J. M. BAXI GROUP

TIDINGS

ISSUE XII

JANUARY - MARCH 2016




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J M BAXI GROUP

1916 - 2016
100
YEARS OF EXCELLENCE







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TIDINGS

EDITORIAL TEAM:

Mr R. K. Ganguly

Cdr. Sunil Dhulekar

Mr Keki Master

Mr Mayank Kaushal

Mr Ravi Kumar

Mr Rajnish Khandelwal

Mr Vijayendra Acharya

Mr Vikas Gupta

Mr K. P. Unnikrishnan

Mr Tamal Roy

Mr Siddhartha Roy

DESIGN TEAM:

Ms Dhara Kapadia

Mr Deepesh T. K.

COVER PAGE:

A Glimpse of J M BAXI GROUP

* All maps are for representation purpose only

J M BAXI GROUP

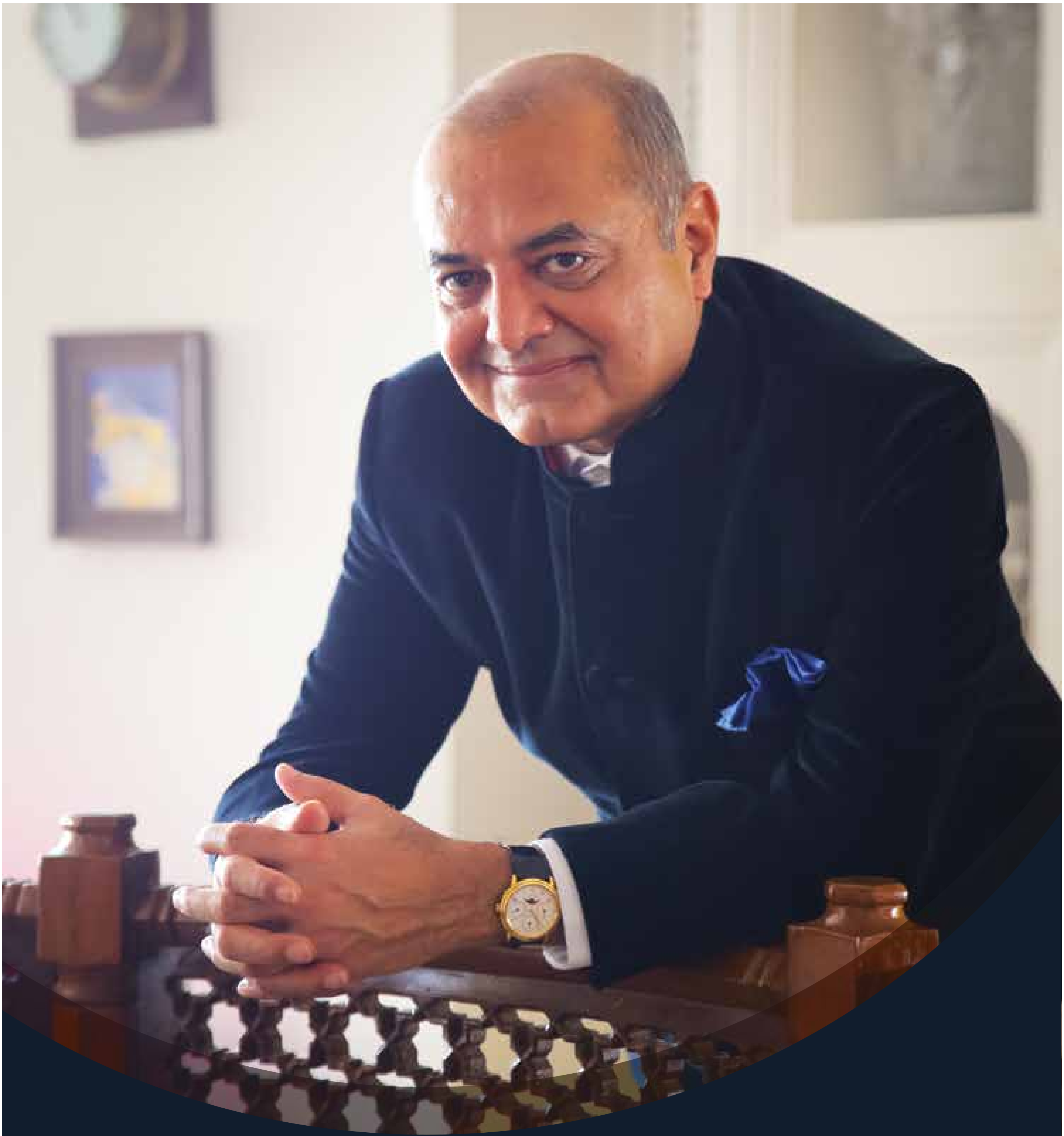
A: Dubash House, 15, J. N. Heredia Marg, Ballard Estate, Mumbai - 400 001. Maharashtra. INDIA.

B: +91 . 22 . 22104444 | F: +91 . 22 . 22616222 | E: corp@jmbaxi.com | W: www.jmbaxigroup.com

“ Perform all work carefully, guided by compassion ”

-Ved Vyas, The Bhagavad Gita

From the Quarter Deck



We are pleased to share, this year we have programmes laid out to celebrate our centenary year. The main objective is to reach out to all our principals, clients, associates and partners during the year. Dhruvbhai, Virbhai and I are going to be meeting each and every one of our colleagues during the course of the year and I very much look forward to this part of our programme.

From the
Quarter Deck

Dear friends, colleagues and partners, firstly, may I wish you a happy and successful new year for 2016 and also a happy and successful new century of years ahead of all of us. Yes, we are 100 years old, our centennial year. Whichever court or jurisdiction one is from, 100 or a hundred years of existence is an important and impressive milestone. In cricketing terminology, once you cross the 3 figure mark (not many do so and those who do are considered champions) then you take a fresh guard and restart your innings with the same amount of enthusiasm, concentration and dedication. We shall do the same.

Firstly, some interesting facts. Our research shows that in India there are only 630 companies which are a century old, and there are not many more around the globe either.

We are entering into a very small select group, which shows the legacy of resilience and strength that we have inherited. It is a legacy that we shall continue to nurture, strengthen and grow. That is a resolution, nay, an oath that we solemnly take.

Let us not forget that the first and foremost reason that we are celebrating a century, a hundred years of our existence, is our clients and our principals. Without them, we would not be. Our growth and strength are derived from them. We therefore not only offer our thanks to them but also rededicate ourselves to them. It is indeed a matter of great pride for all us at the J M BAXI Group that many of our principals and clients have continuously partnered with us over decades and generations. A heartfelt thank you.

Let us also remember that over those 100 years, thousands of employees and colleagues have, each one of them, worked and helped build our group into what it is today. If we were to take 20 years to mean one generation, then we owe our thanks to five generations of our colleagues and employees and their families for the position and platform of celebration that we are at. Let us also not forget our own partners and vendors, who have been a part of our family and who have also contributed immensely to our strength and resilience over the last several decades. We feel proud to see that we have grown together and continue to add and give strength to each other. Our thanks to them and we look forward to working together.

The last 100 years has seen us evolve from a ship agency and broking company into a maritime, port and multi modal logistics solution provider. Whilst our journey has been richly satisfying it has indeed not been easy. We have faced several challenges, some even existential, but we have always sailed on through the storms and reached the shores of our destination. We have always tried to be innovative and in most cases tried to pioneer in our field of endeavour. We have always lived up to our commitment. Of course, we have made mistakes but we have taken full responsibility for them and have learnt from them. What is of utmost importance is that not only should we grow in terms our top line, bottom line, assets, geographical and activity spread but also grow in terms of what we learn.

It is with immense pride that we call ourselves an Indian company. We have had the privilege of growing along with our nation India. We have been involved with the food grain import programme several decades ago and now are involved with exports of food grain. We have been involved with the importation of factories and capital goods and now our heavy lift equipment handles exports of the same. Our offices at various ports have handled ships carrying imports and exports of coal and petroleum products. We have been participants and witnesses in handling small ships and barges to large ships like VLCCs, ULGCs and ULCCs. We have witnessed our port sector growing to world-class standards. We have tried to participate in our full measure in the story of India. That is and shall continue to be our tryst with our destiny.

The past 100 years have been categorised as times of industrial growth and in the last two decades we have seen the emergence of the technological and communication age. The coming times will certainly be times that will be called the superfast intelligent technological age. We are seeing a growth in population in the world with some areas growing exponentially and some areas witnessing ageing populations and negative growth. Such growth in population numbers will put increasing strain on the various types of finite resources of our world. Such challenges will make it incumbent on companies such as ourselves to be smart and productive. We will need to anticipate our clients, and principals, requirements. As we go forward into a centennial year and into our second century, we, be faced with new challenges. The global economic headwinds will test our mettle, which we shall together face. Our various businesses are interestingly poised to take their next logical steps. We believe that we stand in a unique position with our service offerings at all ports and inland dry ports of India as well as across the services, logistics and infrastructure spectrum. We have overseas offices in Myanmar, Singapore, Dubai and Bangladesh, which will help us to be proactive in our service offering to our principals and clients. And above all we have our relationships of long standing with our clients and principals, which have been built on INTEGRITY, TRUST, INNOVATION, RESPONSIBILITY and COMMITMENT ■

2016 here we come!

Krishna B. Kotak
Chairman - J M BAXI GROUP

1916–1947: The Journey

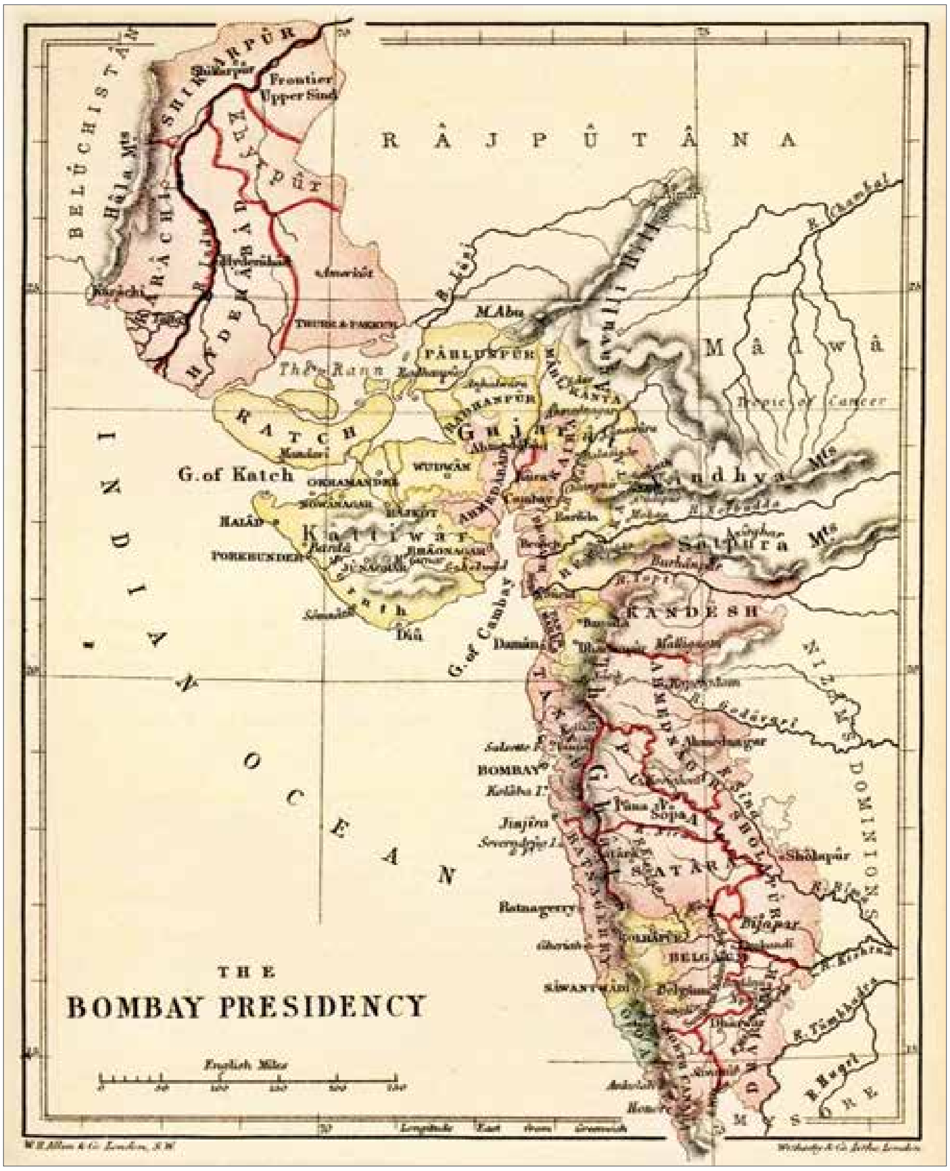
A Sense of History

It was a period (to borrow from Charles Dickens) that was "the best of times and the worst of times". It was when British colonialism was at its height in India, and it was the age of nascent Indian entrepreneurship against several odds and amidst hopeful possibilities. It was in such a scenario that J. M. Baxi & Company was incorporated in 1916 and its headquarters was in Bombay now Mumbai.

The East India Company of the British Empire ruled India since the mid-18th century and they ensured that all major businesses were controlled for and by British interests. Indian entrepreneurs made numerous forays into various industries but their efforts were always thwarted by the Colonial regime through restrictive licensing and other policy measures. Indian owned businesses were primarily restricted to supply of raw materials to manufacturing units which was tightly controlled by the British nationalities. The second decade of 20th century saw Indian trade and the Indian business spirit awakening. The First World War and its aftermath saw rising investments in many segments and India's manufacturing output in this crucial period grew at a decent pace. The sectors that some of the pioneering Indians were making a foray into were as diverse as Textiles, Jute, Chemicals, Iron & Steel, Coal, Paper, Sugar, Coffee, Cement, Small Engineering Enterprises and so on – mainly because they were allowed, albeit reluctantly to do so by the British Government, as long as they did not clash with the imperial British interests of those time. In these sectors business houses such as the Tatas, Birlas, Dalmias, Thapars, Walchand Hirachand, and a host of other home-grown luminaries from all walks of life were in the thick of the Indian industry struggling bravely and fiercely with the unfair and monopolistic stranglehold of the British Empire.

The Beginning

The story of J. M. Baxi began in such a scenario when two enterprising brothers, Manilal H. Kotak and Jayantilal H. Kotak, came to Bombay from their hometown Keshod "in search of fortune". Keshod is a small township, then part of the princely State of Junagadh (Gujarat), which is close to the Gulf of Cambay and to the smaller Gujarat ports of Bhavnagar, Okha, Porbandar and Veraval. Clearly Jayantilalbhai's and Manilalbhai Kotak's fortunes were to be linked to the sea, as



In the
Beginning

after successfully contemplating and foraying into a few odd jobs, they were offered a partnership in a firm floated by Mr. Baxi, to look for business in the maritime sector. Thus, begun the illustrious journey of J.M. Baxi & Co in the year 1916. In line with the spirit of the partnership, the Kotak brothers were mainly to act as subagents, liaising with the shipping companies operating from the Gujarat ports. The Gujarat coastline, along the Gulf of Kutch and Gulf of Khambhat, was then under the control of various princely states and a number of the anchorages and ports, like Bedi Bundar, Bhavnagar, Jafrabad, Porbandar and Veraval, had active overseas trade links. The young Kotaks convinced some of the large agency houses to appoint J. M. Baxi as their subagent in many of the Gujarat ports, where the company began to perform ship husbanding and agency work. The firm opened offices in various ports in Gujarat and remained one of the main subagents for many years.

The end of World War I and the rising awareness of the Swadeshi (nationalist) movement brought significant changes to the way native entities were then treated by the British Government. Instead of hindering and alienating them, the British Government began tentatively to placate them. A major factor behind this change of heart (as brought out succinctly in the Concise Oxford History of Indian Business) was the critical support the native businesses had provided to the British war effort. Also, the British Government was keen to prevent the alienation of the burgeoning class of businessmen at a time when the forces of Indian nationalism were becoming more and more assertive.

However, the home-grown shipping sector during that time was not so fortunate. It continued to be dominated and controlled by the British shipping lobby. Shipping in India was primarily controlled by two British companies, Peninsular & Oriental Steam Navigation Company (P&O) and British Indian Steamship Navigation Company (BISN). The two companies merged in 1914, but still maintained their independent brands, with P&O having a virtual monopoly on India–UK trade and BISN monopolising the coastal trade. The Scottish firm Mackinnon Mackenzie and Company was their agent in India and together they did not let any other shipping company or agency prosper during those times.

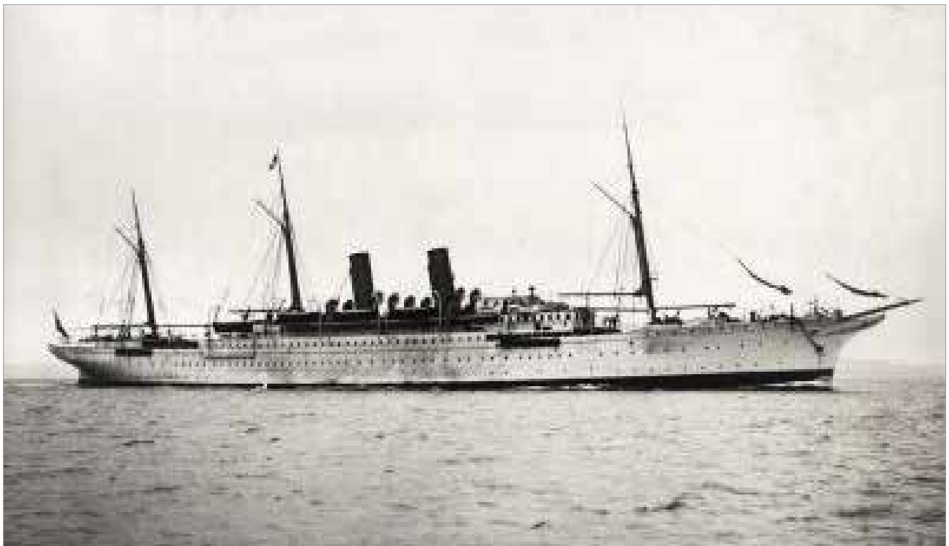
Early Days of Indian Shipping

One of the earliest Indian shipping companies was the Tata Line, started by the renowned industrialist J. N. Tata. It began operations with two ships, primarily transporting cotton to Japan. To kill the competition, the British lines dropped their rates drastically (even carrying cargo free at times), making Tata Line lose money and eventually shutting down. The fate of other native entities was similar, such as the Swadeshi Steamship Company and the Bengal Steamship Company. The only Indian company that was able to survive the struggle against the British monopoly was the Scindia Steam Navigation Company.

Legend has it that after the end of World War I, Seth Walchand Hirachand (a well-known Indian industrialist) learned that the Maharaja Scindia of Gwalior was looking to sell off the hospital ship SSLoyalty, which was then docked in Mumbai. Seth Walchand, together with Narottam Morarjee and two other native businessmen, formed the Scindia Steam Navigation Co, which purchased the vessel. It sailed on its maiden voyage from Bombay to London on 5 April 1919. This day is now celebrated as the National Maritime Day of India.

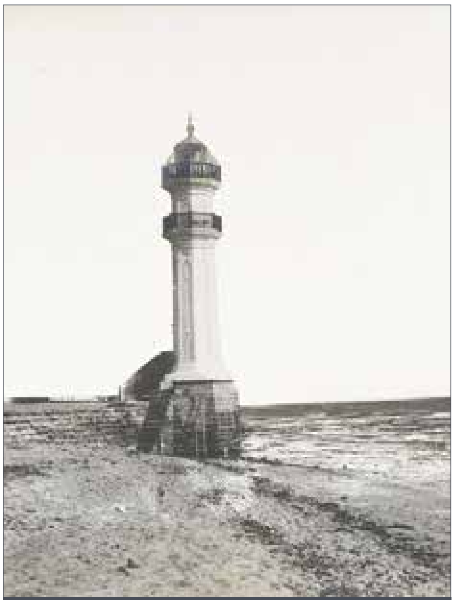
Maritime Trade in Days Gone by

The steamships dominated the trade at that time, sailing frequently to the main ports of call, like Mumbai and Karachi. They, however, also traded with the smaller anchorage seaports dotting the Gujarat coast. They typically would drop their anchor at a distance from the coastline and would be loaded with export cargoes, by smaller coastal vessels. All the shipping companies preferred to nominate large agency houses as their agents and the larger ports of Calcutta, Madras, Bombay, Cochin and Karachi (then part of India) were controlled by British agency houses. However, the foreign shipping lines that monopolised the shipping trade in India at that time also needed capable, enterprising and reliable shipping agents who could attend to the requirements of their ships calling



S.S.Loyalty

In the Beginning



Veraval Lighthouse

Veraval Port

into those smaller Indian ports where the managing houses did not have an effective presence. It was in this crucial segment (specifically in the minor Gujarat ports, which were locally administered) that J. M. Baxi began to concentrate and started providing ship husbandry and agency support services that would soon become a hallmark for its trusted, cost-effective and customised service offerings.

Lighterage trade at anchorage ports, like Bedi, Magdalla, Navlakhi and Okha, consisted of handling food grains, salt, oil seeds and cotton yarn and these formed a mainstay of J. M. Baxi's business, which acted as a shipping agent by booking export cargo from the local trading houses. The anchorage ports of Gujarat were an advantage as they allowed much quicker and easier vessel and cargo turnaround since vessels could be handled with many fewer restrictions than at a berth. There was also the regular coastal movement of Salt from Gujarat ports on the west coast to Calcutta and other east coast ports, and movement of coal on the return leg from east coast to the west. Owing to a growing presence in Gujarat, J. M. Baxi could also manage to make a name for itself in this trade segment during that time.

Age of Growth

The British and other foreign shipping lines also needed agents to reach out into the local trade and obtain their merchandise cargo for shipment on their vessels. This activity was handled by companies then known as house brokers.
The enterprising Kotak brothers entered into a partnership with Mr Nemichand Jamnadas, who ran a cargo broking company for a then well-known shipping line known as the Mogul Line. It was, thus, in a 250 sq ft basement of the office of Mogul Line in the Turner Morrison Building in the heart of the shipping business district in Mumbai (see picture to the right) that J.M. Baxi upscaled its operations in the later years. J. M. Baxi continues to operate from this office even today!

House brokers representing Indian lines had a very tough job booking cargoes in those days, since the cartel of the British lines ensured all cargoes were booked on their ships through either huge discounted freight or other trade restrictions imposed in connivance with the liner conferences. The first Indian vessel, SS Loyalty, was boycotted by the British for a long time and P&O even resorted to carrying rice free of any freight charges from Calcutta, just to crush the fledgling Scindia Line. Similarly, passenger liners, which could attract passengers owing to nationalistic favour, found it tough when the foreign liners started carrying passengers free. In some instances, the passengers boarding a foreign carrier were offered gifts such as a free handkerchief.

J. M. Baxi and its affiliate N. Jamnadas & Co. managed to survive such ruthless competition with the strong support of the nationalistic Indian traders. The Indian merchants and trading houses were known to be dealing independently with many parts of the world other than Europe, which was dominated by the British lines. The routes covered were east and north Africa (Zanzibar, Madagascar, Mogadishu, Alexandria, Tripoli, Djibouti, Aden etc.), These trades were developed especially by the Gujarati migrants of the 19th century who would regularly import Textiles, Spices, Cotton, Jute and such commodities from India.

During the later years, a substantial portion of J. M. Baxi's business also came from handling passenger ship operations, especially ferrying Haj pilgrims from the Indian subcontinent to Jeddah. This traffic received a big boost in 1932, when the British

In the
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government enacted the Port Haj Committees Act, which provided funding to the Haj Committee. This committee planned and managed the entire pilgrimage, starting from Bombay and Calcutta as the two embarkation points. The government also granted an approval for the sea-based Haj pilgrimage to Mogul Line ships, which was owned by Turner Morrison & Co. As a house broker and agent of Mogul Lines, N. Jamnadas and J. M. Baxi was actively engaged in handling the operations of the passenger vessels.

The Kotak Family

Meanwhile, Bhagwanbhai Kotak (the son of Jayantilal Kotak and the nephew of Manilal Kotak) began an apprenticeship in J. M. Baxi soon after completing his basic education. With an inquisitive mind ready to learn, Bhagwanbhai began travelling extensively to the Red Sea ports, and domestically, in general, all over India, including the Gujarat ports in particular, to gain a first-hand knowledge of the shipping support service industry. He rapidly became an authority and flag bearer in this trade. His tremendous passion for reading, music, art and culture and his astute grasp of world history and global events quickly endeared him to his customers, clients and contemporaries alike.

Old Port of Porbandar

Bhagwanbhai's younger brother, Nareshbhai joined him later in the business and with the passing away of Vasantbhai (Manilalbhai's son), Bhagwanbhai and Nareshbhai would actively assume the stewardship of J.M. Baxi. The scope, range and business of J. M. Baxi under their leadership began to expand rapidly and exponentially post 1947 (when India obtained its independence) and we look forward to covering this period of the momentous saga of the J M BAXI Group in our next Newsletter segment.

The basic credo and philosophy that J. M. Baxi propounded were simple and timeless and can be epitomised in just three underlying values: innovation, commitment and performance. These three attributes were the hallmark that distinguished the J M BAXI Group and continues to do so to this date ■

(to be continued in issue XIII)

Agency & Services

We At JMB Will Always Stand By Our Principals And Associates In Times Of Need

What we say, we put into practice.

We handled the vessel MVDianthe at Mundra, acting as the owner's protective agency for our esteemed principal.

Just a day before cargo completion, the vessel was detained under a Mumbai High Court Order by the financing bankers for alleged nonpayment of dues, presumably arising out of difficulties faced for remittances arising out of sanctions.

The vessel remained at Mundra anchorage for about two and a half years, and we provided services under trying circumstances. There were many official difficulties arising out of different interpretations of the court detention orders by various authorities. Some of the jobs we carried out in this long period included:

1. CTM to master – 16 times
   Crew changes – 19 times
2. Frequently arranged tugs to supply provisions to the anchorage
3. Arranged supply of spares to the anchorage – 16 times
4. Frequently arranged medical attention for the crew, under Immigration escort
5. Arranged seven visits for surveyors, superintendents and technicians
6. Arranged several times to pick up and deliver mail to and from the crew
7. Arranged delivery of various court orders to the master on the vessel
8. Kept up-to-date calculations of port charges, with frequent deposits of funds received
9. Renewal of sanitation certificates
10. Renewal of vessel's trading certificates
11. Arranged sailing of vessel within hours of receipt of the high court's release order

Overall, we had several critical moments and required constant follow-ups with various bodies including Gujarat Maritime Board, Mundra Port, Customs, Immigration, GOI, Gujarat Home Ministry Secretariat in Gandhinagar, FRO Bhuj, chandlers, PHO, inspection agencies etc. to ensure that the vessel and its crew were taken care of during this long stay at the anchorage.

We regularly tracked the owner's requirements, the vessel and the master's needs, statutory compliances and requisitions for additional funds for payment of port charges. We carried out periodic reconciliations with the principal, sending out advance requisitions for funds. Within 6 hours of receiving the Certified High Court Orders, we paid the balance and obtained the required clearances from all concerned namely, Immigration, the port, Gujarat Maritime Board and Customs, and the vessel sailed out of Mundra.

Handling of this vessel needed very close coordination between the branch and head office, Operations and Accounts, and the branch and the New Delhi office for follow ups with MHA for crew change permissions under special conditions. This amply demonstrated that we put into practice the slogan that we showcase to our principals: ***"That JMB always stands by your requirements and especially so when it matters the most"***

In Conversation

Govt. Cargo Key To Chartering

Mr. T.V Shanbhag, is a leading maritime consultant and arbitrator, and was formerly the Chief Controller of Chartering with the Ministry of Shipping (MoS). He started his shipping career with the dry bulk ship owner Dempo in 1972 has since served in senior management positions across ship-owning companies. He has also served on the boards of trustees of several major ports of India,, besides working on several government committees and expert groups. Mr. Shanbhag continues to be actively associated with the industry and in a tete-tete with JMB Tidings, reminisces experiences and thoughts on the Indian shipping. Excerpts:

Q: How do you see shipping in the changing times in India? Any takeaways from its long history ?

TVS Ans: The Indian shipping indeed, has a long historical background but modern shipping is mainly a post-independence phenomenon. Though ship-ownership saw some pioneering moments in the early part of the 20th century, it was in mid-fifties that one really began to see major changes. After India's independence, the government emerged to be the largest of cargo receiver - via direct procurement as well as through transactions of several large state-owned entities. Industrial Policy Resolution of 1956, in particular enhanced the role of PSUs in the economic development of the country and this boosted the shipping sector as well.

Q: How did government cope with making necessary shipping arrangements ?

TVS Ans: India's partition in 1948 saw loss of two erstwhile ports of Karachi and Chittagong and barring Mumbai, Chennai and Kolkata most other ports had remained to be largely developed. The Indian-shipping tonnage too was meagre and there was no way to developing the national shipping fleet overnight. Short-supply of tonnage as also cargo evacuation challenges made the government take certain initiatives. The war period trade had boosted Indian shipping but as it drew to a close, the shipping companies began to experience demand crunch, the policy sentiment thus, favoured creation of a large state-owned shipping entity that would eventually consolidate the shipping tonnage and further develop and diversify maritime operational capabilities.

Q: How do you view the current headwinds of deregulation in shipping industry?

TVS Ans: We have come a long way from where we started but it must be realised the path traversed has been instrumental in building capacities and competencies. Even so to this day, government continues to be the largest of ship charterers in terms of both the cargo volumes moved. Individual PSU's, especially large ones like SAIL, NTPC, IOC have developed the necessary competencies for independent chartering but not all government organisations and departments have the necessary skills to manage their chartering arrangements on their own or without TRANSCHART. The advantages of expertise and operational scales that TRANSCHART brings are indeed, unique and not easy to replicate.

Q: Can you elaborate on advantages that TRANSCHART has brought to table and where do you see it go from here?

TVS Ans: TRANSCHART needs to be understood in the context of Indian shipping and the new emerging government policies on PSUs. There are two kinds of challenges - firstly, ship chartering is a international business controlled by few large overseas brokerage and trading houses. There are entry barriers and business is not easily accessible to all. Secondly, shipping is now fraught with a worst possible cyclical crisis , with shipowners struggling to even stay afloat.
Against this backdrop, TRANSCHART advantages come from the long years it has been in business, humongous EXIM volume it controls and its trusted business networks. Various government departments and PSUs in India are yet to fully adapt themselves working with private brokerage houses. Only some have competent chartering teams to independently assess their requirements. Several others especially government departments still would need to go through TRANSCHART.

Q: It has been pleasure talking to you in our Centennial Year, any reminiscences from your association with our group ?

TVS Ans: Accept my greetings on the eve of completion of Centennial year. Indeed, J. M. Baxi as port agents have been around even prior to my entering shipping in early 70s. As ports and stevedore agents, J. M. Baxi had been actively involved in wheat lighterage operations in 50s and 60s and I recall their unique use of the evacuators for quick discharge of wheat cargoes into barges. Few could match the J. M. Baxi's standards of professionalism and proficiency, where it left a benchmark in those early years. Also the group companies have been empanelled brokers with TRANSCHART since its inception in 1958 and believe continue to do. It is noteworthy that the Group has grown into a multi-faceted player and getting involved in new areas like port terminals, setting up of ICD-CFS, freight trains , project cargo etc ■

Logistics

Siemens Trusted Us And We Delivered

The Baroda branch of Boxco Logistics arranged for the safe and timely delivery of 600 FRT of project cargo from Mumbai to Nakornphatom, Thailand. The scope included ocean freightage and delivery to the destination in Thailand. This shipment affirms the expertise of Boxco's project logistics department in arranging exports and shipments for projects and chartering into untried domains.

The shipment comprised a steam turbine, an alternator (generator set) and a compressor, which were the HLs and general accessories. The steam turbine measured 7.5 × 4.6 × 3.5 m and weighed 89 MT. The entire cargo, with accessories, was loaded under deck. The cargo was heading to Chiem Patana Textiles' captive power plant in Naga, Thailand.

The challenge was to arrange a suitable vessel for sea transport, and to meet the delivery schedule and technical requirements of both Siemens and Chiem Patana. The salient feature about this entire shipment was that it was executed under the Indo-Thai ASEAN agreement, in which the consignee had the benefits of zero custom duty in Thailand. Accurate documentation was a very critical component and Boxco assisted the shipper with clearing all major and minor issues, without affecting the timelines. As a result of excellent loading, stowing, sea fastening and planning with all concerned, the entire operation was completed well in time.

A unique fact of this project was that the decision-making for the contract was mainly done in Thailand, with feedback from the shipper, i.e. Siemens, in India. Boxco, with its strategic network in Thailand, made representations and thus won the

project against stiff competition from various global freight forwarders. This was due to the techno-commercial presentation made by Boxco and the recommendation made by the shipper from India. This indicates the trust the shipper has in Boxco's capabilities.

The other challenge of this project was the involvement of different stakeholders and streamlining the coordination and communications. Our operations team did a wonderful job in communicating with the separate EXIM team of the shipper in Baroda and Mumbai, the local transporter, CHA, the shipping line, Customs officials, the destination agent and the actual consignee, Chiem Patana Textiles in Thailand, to make sure that the cargo was on board within the stipulated time.

J M BAXI Group's ethos of customer first was given prime importance. A vessel was arranged, keeping in mind the timeline and not only the commercials. This was duly acknowledged by the customer, and we hope this paves a strong path for securing more such export projects from these prestigious clients.

With the "Make in India" campaign gaining momentum, the number of export projects will only rise in India. This experience has strengthened our expertise in handling projects with a stringent timeline, challenging documentation and end-to-end logistics requirements ■

Logistics

Hot Idea For Becoming Cold

This year's onion price crisis once again highlighted a cold reality: India lacks adequate cold storage facilities. Pitching strongly for the creation of cold storage units across the country, many industry experts have sought both private and public investment for them "without any delay". This is imperative, as despite being the second largest producer of fruit and vegetables in the world, India is not able to fulfil its domestic requirements, as it loses 30–40 per cent of its produce, which amounts to over Rs 13,000 crore annually. The only solution is to build a network of cold storage units, the argument goes. In the face of this reality, the construction of BoxCold's greenfield cold chain unit, adjoining the Delhi International Cargo Terminal (DICT) in Sonepat, is a feat that needs to be indeed celebrated with much pomp. The construction of the facility was started on 25 September 2015, and its promoter BoxCold – a cold chain subsidiary company of Boxco Logistics India Pvt Ltd– hopes to commence commercial operations by February 2017.

The development will give a big boost to north India's logistics industry, as hardly any state-of-the-art cold storage units exist in the vicinity of an ICD in the National Capital Region. Its location is the gateway to the northern hinterland and this puts it in an ideal spot for being a distribution centre for both wholesalers and big retail multinationals like Walmart. The company aims to create and implement best practices across the entire gamut of its offering – an end-to-end cold chain supply solution. Its USP is that a variety of products can be stored for all types of customer –wholesalers, distributors, retailers, exporters and importers. With a strong focus on achieving utmost client satisfaction, the unit provides dynamic temperature and humidity control systems, with a multi-storage facility for materials ranging from frozen, chilled, mild chilled to dry. The temperature range is from –22°C to +22°C. It has hermetically (airtight) sealed modern docking systems. Apart from this, other key aspects of the latest technology used include palletised racking systems, fully mechanised material handling equipment like modern reach trucks, hand pallet movers, and battery-operated pallet trucks. Its other features are a modern IT infrastructure for the warehouse management system, and implementation of firstin-first-out stock control. The unit will adhere to all food safety norms. It will also provide value-added services such as bar-coding and first- and last-mile reefer road transportation. It will have an in-house training centre and a futuristic fire fighting system. The project has been designed using green building norms, and it will harvest rainwater and also have a sewage treatment plant. Moreover, it will also use non-conventional energy sources, like solar power.

Being adjacent to its sister company, the world-class DICT, the unit aims to provide staunch support to the latter's core business. For instance, it will have ample storage space for buffer stocks for exporters and importers, and it will play a key role in reducing the turnaround time of reefer containers. Custom bonded chambers for imports will also be provided to relieve reefer containers quickly after their arrival at DICT. Moreover, there will also be international freight-forwarding solutions for the fruit and processed food industries.

It will usher in a paradigm shift in the cold chain industry of India. Since the facility is close to the mega food parks being developed in Sonepat and Panipat, and also the upcoming India International Horticulture Market in Gannaur, there will be no looking back for it. With all the requisite superlative services for its customers available under one roof, this unit will become a role model for how India's cold chain industry should evolve.

SERVICES TO BE OFFERED BY THE BOXCOLD UNIT

EXIM COLD CHAIN

- Cargo handling at DICT (stuffing and de-stuffing of reefer containers)
- First-and last-mile reefer road transportation
- International freight forwarding via a sister company, Boxco World Logistics Pvt Ltd
- Rail logistics through reefer train
- movement by a sister company, International Cargo Terminals and Rail Infrastructure Pvt Ltd
- Customs and clearance by the Food Safety and Standards Authority of India via a sister company, Boxco World Logistics Pvt Ltd

DOMESTIC COLD CHAIN

- Multi-temperature controlled storage Ambient storage
- First- and last-mile multitemperature refrigerated road transportation ■

COLD STORAGE

Logistics

Boxco Strategically Enters Bangladesh

The adventures of Boxco in un-trodden pastures are well known and now it is entering Bangladesh, a nation that is virgin with immense scope for infrastructure development. India is contributing in a large way to the growth of this small country and thus, the entry of Boxco is quite expected.

Larsen & Toubro, the only infrastructure conglomerate that is performing in the global market, has bagged several orders for power projects in Bangladesh. It chose Boxco as its partner for the entire end-to-end logistics and rightly so. Boxco had the confidence of LNT right from the incubator stage and every minute detail was researched, debated and dialogued to make this complex multimodal project happen.

cargo directly from overseas locations like Korea, Germany and China to Sikalbaha via Chittagong, and also handling third-country direct air and container shipments into Bangladesh for this project. And, of course, Boxco is handling the construction of the complex ro-ro and lo-lo jetty.

This project is located in Sikalbaha on the banks of the river Karnaphuli near Chittagong port. The approach roads are so narrow that even a 40-ft dry container can hardly make way, so all the ODCs, like the turbine, generators, transformers and other structures, need to be transported by water. The complex operation of planning and implementing with precision, amongst all the cacophony of there being too many cooks spoiling the broth that is inherent in such big projects, is where Boxco masters and outsmarts all.

GAS TURBINE

GAS TURBINE GENERATOR

BYPASS STACK

TRANSFORMERS

Boxco is picking up material from various suppliers in India under self-supervision, then either moving them directly by road to Sikalbaha via the Petrapole/Benapole border or moving them to Kolkata port, where they are consolidated into a multiple-origin cargo in a barge for onward sailing to Sikalbaha. Boxco is also moving

The sequence of loading, stowage, lashing, dunnage and securing of all the cargo, including handling the complicated documentation, is where Boxco is performing effortlessly with elegance and class. The ODCs need to be discharged over the right-hand side onto suitable barges with specially designed stools. They are barged down

to Sikalbaha and received at Sikalbaha jetty for further transportation to the unloading location, where they must negotiate the tight turning radius of the approach ■

Logistics

First Movement Of 100 Axles To Start Our Centennial Celebrations

Boxco was honoured to handle the logistics of five generator sets belonging to Tata Power. These were to be moved from Belgaum to Padgha Warehouse. It started with our team loading five DG sets on to 100 axles. This was the first time that we had handled the movement of 100 axles together at one time. With all the plans in place, safety being taken care of and being in receipt of all necessary documents, we started the movement from Tata Power's plant at Belgaum. The challenges included overhead lines, and the critical and long bridges over the Bhima, Krishna and Godavari rivers. Our team overcame all the problems successfully and the consignment reached its destination safely and on time. With the successful completion of this movement, we are excited to realise that we will handle heavier and more complex movements in the coming century ■

LOGISTICS OF FIVE GENERATOR SETS FROM BELGAUM TO PADGHA WAREHOUSE

Infrastructure

Delhi International Cargo Terminal Obtains C-TPAT Certification

The Delhi International Cargo Terminal (DICT), the only state-of-the-art rail-linked inland container depot (ICD) at Sonepat in NCR, has become a certified member of the US Customs-Trade Partnership Against Terrorism (C-TPAT) with effect from October 2015. The C-TPAT program is a joint initiative of the US government and all crucial parties in the logistics chain, designed to protect global commerce from terrorism.

As world trade is largely dependent on maritime transport, the security of the maritime transport system has in particular received significant attention. DICT recognises the need for this enhanced security and took the initiative to file its C-TPAT application, submitting its summary of the security profile questionnaire in August 2015. With major security measures already in place, it took no time for DICT to qualify for the certification.

DICT regards security as one of the core services to its customers. With this achievement of C-TPAT certification, the customers of the ICD will be able to benefit from a reduced number of inspections and faster processing of consignments at US borders. All of this translates into lower inspection fees and customs fees, increasing the speed of movement of goods, and it has had an immediate positive effect on the company's bottom line ■

APPROVED CDG INSPECTION LTD.

Certificate of Compliance

This is to certify that Security Management System of

Delhi International Cargo Terminal

(A Division of International Cargo Terminals & Rail Infrastructure Pvt. Ltd.)

Address: Vill- Panchi Gujaran, Tehsil- Ganaur, Distt- Sonipat-131001, Haryana India

Scope of Activities:

Inland Container Depot/Multimodal Logistics Park

Complies with

C-TPAT

A review of security management system of the organization has been conducted by CDG Inspection Ltd. and found conforming to C-TPAT requirements. Relevant policies, procedures, practices and security controls were in place on audit date and we determined that it meets the minimum requirements of C-TPAT.

Certificate Number: CTP- 20596
Issue Date: 05th October 2015
1st Surveillance: 04th October 2016
2nd Surveillance: 04th October 2017
Expiry Date: 04th October 2018

C-TPAT COMPLIANCE

Managing Director
CDG INSPECTION LIMITED
W- www.cdginspection.com
E- info@cdginspection.com

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Infrastructure

DICT Attains A New High By Handling Over 3,000 Teu's In September

The year seems to be getting better and better for Delhi International Cargo Terminal (DICT). The facility, which was commissioned 8 months ago with a strong focus on providing best-in-class logistics infrastructure services in NCR, has achieved another landmark by crossing the 3,000 TEU threshold in throughput in September 2015, by attracting dry, liquid, ODC as well as temperature controlled cargo.

This is a significant achievement and a big boost to the trade fraternity, who have been reaping the benefits of the entire infrastructure being available under one roof. DICT continues its significant investment in various product pipelines including last mile/first mile transportation, specialised fleets to handle all cargo types, regimented train schedules to the gateway ports, warehouse management, etc. to ensure that all of its partners and customers are able to maintain a high-growth trajectory.

DICT has continued flexibly moving across lines of business irrespective of client or market size and it has built considerable synergies throughout the operational process, which has helped it to grow faster into different areas. Parts of Haryana, Punjab, Himachal Pradesh, Western UP and Northern Delhi are in effective proximity and in the right position to reap the advantages of DICT. The only full-fledged operational container terminal in Sonepat, located strategically on National Highway 1, it has today emerged as one of the most important and effective gateways for cargo movement within and outside the country from NCR and its adjoining areas.

Said the COO of DICT: "As we grow, we continue to invest, innovate and enhance our offerings to customers. Over the months, we have built a strong foundation, which will propel us to the next level of growth. The probability of achieving profitable growth is heightened whenever an organisation has a clear growth strategy and strong execution infrastructure. One without the other impairs the probability of success."

DICT has set an ambitious target to triple its volume over the next financial year through organic growth of its existing and new businesses, and exploring greenfield opportunities in bulk, liquid and specialised containers. It continues strategic investments in land, IT infrastructure, human resource management, operational capabilities with enhanced and modern equipment sourcing, and fleet management to cater efficiently for larger volumes given the growth projections in its proximity ■

DELHI INTERNATIONAL CARGO TERMINAL

Infrastructure

HICT Operational Excellence

We are proud to announce that HICT is now successfully handling larger ships. Feeder operator Far Shipping's MVVladivostok visited HICT and the first voyage sailed from there on 8 November. With a capacity of 1726 TEU (with 200 reefer points), it is the largest ship in the region. On top of that, HICT's vessel-handling productivity is amongst the best. The highest crane productivity of 29.8 moves per hour was achieved for MVKota Rajin on 27 October 2015.

In September, HICT handled the first full rake of 90 × 20's for Maersk Line on MVSoul of Luck, another vessel operated by Far Shipping. The laden rake was handled in a record time of 2 hrs in HICT with the great support of HDC officials and labour who were very experienced and ready to help. The rake ran from Vedanta to Jharsuguda (Odissa), 547 km from Haldia. It turned around and was reloaded with empty containers for a second run, which was handled as efficiently. This gives the trade a new efficient and viable option ■

Infrastructure

A Container Freight Station For Visakha Container Terminal

Visakha Container Terminal (VCT) commenced operations on 26 June 2003 with modest container traffic of 1200 TEU per month. During the last 12 years, traffic has consistently grown to the present 0.3 million TEU per annum. The backup infrastructure, a container freight station (CFS), plays a very important role in the growth of any container terminal. With the increase in traffic, present and anticipated, VCT decided to complete the chain. VCT was allotted 34 acres of land by Visakhapatnam Port Trust in the EXIM Park for setting up a CFS. With the extensive expertise of the JMB Group in setting up and operating CFSs and ICDs, the VCT CFS is being planned with modern equipment, fully computerised processes and a high level of security and safety. VCT is well acknowledged for its high level of professionalism and efficiency in the container terminal it operates and the same best practices will be followed at the upcoming CFS too.

The layout of the CFS has been designed by the internationally renowned consultants AECOM and the construction has been contracted to the prominent and very professional outfit, Vijay Nirman Company, known for completing large-scale infrastructure projects on time.

Construction commenced in June 2015 and is now in full swing. It is expected to complete by March 2016. A novel use of geo grids, for the first time in a CFS, was proposed and adopted after due diligence. This not only reduced the cost but also enables completion of the project on time. The CFS will be linked to the rail network.

VISAKHA CONTAINER TERMINAL PVT. LTD.

RUBBER TYRED GANTRY CRANE

FEATURES

- Five-lane gate complex for unhindered movement of containers and cargo.
- Covered warehouse with 3,000 square metres in phase 1 and 2,000 square metres in phase 2. It is used for bonding and transit storage for LCL (less than a container load), export and import cargo.
- Container yard with 800 ground slots and a throughput capacity of 100,000 TEU per annum.
- Two rail sidings with provision to undertake offloading, customs examinations and stuffing at the rail siding.
- Office complex for customs, customers and CFS staff.
- State-of-the-art security systems, fire fighting systems and intelligent information technology systems to build efficiencies into the various process flows

In Focus

Coastal Shipping Policy: Highlights

Despite a long coastline and large stretches of navigable inland waterways, coastal shipping is yet to take off in a big way in India. The Indian coastal tonnage presently comprises a fleet of 848 ships, accounting for approximately 1.22 million GT or 11% of the total Indian tonnage. However, only 135 are cargo-carrying vessels and the tugs and port crafts owned by ports. There are also about 15 container vessels.

The modal mix of transport within India is skewed towards railways and roads, which account for around 87% of the total freight. The government has recently published a policy for encouraging a modal shift of cargo from road and rail to coastal shipping. This is known as the Scheme for Incentivising Modal Shift of Cargo (SIMSC). The salient features of SIMSC are as follows:

- The scheme proposes to provide monetary incentives to beneficiaries when they transport certain identified commodities, cargo or automobiles, on Indian flag vessels, on trips having either a major port (owned by the Union government), a designated non-major port (owned by a state government) or a terminal/jetty owned by the Inland Waterways Authority of India (IWAI) as the point of loading or discharge.
- The incentives under the scheme will be extended to beneficiaries for transporting cargo on Indian flag vessels, river sea vessels or barges on coastal shipping and inland waterway networks.
- Transportation of bulk or break-bulk cargo for commodities such as fertiliser, food grains, marble, tiles, sugar and salt shall be eligible for an incentive of Rs 1 per ton per nautical mile, up to a maximum of 1,500 nautical miles in each trip starting from the origin and ending at the destination.
- Transportation of any commodity in a full container load will be eligible for an incentive of Rs 3,000 per twenty-foot equivalent unit (TEU), an industry standard.
- Transportation of vehicles on roll-on-roll-off vessels will be eligible for incentives of Rs 300 per two-wheeled vehicle, of Rs 600 per three-wheeled vehicle and of Rs 3,000 for other vehicles.
- The government has set aside a budget of about Rs 300 crore for the scheme, which will run from 1 April 2015 to 31 March 2017.
- The incentives under the scheme will be granted only to the shippers of the cargo being transported either through coastal shipping, or inland waterways, or both. A shipper includes anyone who owns the goods being transported and may include the consignor or consignee.
- Major ports, designated non-major ports and IWAI will disburse the incentives to the beneficiaries and will, in turn, be reimbursed by the central government.
- The financial incentive scheme is a significant step also from the point of view of limiting environmental degradation, reducing carbon emissions and addressing concerns over social costs arising from the congestion of existing road and railway networks.

One major drawback of the scheme is that it applies only to domestic cargo carried in containers. To achieve the objectives of the scheme fully, it is essential that the scheme is extended to trans-shipment containers and empty containers. This will go a long way in encouraging Indian shippers/ receivers to use the Indian coastal route for movement of export/import cargo.

In addition to SIMSC, government has taken other initiatives for promoting coastal shipping. These are as follows:

- Major ports to provide for dedicated berths for coastal shipping
- Major ports to provide one-third concession on port charges for coastal vessels and coastal cargo
- In a bid to boost coastal shipping, the government has asked all the

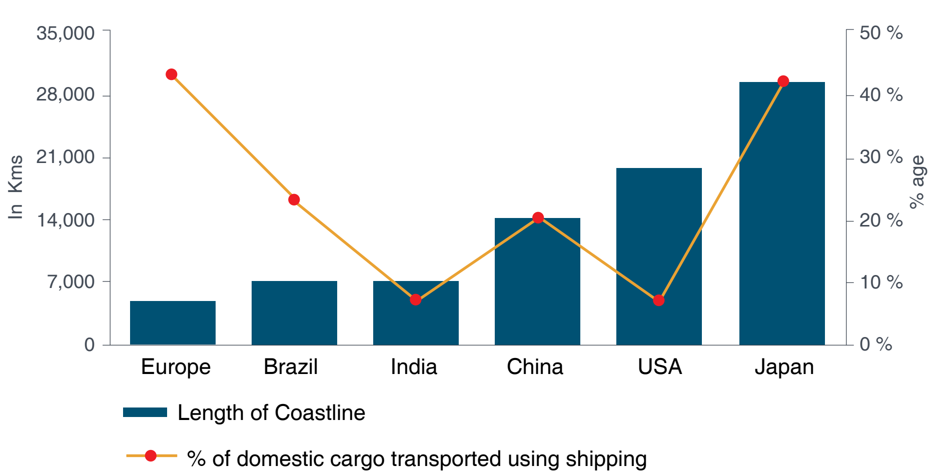
In Focus

12 major ports to accord priority berthing to coastal vessels and facilitate faster movement of cargo

- Customs has been asked to provide green channel treatment for coastal cargo
- The government has also announced a Central Sector Scheme for providing financial support up to 50% of the cost of providing infrastructural facilities at major ports, non-major ports (owned by a state government) to promote coastal trade, passenger vessels and inland vessels.
- The Government has exempted Customs and Excise Duty on bunker fuels used in Indian flag vessels for transportation of EXIM and empty containers between two or more ports in India.
- India has signed a bilateral Coastal Shipping Agreement with Bangladesh. The opening of a coastal route between India and Bangladesh is expected to provide an alternative route for transportation of EXIM cargo as well as transit cargo to the north-eastern parts of India. The movement of cargo would be allowed through river sea vessels or equivalent class vessels. These vessels have lower technical and staffing standards compared to foreign - going vessels and are more cost - effective without compromising the safety of the vessel. The use of RSV class vessels would reduce the cost of transportation of cargo between the two countries.

COMPARISON WITH OTHER COUNTRIES

COASTLINE LENGTH AND SHARE OF COASTAL SHIPPING FOR MAJOR COUNTRIES



Source: Exim India, Marco Polo, CII Logistics, Reuters & KPMG analysis

Though water transport has been cost effective, and should have been the prime mode of transport, given the present geographical and demographical advantages, it should be noted with concern that only about 7% of the domestic freight moves by coastal ships and less than 0.50% moves by inland waterways. Other countries and regions have a much higher utilization of waterways for transportation. Europe and Japan lead in the usage of waterways at 43% and 42%, respectively, whereas Brazil and China utilize waterways for 23% and 20% of their domestic trade, respectively.

The figure above illustrates a comparison among 6 large economies of the world in terms of the length of their coastlines vis-a-vis the share therein of coastal shipping in the movement of domestic freight. While India and Brazil have comparative lengths of coastlines, however, the utilization of coastal shipping in Brazil is significantly higher than India.

The export-import (EXIM) trade is expected to grow at an average rate of 7%, year-on-year (YoY). With the growth in EXIM trade, and appreciating the importance of water transport, further with demographic advantages, it is essential that pragmatic developmental steps are initiated through policy changes and necessary incentives to the maritime sector be given, so that the burden from the logistically expensive road and rail sectors is reduced and value added to the country's growth. Lack of a well-defined policy structure, absence of public private-partnership (PPP) initiatives, high cost of capital and lack of awareness among financiers are some of the key concerns which have restricted the growth of coastal shipping in India ■

Weights & Measures

Haldia Hinterland Connectivity And Commodities

Industrial Location	Commodities	*Distance to Haldia Port
Bhubaneshwar - Odissa	Seafood	384 kms
Rourkela - Odissa	Steel products	477 kms
Jharsuguda - Odissa	Iron and Steel products	547 kms
Jajpur - Odissa	Iron and Steel Products	315 kms
Jamshedpur - Jharkhand	Automotive, Metals chemicals, Steel	260 kms
Durgapur - West Bengal	Steel products	267 kms
Kharagpur - West Bengal	Engineering goods, Steel pipes	116 kms
Raipur - Chhatisgarh	Iron and Steel goods, Engineering products	810 kms
Amingaon - Assam	Tea, Chemicals	1000 kms

*Road Distances are approximate.

PIG IRON

COMMODITY - IRON & STEEL

India is the world's Third largest producer of crude steel (up from eighth in 2003). India is expected to become the seond largest producer of steel by 2018.

Easy availability of low-cost manpower and presence of abundant iron ore reserves make India competitive in the global setup.

Mineral Rich East Coast region remains the epicentre for continuous growth and investment.

RAW MATERIALS AVAILABILITY

IRON ORES

India is endowed with a huge resource base of Iron Ore.

The total reserves of two varieties of Iron Ore - Haematite and Magnetite is 7.06 billion Tonnes out of which Haematite 7.0 billion tonnes and Magnetite 0.60 billion tonnes

About 60% of Haematite ore deposits are found in the Eastern sector in regions of

Jharkhand - Singhbhum district

Odisha - Sundargarh, Kendujhar, Mayurbhanj and Cuttack districts

Chhatisgarh- Bastar and Durg districts

All regions have access to Kolkata and Haldia both by rail and by road.

New Investments in Steel sector are being encouraged around the above regions.

MANGANESE ORES

Odisha has 40% reserves in Sundergarh, Ganjam and Korpat districts

CHROMITE

Chromite deposits in the Sukinda and Nausahibelt of Odisha constitute 95% of the country's chromite resources

FINISHED STEEL INDUSTRY

The various plants together manufacture the following finished goods in the eastern region

- Galvanised Coil
- Pig Iron
- Sponge Iron
- Ferro Manganese
- Silico Manganese
- Steel Slabs
- Billets
- Cold Rolled Mild Steel
- Black and Galvanised Steel
- Tubes
- Stainless Steel
- Flat Products
- Long Products
- Construction Products
- Agricultural Implements
- Bearings
- Ductile Pipes
- Steel Wire Ropes
- Metallurgical Coke
- Graphite Products
- Ferro Chrome

Port Statistics

SHIPPING & CARGO PERFORMANCE

QUARTERLY UPDATES ON INDIAN MAJOR & MINOR PORTS (QTY IN MILLION TONNES)
JULY - SEPTEMBER 2015 (IInd QUARTER) 2015 -2016 / JULY - SEPTEMBER 2014 (IInd QUARTER) 2014 -2015

AGRICULTURAL PRODUCTS

	SUGAR		SOYAMEAL		WHEAT		RICE		MAIZE	
	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14
No. of Ships called	11	3	0	21	9	9	34	31	0	20
Total Cargo Handled	0.483	0.055	0.000	0.347	0.269	0.25	0.894	0.75	0.000	0.25
Inbound	0.38	0.029	0.000	0.000	0.265	0.000	0.000	0.000	0.000	0.000
Outbound	0.103	0.027	0.000	0.347	0.004	0.25	0.894	0.75	0.000	0.25

FINISHED FERTILIZERS & FERTILIZER RAW MATERIALS

	UREA		SULPHUR		ROCK PHOSPHATE		DAP		MOP	
	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14
No. of Ships called	48	49	19	14	38	41	41	42	44	49
Total Cargo Handled	2.494	2.308	0.478	0.353	1.745	1.524	1.951	1.782	1.254	1.396
Inbound	2.494	2.308	0.401	0.34	1.745	1.524	1.951	1.782	1.254	1.396
Outbound	0.000	0.000	0.077	0.013	0.066	0.000	0.000	0.000	0.000	0.000

COAL

	THERMAL COAL		COKING COAL		MET COKE		PET COKE		ANTHRACITE COAL	
	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14
No. of Ships called	202	151	171	124	11	21	46	18	5	18
Total Cargo Handled	10.299	7.451	10.137	6.021	0.274	0.573	2.626	0.600	0.098	0.60
Inbound	4.150	2.495	10.007	6.021	0.274	0.573	2.308	0.482	0.098	0.482
Outbound	6.149	4.955	0.130	0.000	0.000	0.000	0.138	0.181	0.000	0.191

STEEL & RELATED ORES

	STEEL PRODUCTS		SCRAP METAL		CHROME		MAGNESIUM ORE		IRON ORE	
	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14
No. of Ships called	220	242	4	5	4	2	12	14	116	113
Total Cargo Handled	4.624	2.414	0.103	0.117	0.096	0.060	0.267	0.254	5.279	6.382
Inbound	4.014	1.358	0.103	0.117	0.096	0.000	0.267	0.254	2.698	1.802
Outbound	0.610	1.056	0.000	0.000	0.000	0.060	0.000	0.000	2.582	4.570

INDIAN PORT PERFORMANCE - Q2 & FY 2015-16 THROUGHPUT (QTY IN METRIC TONNES)

JULY - SEPTEMBER 2015 (IInd QUARTER) 2015 -2016 / JULY - SEPTEMBER 2014 (IInd QUARTER) 2014 -2015 (QTY IN MILLION TONS)

Ports	Types of Ports	NO. OF SHIPS		LIQUID CARGO		BULK CARGO		CONTAINERS (TEUS)		TOTAL CARGO *	
		IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14	IInd Qtr'15	IInd Qtr'14
Kandla	Major Port	280	316	2.993	2.216	3.128	9.326	0	7,085	6.475	6.311
Mumbai	Major Port	461	369	4.396	2.595	3.031	3.575	9,998	9,376	7.576	4.771
Nhava Sheva	Major Port	124	126	1.344	1.478	0.172	0.357	1,142,834	1023,304	1.516	1.629
Mormugao	Major Port	128	64	0.216	0.121	3.51	3.44	0	0	3.938	1.706
Mangalore	Major Port	274	267	6.224	6.701	1.596	6.467	20,081	13,554	7.843	9.485
Cochin	Major Port	155	157	4.297	4.354	0.398	0.502	106,346	98,477	4.732	4.668
Tuticorin	Major Port	223	189	0.352	0.486	5.213	8.407	158,958	130,725	5.964	4.965
Chennai	Major Port	268	301	3.411	3.754	1.395	4.049	400,676	384,531	4.974	6.184
Ennore	Major Port	213	179	1.209	0.581	6.489	10.93	0	0	7.766	6.158
Vishakhapatnam	Major Port	404	216	4.375	1.994	9.12	7.798	72,103	64,649	13.639	6.625
Paradip	Major Port	408	384	5.58	5.384	13.269	25.231	0	0	18.854	17.839
Haldia	Major Port	114	198	0.844	1.051	1.232	4.35	22,407	30,875	2.076	3.335
Kolkata	Major Port	73	53	0.21	0.038	0.029	0.265	154,850	124,500	0.281	0.211
Gangavaram	Non-Major Port	46	57	0	0	3.656	7.206	0	0	3.656	3.684
Pipavav	Non-Major Port	172	64	0.16	0.014	1.122	2.811	146,705	163,505	2.113	1.447
Mundra	Non-Major Port	704	303	6.221	5.539	10.842	12.638	721,421	564,093	17.125	18.187
Dahej	Non-Major Port	70	140	3.433	4.48	0.747	5.309	0	0	4.181	7.616
Hazira	Non-Major Port	25	30	0.187	0.846	14.84	1.311	83,171	19,945	15.028	1.552
Navlakhi	Non-Major Port	23	24	0	0	1.171	2.115	0	0	1.171	1.081
Kakinada	Non-Major Port	215	194	0.501	0.522	4.245	7.411	0	0	5.418	3.644
Total Vessel Calls at all ports		**4380**	**3631**	**45.953**	**42.154**	**85.205**	**123.498**	**3,039,550**	**2,634,619**	**134.326**	**111.098**

■ Major Port ■ Non-Major Port

* Total Cargo Includes Liquid Cargo , Bulk Cargo and Other Cargoes and Excludes Containers

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