4' in real time using Radio Data Terminal. Temperature reports are sent to the shipping lines on a daily basis through email and EDI.

VCT also has exclusive area with 48 no. of dedicated plug points for carrying out Pre-trip inspection and testing of empty reefer containers. This has enabled shipping lines to have their empty reefer containers tested immediately on discharge from the vessel and then allocated to the shippers for stuffing their frozen export shipments. This has resulted in faster turnaround of the containers for the shipping lines using this facility. With the excellent infrastructure facilities available at the terminal, the reefer traffic though VCT has been growing substantially and the average growth rate has been 50% for the last 3 years ■

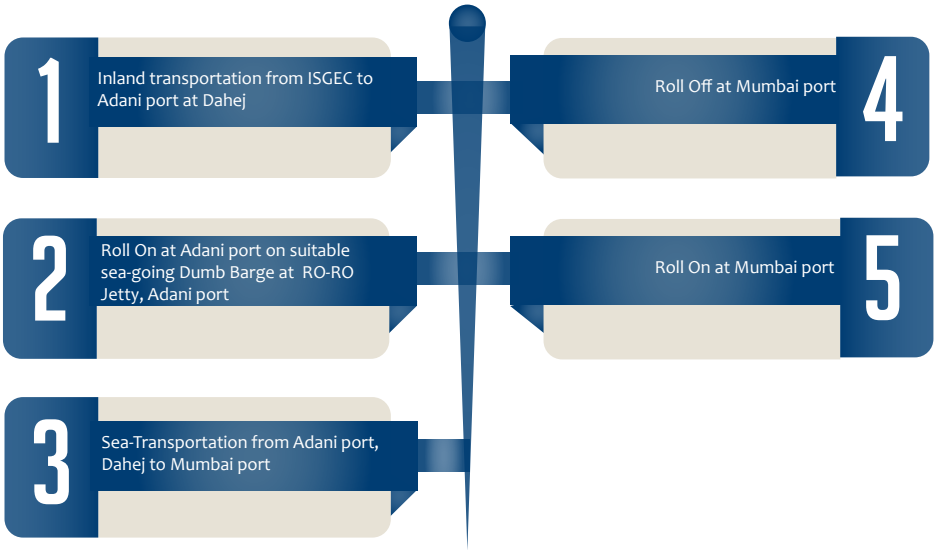
Logistics

BOXCO - here for the long haul, literally too...

Last quarter, Boxco Logistics has set the bar high yet again, by ro-ro of the LONGEST COLUMN THAT WAS EVER transported in and out of Mumbai Port.

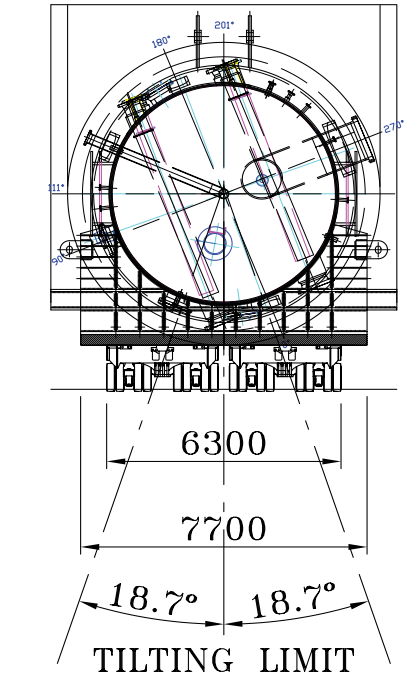
It all started in the industrial township of Dahej in the state of Gujarat at ISGEC Heavy Engineering's manufacturing plant. A massive 91 meter long, 880 MT C2 Splitter column built for a refinery in Mexico, shadowed the workshop buildings.

The multimodal logistics activities, involve engineering and execution of transporting the equipment from Dahej to Mumbai for further export to Mexico, were carried by the team at Boxco Logistics. Apart from the C2 Splitter, a 380 MT Quench water tower and a 250 MT Demethaniser were also to be transported along with their accessories.



The project comprised of Five phases as listed above:

Dimensions of C2 Splitter



Phase 1:

Inland transportation from ISGEC to Adani port at Dahej

The transportation of the columns from ISGEC plant to Adani port was a challenge for C2 Splitter which measured 91 m x 9.5 m x 9m. The haulage was meticulously planned in advance, civil works like road widening, removal of obstacles including dividers and light poles were carried out prior commencement of transportation. Electrical HT line shutdowns also had to be arranged through the local electricity boards. Required stability calculations were carried out during engineering the transportation configuration.

In coordination with the local police, the transportation was carried out using state of art remote controlled Scheuerle K25 Self-Propelled Modular Transporters (SPMTs) which is the most advanced hydraulic haulage equipment in the country today.

The team faced a large number of challenges including turning restrictions like dividers road ends and conveyor belt structures despite the 8 electronic steering modes available onboard the SPMTs.

The transportation of all 3 equipments was carried out in a span of 4 days. The entrance wall to Adani port was razed down to move the convoys into its premises. Intra port transportation also posed a challenge due to existing narrow passages especially for the 91 m long C2 Splitter.

Phase 2:

Roll-On at Adani port on suitable sea-going Dumb Barge at RO-RO Jetty, Adani port

The shipment schedule for equipments from Dahej stood on the edge of the harsh ongoing monsoon season. DB Triton Vision under tow by 30 T Bollard Pull MT Canara Progress had been chosen to complete this mammoth task of sea transportation from turbulent waters of the Narmada delta in Gulf of Khambat up to the Port of Mumbai.

After engineering the required stowage

Logistics

The shipment arrived on a barge at Ro - Ro Jetty at Dahej

The 91m long C2 splitter at Mumbai port using SPMTs

Capt D.S. Jolly, President (Operations) - Boxco Logistics (I) Pvt Ltd. with his team at Mumbai Port for Roll on of C2 Splitter

ramp construction the barge arrived at RO-RO jetty at Dahej under tow by smaller tugs due to low draft conditions of the Narmada basin. After suitable alignment, mooring, ballasting and ramp placement, the roll on operations were carried out in beached condition during low tides.

Phase 3:

Sea-Transportation from Adani port, Dahej to Mumbai port

After stowage of cargo, sea-fastening was carried as per pre-calculated and designed arrangements. Upon survey of the cargo and fastenings, the Barge loaded with the refinery equipment was hauled by the smaller tugs up to Dahej anchorage, where it was handed over to MT Canara Progress, which transported the loaded barge up to Mumbai port.

Phase 4:

Roll Off at Mumbai port

Upon arrival and alignment of the barge at RO-RO berth at Mumbai port, Unlashing was carried out based on the hot works and rigging plan.
The SPMTs used at Dahej were also used to successfully carry out the Roll Off operations at Mumbai port. Upon successful completion of the Roll Off, an additional job of rolling on the equipment on an ocean going heavy-lift RO-RO vessel, was awarded by DHL, Italy which formed phase 5 of the project.

Phase 5:

Roll On at Mumbai port

MV Roll Dock Sea arrived at Mumbai in the last week of June for loading the columns on board. While the smaller two columns were to be lifted by the vessel hook, the 91m long C2 splitter was too large and heavy for the same. It is for this reason that rolling on the column using SPMTs was the obvious option. The after part of this vessel was specially designed to hydraulically open up into a RO-RO ramp. The roll on was carried out smoothly despite heavy rains.

With completion of this project, Boxco Logistics has broken its own records including the longest cargo ever handled by the company ■

Logistics

Project Transportation by Rail – An Edge above the Rest

Boxco Logistics, a frontrunner in multimodal logistics, transported a 275 MT Ammonia converter for Tata Chemicals Ltd., Babrala.

The cargo was transported to Atrauli, Uttar Pradesh on hydraulic axles, from where it was loaded on a railway wagon assembly for transportation through a distance of 26 km up to the plant at Babrala in Sambhal district of Uttar Pradesh. Loading and unloading of the converter column was carried out with a unique jacking methodology by means of Hydraulic Lifting Jacks powered by Radial Piston Pumps.

The railway wagons utilized were specialized equipment, designed to withstand hundreds of tonnes of mechanical payload in dynamic railway motion conditions. The wagon assembly comprised of 2 individual wheel bogies, with turntable mounted saddles to form a bolster-bogie arrangement, another unique feature of the transportation. An engine hauled the front bogie, which in turn transmitted motion to the rear bogie by means of a traction bar, making this arrangement an engineering marvel.

One of the key challenges faced was obtaining permissions from the railway authorities which involves a chain of engineering scrutiny, preventive and corrective overhauling checks. After receiving permission from RDSO (Research Design & Standards Organization), the relevant body incharge for railway safety and engineering, transportation of the ammonia converter loaded on the railway wagons commenced. Crossing the enroute river bridge on rails was the highlight of this move. Upon reaching the destination, the converter was unloaded by a reverse jacking procedure, and delivered safely to the TCL plant.

Boxco Logistics today, with such widely diverse profile is equipped to move cargo through any mode of transport, thereby making the company a preferred choice of customers ■

Logistics

Agri-Exports through Kakinada anchorage port

Kakinada Port situated on the East Coast of India comprises of the Kakinada Anchorage Port, Kakinada Deep Water Port and the Kakinada Fishing Harbour. It serves as the main gateway port for the rich agricultural belt of East Godavari, West Godavari and Krishna Districts of Andhra Pradesh. Rice and maize exports are the mainstay of the Anchorage Port. After curbs on non-basmati Rice exports and Maize were lifted by the Centre, there has been a flurry of activity at the port.

The Anchorage Port with a wharf length of 922 Mtrs handled a cargo of 1.14MMTs during the year 2010-11 and 2.55 MMTs during the year 2011-2012. Kakinada is a major grain handling port and the Group has been catering to the major Agri – Trading companies of India.

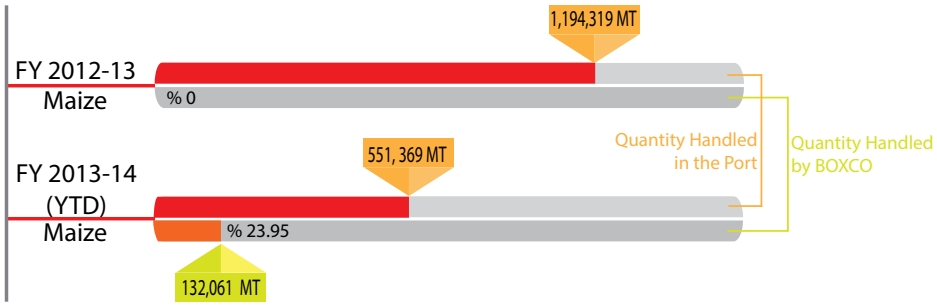
A detailed break-up of Cargo handling activities include:-

- Co-ordination with the shippers, vessel agents, Port, Customs, Labour, Transporters et al.
- Port and Customs Documentation
- Unloading of cargo from Rakes / Trucks
- Storage at Godown
- Intercarting of the cargo to the Barge loading jetties
- Booking and getting allotment of the barges
- Loading of the cargo onto barges
- Barging and Stevedoring on board the vessel.
- Other activities such as arranging labour, material, security and overall supervision of the operations.

Salient Features :

- We have in a short time managed to successfully capture almost 1/4th of the market of Maize being shipped from Kakinada.

Since March 2013 we have handled a dozen vessels in all loading about 1.6 lakh MTs of Maize in that period.



- Our strategic execution has made it possible to achieve an average load rate above 2200 MTs / day up from earlier load rate of 1200-1600 MTs / day , where loading was completely dependent on limited number of barges . Since the allocation of barges was done on the basis of seniority, vessel position, loading performance, backup cargo position among other factors the average load rate was lower.
- Detailed planning has ensured that despite poor road and rail infrastructure coupled with labour shortages during the peak season, the loading performance of the vessels under our management was never adversely affected. Also, Boxco services are geared to ensure the loading of almost all vessels well before free time and have saved substantial demurrage claims for our clients.
- In depth knowledge of the commodity, Industry, grain quality and handling has enabled us to help our clients on planning cargo movement at the right time as well as providing value added services like re-constitution of cargo, drying of excess moisture, efficient and safe warehousing.
- While present warehousing capacity of 81,000 sq. ft is fully geared to handle Agri–Commodities, Boxco is in the process of constructing an additional warehouse of 1,25,000 sq. ft. Both these warehouses are specifically meant to cater to the burgeoning demand for the export of Agri-Commodities from Kakinada.

After reviewing and witnessing efficient performance and co-ordination, some of Boxco clients have even shifted few of their vessels destined for Vizag to Kakinada. The leading agro-commodities exporters have praised and recognized the professionalism and transparent manner of working. Currently we are handling and loading the cargo of Bagged Rice at Kakinada. Boxco is eagerly looking forward for fresh harvest of Andhra to arrive in October ■

Infrastructure

Delhi International Cargo Terminal at Sonepat - B2B Trade Fair

The J. M. Baxi Group's Delhi International Cargo Terminal (DICT) set up at Sonepat (Haryana), was formally launched at the B2B Trade Meet at the Hotel Taj Palace in New Delhi on June 28, 2013. The participants at the Trade Meet included representatives from leading shipping lines, container train operators, CHA's Freight forwarders, shippers and consignees.

All three sectors of Export – Import, Domestic and Retail trades are expected to benefit from this state-of- the-art logistics facility. The facility is established on 65 acres of land near Sonepat, off the National Highway No.1, considered to be the most important arterial road corridor running across whole of North India. "We believe cargo volumes from Sonepat will move to various gateway ports like Mundra, Pipavav, Nhava Sheva and even Vishakhapatnam. We think we should be running to full capacity by the time the dedicated freight corridor comes, a few years from now" avers Mr. Rajeev Mittal, President of Delhi International Cargo Terminal, which has capacity to handle 500,000 TEUs.

The occasion saw MOUs being inked with logistics service providers for using DICT.

For players, this arena is not just another inland container depot but an Integrated Rail-linked Logistics Park cum Inland container depot. It consists of pre-installed user amenities like Customs Offices, EDI linkage, Specialized Warehousing Spaces, Metal Scrap Inspection Yard with scanners, Dedicated Transport Pools, Office Spaces for Customs House Agents, Liners, Forwarders, High-end IT systems, Generator Power back–up, Weigh & bridges, Electronic Surveillance Systems, Banks on Premises, Customer Facilitation Centre to name a few. These amenities would provide the players with congestion free road access, reduction in trailer / truck detention cost, faster trailer turn around, cost reduction in first mile / last mile and reduction in transaction cost due to efficient supply chain.

Delhi International Cargo Terminal (DICT) would act as a hub and distribution centre for north India where Containerized cargo generated is estimated to be 2 million TEU per annum. Thus, this state-of-the-art Cargo Terminal is all set to the much desired transformation in the logistics scenario in the NCR region ■

Infrastructure

ULA Launches Empty Depot at NHAVA SHEVA

Container arriving in a market must be returned to liners that brought them - either empty or full. But longer the delay in doing so, higher would be the cost of keeping those containers idle and empty. Repositioning containers as soon as they are destuffed is critically important for a number of reasons. Both from a logistics as well as financial points of view, the delays in empty movements involve tangible costs which is accounted by the shipping liner and shippers as well.

Traditionally, shipping lines have been operating by sending the import laden boxes to consignees through a Container Freight Station (CFS) or Inland Container Depot (ICD), expecting them to be returned either loaded (with export cargo) or empty, within an agreed time-frame. However with increasing volumes of trade, imbalance in EXIM trade volumes, logistic complexity due to longer average detention time for empty boxes, empty container logistics has been lamenting for effective solutions. A standard 20-ft container (TEU) today costs about $2,000 to manufacture, while a 40-ft container (FEU) costs about $3,000. Therefore, a TEU costs $1.71 per cubic feet to manufacture, while a FEU costs $0.80, which explains the preference for larger volumes of boxes, in order to acheive economies of scale.

Effective repositioning of empty containers, however demands a multi-tiered response and has to be seen as liner diversified asset management. During 1990's, when lines and shippers alike, started looking at micro economics, reduction of inventories, tweaking supply chains and recasting global distribution centers, transportation costs and liquidity of financial resources became matters of serious concern for both. Why carry 1,000 MTs when you can have 10MT x 100 TEUs spread over comfortable periods? So the next thing was shipping non-traditional cargoes in containers and placing them at convenient places for further distribution.

ULA CFS OFFERS

01 Transportation from CFS to Depot

02 Survey / Inspection of box after reaching Depot

03 Washing and cleaning of boxes for cargo worthiness

04 Full repairs facility for all types of boxes

05 Transportation to the port for exporting empty boxes as per line's requirements

06 Stacking and storage of boxes for quick FIFO deliveries

07 Placement of boxes in nearby areas for shippers as option

08 Use of group company's freight forwarding division for finding suitable cargoes for specified destinations

09 PTI of Reefer Containers

10 On-line payment system

This gave rise to extra maintenance of empty boxes. Shipping lines calculate empty boxes unproductive time in "idle days", which should ideally be nil. However, most of the lines have on an average 10 days as idle time for their containers. Presently, several empty container depots are operated from illegal lands, without proper permissions, rough uneven land surface, improper and unsafe equipment, inadequate manpower and very poor communication systems. Under developed infrastructure results in serious problems of water clogging during monsoons.

This opens an opportunity of offering superior box management services to the harassed shipping lines. Typically a CFS or ICD can take care of empty boxes, repair them and deliver them to the shipper. Good quality in management of empty depot will offer lines a reduced idle time, efficient tracking systems and repairs.

The empty Depot is located 13 Kms from ULA CFS and the route does not have toll charges. Majority of the road is 18 m wide with light traffic. The depot is suitably located in the warehousing zone which exits to all commercial areas and connects to all major highways connecting to Mumbai Goa road / Mumbai - Panvel junction. The port is 17 Kms from the Depot ■

Infrastructure

VCT celebrates 10th Anniversary

How one man's vision, perseverance, hard work and faith helped him turn his big dream into a reality

Cake cutting by Shri. Vir Kotak & Smt. Simran Kotak at the 10th Anniversary of VCT.

On 31st May, 2001, a young man named Krishna Kotak stood looking out at the vast expanse of the inviting blueish grey water of the Bay of Bengal. From this vantage point he could see the beautiful city of Visakhapatnam, majestically nestled between green mountains and an endless beach but also something that most of us would fail to see – "endless opportunities".

It was not just the beauty of nature that was alluring his vision but the immense possibilities that a favourable wind could bring with it. Possibility of setting up a world class container terminal!

A dream was about to come true..... and eventually it did. Today Visakha Container Terminal (VCT) is well established as "The Ideal Gateway on the East Coast of India" and is fast developing as a "Regional Hub" in the Bay of Bengal.

The journey wasn't as easy as it may seem...

A project earlier than it's time raised many questions and eyebrows. Would shipping lines take the risk of calling at a new terminal with no known container traffic? Did hinterland have sufficient containerisable exim traffic? Will Chennai & Kolkata ports allow container handling terminal to emerge at Visakhapatnam port, a predominantly bulk port? But this did not faze the indomitable spirit of the farsighted man out to prove to the world that his vision was soon to be a reality.

10 years down the line, the vision is indeed a reality.

The project might have been earlier than it's time, but then it had been a conscious decision of this visionary to have the infrastructure in place before its need arose. Since inception, the terminal has had ship to shore gantry cranes and other yard equipment, dedicated software, reefer stacks, generator back up, trained personnel etc. that would be expected of any contemporary container terminal. The infrastructure available was well in excess of the volumes handled at that time.

On the 15th of August, Visakha Container Terminal Pvt. Ltd., received a Citation from the Visakhapatnam Port Trust for achieving a CAGR of 24% during the last 5 years which is the highest amongst all the Major Ports in the country. The Port was celebrating Independence Day at the Kalavani Auditorium, when this award was presented. Shri.G.V.L Satya Kumar,Chairman-in-charge presented the award to Mr. R Ravi Kumar, Sr. Vice President VCT.

(R-L) Shri. Vir Kotak & Capt. Ravi Chander felicitating the employees with a trophy.

The hinterland had sluggish growth during the early years, but today it is one of the fastest developing industrial areas in the country contributing more than 24% CAGR in VCT's container throughput. Shipping lines gradually started establishing their presence and today all the major lines operate out from VCT, with mainline and feeder vessels providing the much needed global connectivity to the hinterland trade.

Today, VCT is the brightest star on the East Coast of India. Ten years of operations... this is the cusp of a new decade for VCT. Greater challenges of a daunting new world lie ahead. And with those greater challenges also lies an exciting, wondrous new world – full of opportunities, prosperity and success. VCT is now ready to take confident steps in this new world... BUT it is, with that same vision... a vision of that man standing and watching the expanse of the blue-grey water – A Vision Looking Out Towards Destiny.... ■

Shri. VIR KOTAK

We Connect

J.M.Baxi joins Uttarakhand relief work with GOONJ

Uttarakhand, a picturesque hilly state in Northern India – nestling the mighty Himalayas - was struck with torrential rains and flash floods on June 13, 2013.Formerly known as Uttaranchal, the state is a famous tourist destination and a prominent pilgrimage center that is visited by millions of Hindus. Torrential rains resulted in unprecedented damage and death of over 5,000 persons, while an estimated loss of life way upward be 10,000. It was India's one of the `worst natural disaster with death toll surpassing those that died during Tsunami that struck India's East Coast, in 2004. The tragic images of the devastation that wrecked the lives of so many people and left a trail of destruction are still fresh in our memory.

Widespread damage – entire townships, mountain roads and bridges, several buildings that housed the piligrims were washed away in the flash-floods – left hundreds of thousands of people stranded at various locations. Continued rains and the mountainous topology of the region further made the logistics for relief and rescue operations very challenging. National Highway 58, an important arterial road connecting the entire region was washed away in many places and numerous helicopters had to be deployed in a hostile environment to shuttle people to safer places. The revered Chardham (the four holy sites) pilgrimage centers, visited by thousands of pilgrims was completely cut off with the destruction of bridges and roads and over 100,000 pilgrims and tourists were trapped in the difficult to reach hill-tops and valleys.

An unprecedented and highly commendable rescue and relief effort was mounted by the heroic jawans of the Indian Army, the Indian Air force and the Indian Navy, who relentlessly struggled day in and out to save lives and rescue the trapped people in the inaccessible hilly tarrain. The extent of loss and damage which was nothing short of a major national calamity. It has also galvanized various forms of relief and rehabilitation efforts being made by the nation's citizenry, civilians, corporate and NGO organizations. These collective action and show of solidarity have contributed to the relief efforts - to ameliorate the pain and suffering of affected people and bring about normalcy in their lives.

J.M. Baxi Group, as a socially responsible corporate body too initiated a group-wide "Uttarakhand Relief Fund" campaign, which drew instant participation and support of the management and employees of the Group. Following this campaign, an amount totaling Rs. 56, 84,470/- (Rs. Fifty Six Lacs Eighty Four Thousand Four Hundred Seventy) was raised through contributions of our `. This entire amount has been donated to a renowned Delhi-based non-government organization "GOONJ". Goonj, was one of the first NGOs to set up a relief base in Rishikesh, immediately after the torrential rains and dedicated in providing long term relief work and restoration of normalcy in the lives of the affected. They took support of several local grass root level groups for rehabilitation work in the flood ravaged regions of Uttarakhand. Goonj was involved extensively in distribution of basic relief material (rations, medicines, clothes and blankets, candles, utensils, etc.) to the flood-affected people by reaching out to remote villages in worst affected parts of Uttarakhand and some affected parts of Himachal Pradesh as well.

We convey our sincere condolences to the families who lost their dear ones and prayers for the departed souls. We express our solidarity with the people of Uttarakhand in this hour of crisis and hope that they will over come the grief and challenges ■

In Focus

‘ TAMP ’ erred

Regulation of port tariff has for long been the “Achilles’ heel” in the successful implementation of India’s port privatization policy introduced in 1996. Never before in the history of ports was there so much debate over regulating the tariff for private operators, as witnessed through more than a decade of TAMP hearings. Yet far from clarifying issues, one faltering step after another has resulted in the creation of chaos, confusion, uncertainty and doubts in the minds of the private players. Surely while Government needed huge influx of investment funds from the private sector, its tariff regulation policy for the port sector has hardly been conducive to achieving the objective and only helped in scaring away the prospective investors.

Tariff Authority for Major Ports (TAMP) was set up in the year 1997 with a view to facilitate proper tariff regulatory mechanism in the wake of the first ever private container terminal developed by P & O Ports at Nhava Sheva. Although set up to address the concerns of the private sector, the manner in which TAMP sought to regulate the tariffs became more of an intractable problem to the private operators, failing to address the core issues. It consequently resulted in migration of foreign investments to state government run ports, outside the TAMP’s purview.

TAMP had issued three sets of guidelines, one in 2005, the second in 2008 and the third in 2013. Each succeeding regulation tried to remove the difficulties faced under the earlier set of guidelines and in the process added more confusion. This has occurred because there was no proper consultative process involving the stakeholders. Even when they were consulted, their view points were not fully considered.

For instance, 2005 guidelines encourage creating additional capacities without ensuring adequate returns as there is a cap on the return on capital that can be earned. Calculating the return on net capital instead of gross capital deprives the Operator sufficient return. If the Operator earns any surplus by showing higher efficiencies, he will be punished by adjusting the surpluses generated in the future cycles of tariff. The royalty/ revenue share paid by the Operator to the port is not counted as a pass through. The tariff will be reviewed and refixed by TAMP every three years under these guidelines. Rebates/ concessions given by the Operator to large customers are not taken into account by TAMP while calculating the tariffs. Internationally, Container Terminal Operators enter into Terminal Services Agreements with the preferred Customers giving rebates and discounts for bringing in larger volumes of cargo. This international practice is ignored and the operating income is unnecessarily inflated while calculating the tariffs.

Such stringent controls led to drastic reductions in tariffs to such uneconomical levels that they dealt a death- blow to the private investors.

While the private investors brought in huge investments and unprecedented handling efficiencies in the port sector, they were forced to run from pillar to post for redressal of their grievances including litigation in different courts. Application of different set of norms to different operators further complicated the matters.

The 2008 guidelines sought to provide for fixation of up front tariff against which bids were to be invited. This tariff is fixed on the basis of certain norms prescribed. But many of the norms fixed are unrealistic and completely ignore the ground realities vitiating the entire tariff fixation mechanism. For example, for calculating the yard capacity, the number of ground slots fixed per hectare for containers is assumed to be 720 TEUs whereas practically it is impossible to stack containers that way because of the space required for movement of cargo handling equipment etc. The norms fixed for calculation of capacities, operating income and operating expenditure are unrealistic. The tariffs once fixed are final except for the variations in the WPI occurring every year.

In Focus

In the meanwhile on repeated pleas made by the private operators governed under 2005 guidelines to make changes in the guidelines, Government appointed Tata Energy and Resources Institute (TERI) in January 2012 to go into the tariff guidelines of 2005 and suggest amendments. The TERI Report on the amendments to the tariff Guidelines suffered from lack of appreciation of various factors that go into in arriving at the optimum capacity of container terminals. The Report did not appreciate the fact that it is not possible to apply one yard stick to all the container terminals. International Analysts look at capacity benchmarks in different ways e.g. geographical ones (norms vary from region to region), also type of traffic (transshipment terminals vs. gateway ones) and size of terminals. Large terminals usually achieve higher TEU per meter of quay and TEU per hectare of yard than smaller ones. TERI has also erred in taking the dwell time as two days. This is quite impossible to achieve for any Terminal. There are factors such as lack of CFSs, lack of proper road and rail connectivity that delay the evacuation of containers from the Terminals which are beyond the control of the Terminal Operator. Calculating the tariffs on the basis of normative capacities recommended by TERI is flawed in respect of those Terminals which were developed in a green field situation, where cargo availability is the main determining factor for increasing the throughput. Calculating the tariff based on normative capacity as per the formula given by TERI would have drastically reduced the tariffs of most of the terminals. The remedy was worse than the disease. The private operators were not in a position to accept the recommendations made by TERI and made fervent appeals to the Government not to accept the recommendations. Luckily, the Government did not act on the recommendations of TERI.

The Government has subsequently come up with 2013 guidelines which are a step in the right direction where market linked tariff mechanism was sought to be introduced at draft stage. But in the final version, this came to be amended in such a way that there is a 15% ceiling imposed on the hike that can be allowed. Under these guidelines, a reference tariff is fixed for all new projects which is the highest tariff fixed for that commodity in that port under 2008 guidelines. If the operator proposes higher performance indicators, the tariffs can be increased up to 15%. The 15% ceiling was not there initially, but came as a dampener subsequently.

Now with three sets of regulations in place, there will be operators operating under different tariff regimes. There is a clamour to bring those operators who are under the 2005 and 2008 guidelines under the purview of 2013 guidelines. This is going to open another Pandora's Box.

Sadly, none of the guidelines issued by TAMP had taken into account the fact that the primary focus of tariff fixation should be for rewarding the efficiencies and provision of high quality infrastructure rather than on cost cutting. In a port scenario, capacities are required to be created ahead of shipping/trade demand. An operator needs to be rewarded for creating such facilities rather than punished. TAMP failed to look at efficiency driven service competition and ensure minimum returns to investors. TAMP had also failed to ensure that the landlord port which gets substantial funds through revenue share given by the private operators utilise these funds for improving the infrastructure like deepening the harbour and improving road and rail connectivities which are essential for showing better efficiencies.

Most countries do not have a tariff regulator for the port sector and tariffs are determined based on competitive forces. In a few countries, the mandate of the regulators is restricted to monitoring tariffs and intervening only in case of unfair practices or prices. This is the case of the Essential Services Commission which regulates Victoria's commercial seaports of Melbourne, Geelong, Portland and Hastings in Australia. The regulator follows a price monitoring regime wherein port operators are required to provide information to the Commission including financial statements, relevant cost allocation details, port charges, indicators of service quality and other statistical information. South Africa has a National Port Regulator and is mandated to follow the price cap approach in tariff determination. Tariff rebalancing is done every five years.

At a more basic level, the interplay of market forces in the port sector should have been allowed to determine the tariffs for better competition and more efficiency. The regulatory mechanism has thus far played its role in working out broad principles and hand holding the major ports and the private terminals in the initial years of privatization. It has now outlived its purpose and should be disbanded to give fillip to much needed private investments for development of the central port sector through building up additional capacities and user satisfaction. It is also noteworthy that seaports operate in a one-to-one or B2B market situation, where competing business entities converge to optimize on their share of earnings, unlike other regulated sectors like telecom (under TRAI) and insurance (under IRDA) etc. that operate in a distinctly one –to-many or B2C or market environment.

Port charges constitute 2-3% of overall cost of transportation. The emerging trends in the services market in India suggest a growing intra-port and inter-port competition and this ought to eventually bring down the average port charges. The competition between the major and non-major ports is expected to further deepen and broaden the scope for price discovery as more of the ongoing port development projects get completed and new ones get initiated. The PPP model is bound to eventually create a highly competitive port environment where market forces themselves will play the role of an effective regulator. In such a scenario, subjecting the major ports to the regulatory control of the TAMP is self-defeating ■

Weights & Measures

DICT TO SUPPORT PRIMARY FOOD PROCESSING IN NCR

The Delhi International Cargo Terminal (DICT) is well-positioned to play an important role in supporting Small & Medium Enterprises (SME) especially primary food processors in the National Capital Region (NCR) as the enabling logistics hub. A significantly large volume of trade in Pulses is set to be a net gainer of the new supply chain efficiencies to be introduced by DICT. One of India's staple food – Pulses or lentils or Dal, is amongst the most important sources of protein for Indian household.
India is the largest manufacturer and consumer of Pulses in the world. We have achieved a record production of 18.45 million tonnes (MT) in 2012-13. Production is further expected to increase this year due to good monsoon. Over 25% of the world's produce of 60 Million Tons (MT) is grown in India.

TOP 10 COUNTRIES EXPORTING PULSES TO INDIA

	Canada	Australia	Russia	China	USA	Tanzania	France	Mozambique	Malawi	
2010-11	1.20	0.20	0.03	0.09	0.20	0.15	0.02	0.09	0.02	Mn Tons
2011- 12	1.44	0.28	0.26	0.13	0.12	0.08	0.10	0.06	0.03	
2012-13	1.09	0.70	0.32	0.11	0.19	0.14	0.13	0.07	0.06	

	Canada	Australia	Russia	China	USA	Tanzania	France	Mozambique	Malawi	
2010-11	476	119	11	65	90	114	7	58	18	Mn $
2011- 12	625	167	114	102	65	51	45	38	16	
2012-13	545	472	168	110	109	96	55	43	35	

Source: Directorate General of Commercial Intelligence & Statistics

The trader at the load port would procure from farmer and since imports are in bulk form, shipments would come by Bulk ships or in containers and get discharged at Mumbai or Chennai Port. The traders India office would get the cargo custom cleared and would also get it examined for phyto and health checks to confirm the grain is pest free and fit for human consumption. The traders have large warehouses to complement their procuring in Bulk where the cargo is warehoused after the custom clearance. The miller or processer transports the cargo to his processing mill. With the advent of newer mills and large processing plants, the processer has started sourcing directly from traders due to their large raw material requirements. The mill owner or processers based in hinterland locations and new food parks will be benefitted with DICT facilities including cold storage, rail head, domestic and custom bonded warehouses.

Indian Plant & Quarantine Regulations

According to the Indian Plant and Quarantine Regulations, all shipments of edible goods (including pulses) imported into India should be accompanied by phyto-sanitary certificates from approved agencies in the countries of origin. In addition, samples are checked and inspected when consignment lands in Indian Territory by approved Indian agencies and labs. This process confirms food grains are fit for human consumption and are pest free. DICT recently had delegation from Plant & Quarantine Department (P & Q), Ministry of Agriculture. They inspected and have approved the facility barring some documentation requirements which are under process. An Inspector will be nominated for DICT to assist the trade. DICT will further assist the trade by approving the samples prior cargo getting Custom cleared and transported to the processer's facility.

DICT to Facilitate the Processor

India had around 10,000 dal mills till the year 2000 which are around NCR, Central India (Indore / Nagpur) and East (Chennai and Andhra). The ever growing demand has led to increase in the number of Pulses Processing mills to over 20,000 today. The new processing plants with higher capacities in NCR have facilities like:

- Automatic processing with driers, colour sorters.
- Attractive consumer packaging.
- Modern machineries
- Storage areas which were not available earlier.

Further, new plants with large processing capacities are coming up in designated 'Food Parks' near NCR in the areas of Rai, Sonepat and Narela near Delhi adjoining DICT.

DICT will extend support to these plants as:

- Raw material, imported in Bulk can now be containerized, which has its advantages.
- Containers will be railed directly from various ports to rail head in DICT.
- On Containers arriving at DICT and Customs examination, cargo can be stored in Cold Storage Warehouses within DICT.
- Assistance in terms of last mile deliveries from Rail head to Processing plant with our own fleet of trailers and trucks will make 'Just In Time' deliveries of raw material possible.
- Domestic Warehouses within the large terminal of DICT can be used for storing of raw pulses as required.

Other commodities benefitted with DICT becoming operational include Rice, Frozen Food, Fruits, Refined Oil and Wheat ■

Port Statistics

SHIPPING & CARGO PERFORMANCE

QUARTERLY UPDATES ON INDIAN MAJOR & MINOR PORTS (QTY IN MILLION TONNES)
APRIL - JUNE : 2013 - 14

AGRICULTURAL PRODUCTS

	SUGAR	SOYAMEAL	WHEAT	RICE	MAIZE
No. of Ships called	7	11	46	41	48
Total Cargo Handled	0.154	0.206	1.404	0.969	0.872
Inbound	0.051	0.000	0.000	0.001	0.000
Outbound	0.103	0.206	1.404	0.968	0.872

FINISHED FERTILIZERS & FRM

	UREA	POTASH	ROCK PHOSPHATE	DAP	MOP
No. of Ships called	26	0	39	14	28
Total Cargo Handled	1.044	0.000	1.280	0.573	0.793
Inbound	1.044	0.000	1.280	0.573	0.793
Outbound	0.000	0.000	0.000	0.000	0.000

COAL

	THERMAL COAL	COKING COAL	MET COKE	PET COKE	ANTHRACITE COAL
No. of Ships called	145	107	16	14	6
Total Cargo Handled	7.068	6.299	0.450	0.543	0.109
Inbound	2.497	6.292	0.428	0.274	0.109
Outbound	4.571	0.007	0.022	0.269	0.000

STEEL & RELATED ORES

	STEEL PRODUCTS	SCRAP METAL	CHROME	MAGNESIUM ORE	IRON ORE
No. of Ships called	181	1	1	7	75
Total Cargo Handled	1.384	0.030	0.025	0.192	4.067
Inbound	0.755	0.030	0.000	0.192	1.916
Outbound	0.628	0.000	0.025	0.000	2.151

VESSEL & FREIGHT TRAFFIC BY PORTS

APRIL - JUNE: 2013 - 14 (QTY IN MILLION TONNES)

Ports	NO. OF SHIPS	LIQUID CARGO	BULK CARGO	CONTAINERS TEU (NOS)	TOTAL CARGO
Kandla	301	1.062	5.653	22,334	6.989
Mumbai	1195	2.105	1.833	9,972	4.117
Nhava Sheva	136	1.548	0.207	10,37,700	1.799
Mormugao	87	0.087	2.034	NA	2.131
Mangalore	291	5.18	3.453	11,807	8.693
Cochin	128	3.678	0.188	79,900	3.906
Tuticorin	168	0.192	4.1	1,21,214	4.459
Chennai	238	4.282	1.847	3,70,947	6.277
Ennore	154	5.219	5.413	NA	10.66
Vishakhapatnam	109	4.619	3.219	66,607	7.873
Paradip	401	5.155	1.283	NA	6.669
Haldia	16	0.855	1.004	28,626	1.896
Kolkata	42	0.011	0.133	113,723	0.162
Gangavaram	47	-	3.526	NA	3.526
Pipavav	88	-	1.38	143,096	1.381
Mundra	263	5.92	11.9	477,840	17.837
Bedi	41	-	3.331	NA	3.331
Dahej	117	4.813	2.174	NA	7.125
Hazira	31	1.103	0.621	13,097	1.727
Navlakhi	21	-	1.034	NA	1.034
Total Vessel Calls @ all ports	**3,874**	**45.829**	**54.333**	**25,07,712**	**101.592**

J M BAXI GROUP