south asia's premier maritime business magazine

maritime gateway

JANUARY 2025 WWW.MARITIMEGATEWAY.COM ₹200

FOCUS DEENDAYAL PORT: FROM CRISIS TO TRIUMPH

PERSPECTIVES

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OUTLOOK 2025

Volatile? Challenging? Transformative?
What will 2025 hold for shipping and logistics? From global disruptions to shifting trade dynamics, the year ahead could redefine the supply chain landscape. Let us explore.

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From Resilience to Building Momentum

In many ways, 2024 was a year defined by resilience, innovation, and a renewed focus on tackling some of the most pressing global challenges. The shipping industry demonstrated its resilience in the face of dynamic global challenges, positioning itself for a more sustainable and efficient future. Amid economic recovery, advancements in technology, and shifting trade patterns, the sector experienced both opportunities and hurdles that shaped its trajectory.

Economically, supply chains began stabilizing, and key industries like technology and green energy experienced robust growth. Politically, 2024 was marked by both progress and challenges. International relations saw heightened cooperation on climate change and trade, yet geopolitical tensions persisted in regions like Eastern Europe and the South China Sea.

As we step into 2025, new trade agreements can open markets and create opportunities for growth, while changes or disruptions to existing agreements may lead to uncertainties. AI and blockchain are poised to make game-changing impacts. However industry will look for more practical and credible application of technology. The global balance of power will continue to shift, with emerging economies asserting greater influence on the world stage.

There is one trend everyone can agree on: Disruption has become new normal. As we navigate these disruptions, industry continues to grapple with similar challenges identified in previous years. While progress has been made in the industry, the need for innovation, collaboration and strategic adoption remains paramount.

With sustainability, technology, and regional trade shaping its future, the shipping industry is poised to navigate a complex but opportunity-rich landscape.

We at *Maritime Gateway* are committed to maintaining the integrity, reliability, and relevance you have come to expect from us.

Looking forward to a brighter, more impactful future-together.

Warm regards,

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Maritime Gateway is printed and published by R Ramprasad on behalf of One Ocean Maritime Media Pvt Ltd, Plot No. 20, 2nd Floor, Capital Park Road, VIP Hills, Silicon Valley, Madhapur, Hyderabad, Telangana - 500 081

Printed at Kala Jyothi Process Pvt Ltd, Plot No.CFC-1&2, Survey No.18, E-City, SEZ, General Industrial Park, Raviryal and Srinagar, Maheswaram, Ranga Reddy District, Telangana – 501359.
Published at One Ocean Maritime Media Pvt Ltd, Plot No. 20, 2nd Floor, Capital Park Road, VIP Hills, Silicon Valley, Madhapur, Hyderabad, Telangana - 500 081

REGD. OFFICE: Flat No 32, Floor - 7, Building No. 3, Tata Mills CHS, Jagannathrao Bhatankar Marg, Parel, Mumbai, Maharashtra - 400012

CIN: U73100MH2024PTC424179

EDITOR: R Ramprasad

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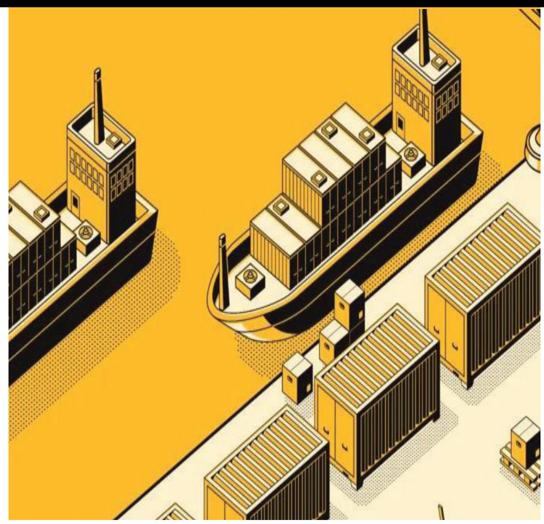
JANUARY 2025
VOLUME 14 | ISSUE 05
RNI NO: TELENG/2009/30633



Ocean Market Predictions for 2025, New Alliances

1996
- **Global Alliance** – APL, MOL, Nedlloyd OOCL, MISC
- **Global Alliance** – Hapag, NYK, NOL P&OCL
- **MSC**
- **CMA CGM**
- **Maersk**

1998
- **New World All** – APL/NOL, MOL, HMM
- **Grand Alliance AII** – Hapag, NYK, P&O Nedlloyd, OOCL, MISC
- **CYK Alliance** – K-Line, YML, COSCO
- **United Alliance** – Hanjin, Cho Yang, USAC
- **MSC**
- **CMA CGM**
- **Maersk**

2001
- **NWA** – APL/NOL MOL, HMM
- **Grand Alliance AIII** – Hapag, NYK, OOCL, NOL, P&OCL
- **CYKH Alliance** – Hanjin, K-Line, YML, COSCO
- **MSC**
- **CMA CGM**
- **Maersk**

2005
- **NWA** – APL/NOL MOL, HMM
- **Grand Alliance AIII** – Hapag, NYK, OOCL, MISC
- **CYKH Alliance** – Hanjin, K-Line, YML, COSCO
- **MSC**
- **CMA CGM**
- **Maersk**

2012
- **G6 Alliance** – APL/NOL, MOL, HMM, Hapag, OOCL
- **CYKH Alliance** – Hanjin, K-Line, YML, COSCO
- **MSC**
- **CMA CGM**
- **Maersk**
- **ZIM**

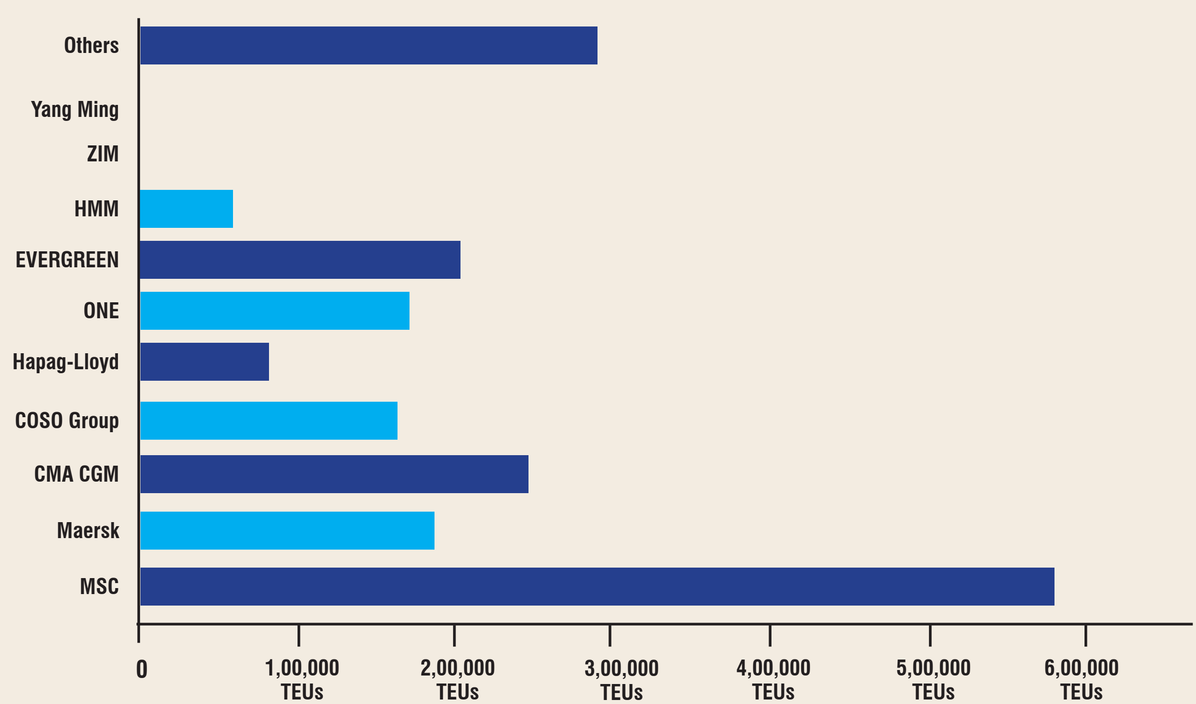
2015
- **G6 Alliance** – APL/NOL, MOL, HMM, Hapag, OOCL
- **CYKH-E** – Hanjin, K-Line, YML, COSCO, EVERGREEN
- **2M** – MSC, Maersk
- **O3** – CMA CGM, CSCL, UASC
- **ZIM**

2017
- **The Alliance** – Hanjin, MOL, K-LIne, NYK, YML, Hapag
- **Ocean Alliance** – CMA CGM, EVERGREEN, COSCO, OOCL
- **2M** – MSC, Maersk
- **ZIM**

2018
- **The Alliance** – ONE, YML, HMM, Hapag
- **Ocean Alliance** – CMA CGM, EVERGREEN, COSCO, OOCL
- **2M** – MSC, Maersk
- **ZIM**

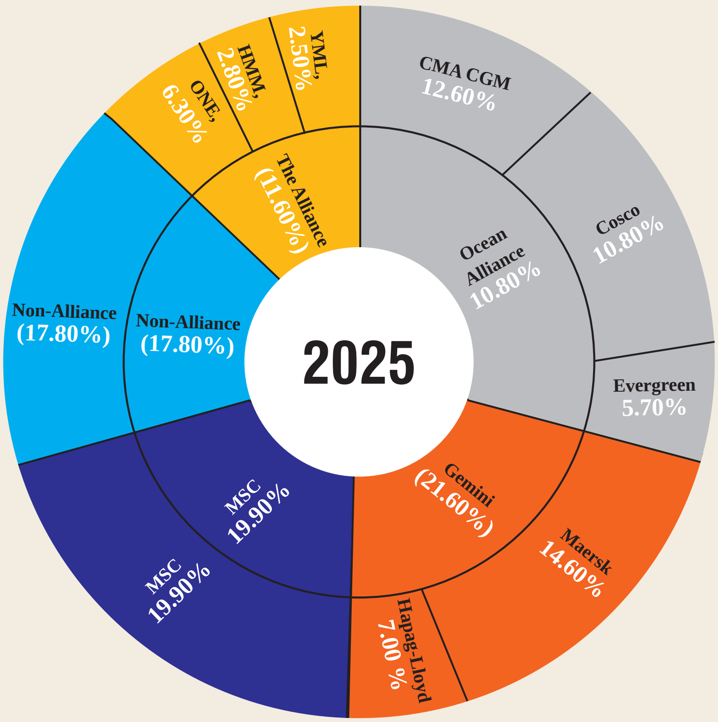
2025
- **Premier Alliance** – ONE, YML, HMM
- **Ocean Alliance** – CMA CGM, EVERGREEN, COSCO, OOCL
- **Gemini Cooperation** – Maersk, Hapag
- **MSC**
- **ZIM**

Scheduled deliveries in 2025 by carrier



Source: Xeneta, Clarksons.

Global Container Shipping Alliance - 2025



Gemini Cooperation

When

The Gemini Cooperation will launch on February 1, 2025.

What

The Gemini Cooperation will be an integral part of Hapag-Lloyd's East-West Service Network. It will include:

Around **340** vessels

A total capacity of approximately **3.7** million TEUs

29 mainline services

28 shuttles

A Hub & Spoke design for broad port coverage and schedule reliability of over 90%

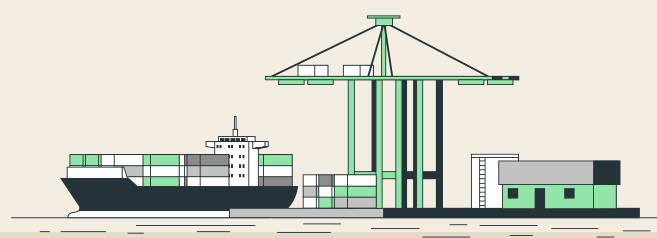
Why

The Gemini Cooperation aims to provide reliability, connectivity, and sustainability. It will also include an alternative Cape of Good Hope network in response to disruptions in the Red Sea.

How

Hapag-Lloyd and Maersk have been working to finalize service maps and network enhancements since January 2024.

Hapag-Lloyd is also ordering 24 new container ships, which will be delivered between 2027 and 2029. The new buildings will have a combined capacity of 312,000 TEUs.



Cargo Comparison

MAJOR PORTS	FY24 Cargo (mt)	Chg(Y-o-Y)
Paradip	145	7.4
Deendayal	131	-4.2
JNPT	85	2.3
Vizag	81	10.0
Mumbai	67	5.7
Kolkata	66	1.8
Chennai	52	5.4
Kamarajar	45	4.0
Total	818	4.4

NON-MAJOR STATE BOARD		% Chg(Y-o-Y)
Gujarat	449	7.9
Andhra Pradesh	117	15.8
Maharashtra	74	8.2
Odisha	54	40.0
Tamil Nadu	10	2.5
Total	721	11.0

Note: Totals may not add up as lists don't include all ports/state maritime boards.
Source: Ministry of Ports, Shipping and Waterways.

MoD inks Rs 1,990 cr deal with Mazagon Dock Shipbuilders

The Ministry of Defence (MoD) has signed a contract with Mazagon Dock Shipbuilders Limited (MDL) in Mumbai for air independent propulsion (AIP) plugs worth nearly Rs 1,990 crore. The plugs will integrate the Defence Research and Development Organisation (DRDO)-developed AIP system into the Kalvari-class submarines. An AIP is fitted onto conventional submarines with an AIP plug to allow the submarines to stay underwater longer without having to come up to the ocean surface for air, hence reducing the chances of detection by the enemy. AIP acts as a 'force multiplier' of a diesel-electric submarine. In a press statement, the Ministry of Defence (MoD) said that the DRDO is developing the AIP technology indigenously. The project, pertaining to the construction of the plugs and the integration of the AIP with the conventional submarines, will enhance the endurance of the submarines and significantly contribute towards 'Aatmanirbhar Bharat'.

Vadhvan Port awards Rs 1,648 cr contract to ITD Cementation

The Vadhvan Port Pvt Ltd (VPPL) has awarded the Engineering, Procurement, and Construction (EPC) contract to ITD Cementation India Ltd for the construction of near-shore reclamation and shore protection for the upcoming greenfield Vadhvan Port in Maharashtra.

The company had quoted a price of Rs 1,648 crore (excluding GST), which was 6.9 per cent lower than the estimated cost of Rs 1,770 crore (excluding GST), due to which the contract was awarded to them, VPPL said after the eighth meeting of the board of directors.

Unmesh Sharad Wagh, IRS, chairman, JNPA and CMD, VPPL, said, "This contract represents an important step toward establishing the core infrastructure for Vadhvan Port. The near-shore reclamation will lay the groundwork for subsequent phases of the project, ensuring we move forward with a strong and sustainable base. As we step into 2025, we look forward to accelerating the work and making steady progress toward our goals."

Adani Ports places order for 8 harbour tugs with Cochin Shipyard

This initiative aligns with the government's Make in India and Aatmanirbhar Bharat initiatives by boosting local manufacturing and enhancing self-reliance in the maritime sector. With a total contract value estimated at Rs 450 crore, these tugs are expected to begin delivery in December 2026 and continue until May 2028, significantly improving the efficiency and safety of vessel operations in Indian ports.

The construction of three additional ASD tugs is currently underway, bringing the total order to 13 tugs, aimed at providing a younger fleet for efficient and reliable services in the port sector. Earlier APSEZ has ordered two 62-tonne bollard pull ASD from Cochin Ship Yard which were delivered ahead of schedule.

Railways handled 1,437 MT of freight in 2024

For Indian Railways, 2024 has been a very exciting year. Indian Railways has benefited greatly this year from the Ministry of Finance's allocation of approximately Rs 2.6 lakh crore in capital expenditures for the railways. In addition, the year saw the introduction of a number of innovative initiatives that increased the capacity of railroads to handle freight. Between January and November of 2024, Indian Railways loaded 1,473 MT of freight, a 3.86 per cent increase over the previous year. The completion of the Western Dedicated Freight Corridor and the Easter Dedicated Freight Corridor was a major factor in this. More than 72,000 train runs were made possible by these two corridors.

As a part of the Vikasit Bharat 2047 mission, Indian Railways continued its transformative journey in the year 2024, paving the way for a new era of modernisation and progress.

Egypt conducts trial run of new extended channel of Suez Canal

Egypt has completed a trial run of a new 10-kilometer extension near the southern end of the Suez Canal. The test, conducted recently, allowed two ships to pass through the new channel without any issues, according to the Suez Canal Authority. It extends the total length of the canal's two-way traffic section to 82 kilometres, compared to the previous 72 kilometres.

The Suez Canal Authority said that the extension will allow 6 to 8 more ships to pass through daily and will help handle emergencies more effectively, improving the canal's efficiency and safety.

The project follows the 2021 grounding of the Ever Given, a large container ship that blocked the canal for six days, disrupting global trade. The canal is 193 kilometres long in total and is a key route for global trade, connecting Europe and Asia.

China unveils first hydrogen-powered container ship

The 64.5-metre-long vessel can carry 64 TEU containers and is powered by two 240 kW hydrogen fuel cell systems, providing the ship with a range of 380km.

As Chinese media reported, the ship is equipped with the largest hydrogen fuel cell ever installed on a vessel, with a hydrogen storage system capacity of 550kg.

Following the launch, the ship will undergo testing and is expected to begin operations in 2025. It will serve on an inland shipping route between Zhapu Port in Jiaxing and Xiasha Port in Hangzhou, both located in Zhejiang Province.

This route is set to become China's first green hydrogen-powered inland container transport line.

PSA Singapore hits 40m TEU mark

PSA Singapore has set a new record by handling over 40 million TEU in 2024 surpassing its previous high of 38.8m TEU set in 2023. PSA Singapore is one of the flagship terminals of PSA International.

It features a total of 55 berths and has a designed annual capacity of 43.9m TEU.

"In what has been an eventful year for the industry, this achievement cements PSA Singapore's position as the world's transhipment hub of choice." Nelson Quek, Regional CEO Southeast Asia, PSA International, said.

Ong Kim pong, Group CEO, PSA International said, "This record throughput for PSA's flagship terminal in Singapore is remarkable milestone and exemplifies our commitment to keep global trade flowing."

Hapag-Lloyd orders 24 new container ships

Hapag-Lloyd has signed two contracts with two Chinese shipyards for a total of 24 new container ships. Of these, 12 new buildings – each with a capacity of 16,800 TEU – will be built by Yangzijiang Shipbuilding Group. These units will be used to expand the capacity of services that are already in place. An additional 12 ships, each with a capacity of 9,200 TEU, have been ordered from New Times Shipbuilding Company Ltd. and will replace older units in the Hapag-Lloyd fleet that will be nearing the end of their service life in this decade.

All of the new buildings will be equipped with state-of-the-art low emission high pressure liquefied gas dual-fuel engines that are extremely fuel-efficient. In addition, these vessels can be operated using biomethane, which can reduce CO2e emissions by up to 95 Cavotec joins forces with ZPMC compared to conventional propulsion systems. The new ships will also be ammonia-ready. Hapag-Lloyd will take delivery of the new vessels between 2027 and 2029.

SAGT surpasses 2 mn TEU milestone again in 2024

South Asia Gateway Terminals Ltd. (SAGT) has reached a significant milestone yet again by achieving two million TEU in 2024. In its 25-year history, SAGT has twice before reached the two million mark in 2018 and 2019, but this is the first time post-pandemic and Sri Lanka's economic crisis, highlighting the company's resilience and operational strength.

"We are incredibly proud of this achievement, which reflects the commitment and hard work of our entire team," said Romesh David, CEO of SAGT. "Our success in reaching a throughput of two million TEUs for the third time in a terminal is a testament to the innovation and continuing investment the company has made in people, technology and equipment", he said.

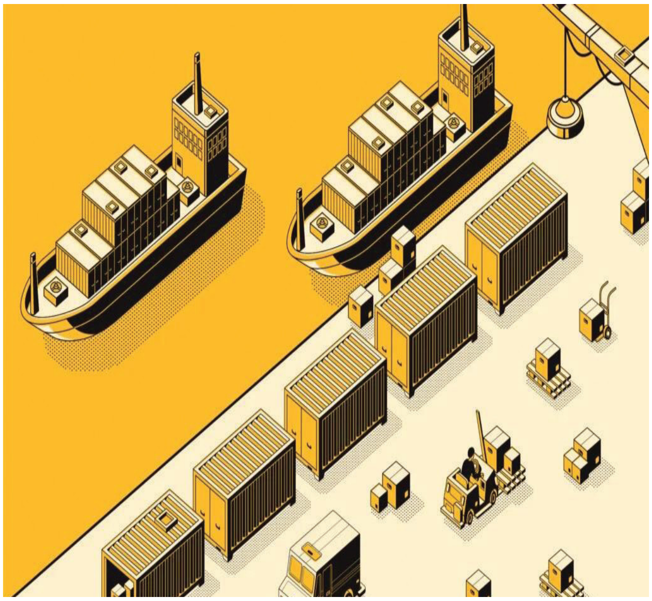
Chattogram Port sets a record for container handling in 2024

Notwithstanding a number of obstacles, including a dreary economic trend, protracted political unrest, and unfavorable weather, Chattogram Sea Port broke the record for container handling in 2024, recording a 7.42 per cent increase over 2023. Just last year, the nation's main seaport handled 123.6 million metric tonnes of bulk cargo and 3,276 million TEUS containers. Growth in cargo handling was also attained at an average rate of 3.11 percent. The port's revenue income of Tk 50,559.9 million represented a 21.39 per cent growth over Tk 41,651.8 million in the previous year.

Such growth has helped the port avoid the risks of it's possible out-throw from membership in the 3-million club. The revenue surplus stood at Tk 29.489.7 million, marking a 37.60 per cent rise compared to the previous year's Tk 21,431 million. The revenue expenditure was Tk 21,072 million, which is 4.20 per cent less than last year's Tk 22,028 million.

The World Ahead 2025

The outlook for 2025 presents both challenges and opportunities for shipping and logistics. While over supply concerns and geopolitical tensions create market uncertainty, emerging sustainability initiatives and technological advancements offer promising solutions for the industry future.



Sea freight

The global sea freight market is set for another turbulent year in 2025, with rates likely to remain high despite anticipated softening in some lanes. Although new vessel deliveries are expected to bring additional capacity, a combination of geopolitical uncertainties and market reconfigurations is forecast to sustain above-average rates, continuing the challenges faced by shippers throughout 2024. Shippers looking for stability in an uncertain market may find long-term rate agreements more favourable than navigating the spot market's fluctuations.

Geopolitical tensions and trade disruptions

Drewry has flagged continuing geopolitical instability as a significant concern for 2025, warning that unresolved tensions in regions like the Red Sea and Persian Gulf could impact shipping operations well into the future. The Suez Canal, for example, is not expected to resume full-scale operations until at least 2026, keeping carriers reliant on alternate routes around the Cape of Good Hope. This prolonged disruption not only adds to transit times and costs but also restricts available shipping capacity, exerting further upward pressure on rates.

New alliances and carrier strategies

The reconfiguration of carrier alliances in early 2025 will further shape the sea freight landscape. As carriers adjust to new alliance structures, shippers are likely to see shifts in service reliability, transhipment frequency, and schedule integrity, especially on key routes from Asia. These adjustments are likely to create occasional disruptions in operations, as changes in routing, port calls, and service frequency impact transit times and predictability.

Gemini will leverage a hub-and-spoke model, where large ships bring cargo to primary hubs and smaller ships carry goods from those hubs to different destinations. In contrast, MSC will focus on direct port pairs—meaning ships will make more frequent stops at ports, and deliver cargo directly to more locations without intermediate hubs. Premier and Ocean Alliance sit in between.

Beneficial Cargo Owners

Beneficial Cargo Owners (BCOs) will need to be more selective in 2025 due to an increasingly complex carrier landscape. Historically, BCOs may have focused mainly on transit time and price. However, with diverse network designs, they now need to evaluate other factors, such as risk (e.g., reliability of transit time based on route structure) and suitability to their unique needs. Smaller shippers, who may not be familiar with these nuances, could find it challenging to choose the right service, and might benefit from closer collaboration with freight forwarders to navigate complexities and minimize risks.

AI's role in transforming supply chains will increase

Artificial intelligence is expected to play an increasingly vital role in streamlining the shipping industry and optimizing supply chains in 2025.

The potential of AI to enhance efficiencies at every stage of logistics, from real-time inventory tracking to predictive analytics, will be transformative for the industry. By harnessing AI tools, businesses can minimize shipping delays and forecast demand with greater accuracy, allowing them to maintain optimal inventory levels and route shipments more efficiently. AI also enables a more data-driven approach to logistics, allowing companies to predict market fluctuations, reduce shipping costs and minimize the risk of supply chain disruptions.

Customer-centric and agile supply chains

As e-commerce continues to grow, customer expectations for fast, personalised deliveries are rising. In response, logistics companies are adopting more flexible, customer-centric supply chains. This shift includes the use of omnichannel logistics, where multiple delivery channels are integrated to offer faster and more customised services. Additionally, companies will increasingly use elastic logistics models, allowing them to scale operations up or down depending on demand fluctuations.

Red Sea crisis is a key element of market dynamics in 2025

Lars Jensen, Chief Executive Officer, Vespucci Maritime, throws light on the impact of Red Sea crisis on global container markets. He also explains about Maersk-Hapag Gemini Cooperation shipping alliance and two very different approaches to network design for the alliance.

Amidst the continued geopolitical risks and Trump's presidency starting what are the global container market trends we will see in 2025?
We will see a continued alleviation of the capacity pressure caused by the deviations around Africa due to the Red Sea crisis. This means that - all else equal - the peak season 2025 will not be as capacity challenged as we saw in 2024. But the Red Sea crisis is a key element also of market dynamics in 2025. As long as the crisis persist it will continue to soak up a very large amount of capacity. Should the crisis be resolved and carriers revert back to a Suez-routing this will initially cause significant congestion problems in Europe due to the sudden contraction of the supply chain. This will in itself continue to soak up some capacity. But over time we will revert back to the core state of the industry which is presently one of overcapacity. This in turn will cause an uptick in scrapping where we have seen almost no scrapping since 2020.

If the alliance is successful, what impact Maersk-Hapag Gemini Cooperation will have on shipping alliances and network designs? What are the evolving strategies of major carriers?
We are seeing two very different approaches to network design. Gemini is focused on few but large hubs and promising high reliability. At the other extreme MSC is focused on providing as many direct port-port combination as possible. Which concept will work best operationally remains to be seen, but an equally open question is which network design is commercially more appealing to the customers. Premier Alliance and Ocean Alliance have networks in between these two outer positions. 2025 will be a test to see which one works better.

Shippers hate transhipment and paying premium. Do you think large and fewer hubs are beneficial to the shippers?
They could be. If Gemini is able to execute their operational strategy as they plan, they could indeed have a network with fewer delays and disruptions.

Port congestion is still making headlines with Asian ports and key transshipment hubs, reaching critical levels adding pressure to main trade lanes.? How long this would continue?
This is to some degree still a ripple effect of the Red Sea, and hence part of this pressure could continue to a while to come.

Some analysts are predicting major collapse in freight rates. What is your view?
I see a freight market which is very volatile as long as the Red Sea crisis persists - both for upwards and downwards movements of freight rates.

With severe overcapacity, will we see operational measures such as blank sailings, sliding schedule weeks or cancelling services altogether?
But severe overcapacity will only occur once the Red Sea crisis is resolved and the subsequent congestion in Europe is worked out. Then keep in mind that we potentially have some 6-8 per cent of the capacity ripe for scrapping.

> "As long as the crisis persist it will continue to soak up a very large amount of capacity. Should the crisis be resolved and carriers revert back to a Suez-routing this will initially cause significant congestion problems in Europe due to the sudden contraction of the supply chain."

'Growth will continue with challenges along the way'

EXPERT
SPEAKS

CAPT DEEPAK TEWARI
MD, MSC AGENCY (INDIA) PRIVATE LIMITED

CONTAINER GROWTH WILL CONTINUE, HOWEVER, CONGESTION AT INDIAN PORTS WILL CONTINUE THROUGH 2025 TILL CAPACITIES COME UP.

How do you see the container growth momentum into 2025?

It's a matter of how the Indian government works with US and Europe and others and able to manage various requirements. Tariffs or no tariffs, there will be growth. There won't be much change with Africa but with Europe and US, there will be. US growth is inevitable.

Does MSC have any specific plans for Indian subcontinent?

If we see that there is trade growth, we will put additional services or may be enhance the capacity of the services.

You are anchor and customer at Vizhinjam. What are your plans?

We will use it as a safety net from Colombo. We will continue to bring ships to Vizhinjam. We have already done nearly 200,000 TEUs., In the long run we can see Vizhinjam shaping up as a transshipment terminal. The road and rail connectivity for domestic movement may take some time to develop.

Major container lines have devised new strategies to serve customers. How is the strategy working for MSC?

There will be two types of strategy, one will be a strategy to bring in more and more direct services, port to port services. Because it is cheaper and it does not create congestion. Transshipments create congestion and delays to the customers. So, where there is cargo, there will be more and more direct services. Where there is limited cargo, there will be hub and spoke model.

Port congestion is still making headlines. How long would this continue?

If the terminals do not have space to handle one has to look at other terminals. After the extension of the PSA berth, Nava Sheva will be chock-a-block, there is no other option other than Vadhavan. Same is the case with Mundra, they are trying to develop something on the south side of terminals. But by the time the development takes place, we are looking into 2026. So congestion could continue till the capacities comeup.

Will shipping lines return to the Suez Canal anytime?

No, because the Houthi problem is not going to get over soon. So the route through Cape of Good Hope would continue through the whole of 2025. Because the Red Sea issue is only getting worse.

There may be a ceasefire, but that ceasefire will not stop the Houthis. The Houthis and Somalis are not part of the ceasefire.

How do you see the realignment of alliances?

Well, alliances mean more partnerships and less space. Since MSC is out of the alliance with Maersk Line, we have more flexibility to enhance capacity immediately.

With severe overcapacity will we see blank sailings, or cancelled services?

Not really. Because of Red Sea crisis, shipping lines are able to handle over capacity. Secondly in compliance with the environment rules a lot of the ships which are currently in the fleets will have to be scrapped. They are not economically viable to convert them to comply with the rules. So, the capacity that is in order will get adjusted.

What is it that you are looking forward to in 2025?

Government policy to be more flexible and government to not start inverse regulation which curtail foreign flag in any manner. That will only be harmful to the Indian trade. Just because the freight rates have risen doesn't mean that you curtail foreign flag. This would hurt exports and imports. Indian flag tonnage will come slowly and steadily.

Extraordinary growth accompanied by service level challenges

As the global and Indian logistics landscapes continue to evolve, numerous trends and challenges are shaping the sector's future. In this exclusive interview with Maritime Gateway, **Prahlad Tanwar, Partner and Global Head of Logistics & Postal Services at KPMG India,** shares his insights into the transformational changes expected in 2025, the risks and challenges facing the industry, and how businesses can navigate these shifts, and emerging opportunities in logistics, particularly in India, amidst geopolitical changes and evolving government policies.

As we look ahead to 2025 and beyond, what are the key trends shaping the global and Indian logistics landscapes?

First, we are witnessing a rise in regulations at both the sovereign level and on a global scale. These include new policies, trade standards, and laws being introduced by countries, particularly in Europe, where environmental, social, and governance (ESG) standards are leading the way. For instance, Europe is mandating new disclosure standards, which will gradually influence sourcing strategies globally. These regulations are creating a new operating structure in logistics that will bring about more sophisticated solutions in the sector.

Another key trend is the ongoing consolidation across the logistics value chain. Over the past few years, we have seen companies consolidate both within specific operational segments, such as shipping lines or warehousing, and across the entire value chain to offer more comprehensive services. I expect this trend to intensify, with mergers and acquisitions becoming more common. Large players will not only expand their core services but also explore new service areas.

The third major shift is moving from simple digitization to comprehensive digitalization. In the past, logistics companies digitized specific tasks or processes. But in the future, entire end-to-end logistics operations will be digitalized—from booking containers to payments and tracking. This shift towards full digitalization will be one of the most significant developments in the coming years.

Additionally, there are changes in the operational structures of networks and assets. For instance, we are already seeing new alliances in the maritime sector, with companies breaking away from traditional partnerships and launching larger vessels. This will change Port structures and create ripple effects across the entire supply chain. Similarly, geopolitical shifts will become more evident, influencing global trade flows. By 2025, we expect large-scale Artificial Intelligence and Machine Learning (AI/ML) backed solutions to emerge, offering actionable use cases that will reshape logistics operations.

Lastly, the logistics sector will have to grapple with environmental regulations. The industry is a major contributor to global greenhouse gas emissions, and there is increasing pressure from both regulators and customers to adopt more sustainable practices. While the pace of change may vary by region, this is an area that will continue to see significant transformation.

These changes seem to introduce new challenges. What risks should businesses be prepared for, and how should they navigate these changes?

The logistics industry is coming out of a period of extraordinary growth, largely driven by external disruptions. This growth, while impressive, has been accompanied by service-level challenges. Many companies expanded their operations to cope with disruptions, but they were not always able to maintain the ideal service levels.

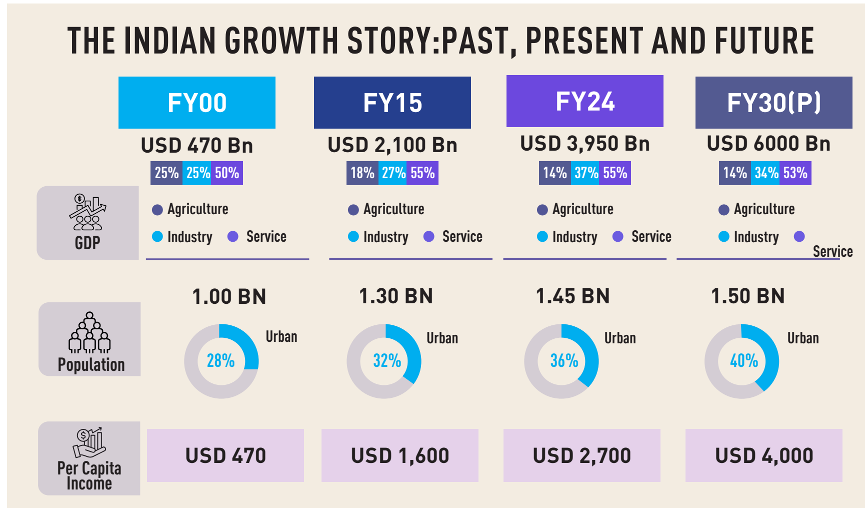
As we move into 2025, businesses will face several challenges.

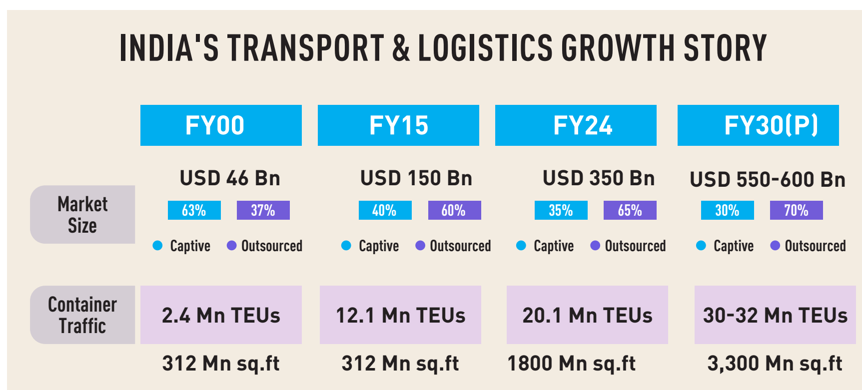
One of the key risks is the potential for economic headwinds. All indicators suggest that 2025 will be a more challenging year economically, especially in Europe, the U.S., and China. Many companies in the logistics sector have enhanced their capacities and developed new products and services, but if the anticipated demand does not materialize, there will be a significant slowdown in business.

A second challenge lies in adjusting to a post-disruption environment. Over the past few years, the logistics sector has been focused on reacting to external events.

Now, as conditions stabilize, companies will need to refocus on the fundamentals—cost efficiency, service excellence, and operational stability. This transition back to "normalcy" will require careful adjustments, especially for companies that have heavily invested in restructuring.

Thirdly, with the wave of consolidation across the sector, integration will be a major hurdle. Larger companies merging or





Courtesy: KPMG.

acquiring smaller players will face operational challenges as they integrate new businesses, systems, and cultures. This process will be particularly challenging for companies looking to maintain service quality during the transition.

Finally, access to capital will become increasingly important. Smaller players, in particular, may struggle to secure the funding needed to compete with the larger, more capitalized companies. In 2025, businesses will need to carefully navigate a tighter capital environment to sustain their growth and adapt to the changing landscape.

Where do you see growth potential in the logistics sector? Which areas should companies focus on to drive growth?

The first area is the adoption of digital platforms. Traditionally, expanding a logistics business into new geographies meant setting up physical offices and infrastructure. However, with digital technologies, companies can now expand without the need for a physical presence. Companies that can leverage digital tools effectively to access more customers and streamline operations will have a significant advantage.

Another growth area is technology itself. Historically, many logistics companies developed their own technology solutions, which were time-consuming and resource-intensive. Today, there are many third-party technology platforms available that can help logistics companies enhance their operations. The key will be selecting the right technologies and integrating them effectively into the business.

Additionally, companies should focus on emerging industries. For example, the automotive sector is transitioning from Internal Combustion Engines (ICE) to Electric Vehicles (EVs), creating new supply chain demands. Similarly, the rise of e-commerce and shifts in consumer behavior are opening up new logistics opportunities. Companies that can adapt their operations to serve these emerging industries—whether it's EV manufacturing or e-commerce fulfillment—will be well-positioned for growth.

How do you see the regulatory changes in India impacting the logistics sector, and what are the challenges of keeping up with such rapid developments?

The pace at which the Indian government has introduced regulatory changes in the logistics sector is unprecedented. In the past, the private sector often had to take the lead with minimal government support. However, in the last decade, the government has significantly ramped up its involvement, introducing policies that aim to formalize and streamline the logistics sector.

One of the major initiatives has been the focus on reducing logistics costs and improving efficiency, which is critical for India to become a global export hub. These policies, such as the development of multi-modal logistics parks (MMLPs), green ports, and hydrogen hubs, will significantly improve the infrastructure and environmental footprint of logistics operations in India.

That said, the pace of these reforms has been both a strength and a challenge. While the government is driving transformative change, the private sector has had difficulty keeping up with the rapid pace of policy introductions. In some cases, we've seen multiple agencies introduce similar policies without sufficient coordination, which can lead to confusion and delays.

However, the long-term outlook is positive. Once these policies stabilize, we expect to see a surge in private sector participation, particularly as the government continues to create larger opportunities through brownfield projects and long-term investments in infrastructure. By 2025, I anticipate that we will see a much more structured and coordinated approach to logistics in India, which will be beneficial for both domestic and international businesses.

"India's logistics sector is set for transformation: Growth opportunities and challenges"

In an exclusive interview with Maritime Gateway, **Shailesh Garg, Director and General Manager of Drewry Maritime Advisors in India,** outlined the critical trends and challenges shaping the future of India's logistics sector. From the impact of geopolitical tensions and regulatory shifts to the evolving dynamics of freight rates and infrastructure investments, Garg emphasized the need for strategic focus on digitalization, inland connectivity, and sustainable growth. He highlighted India's pivotal role in global trade, driven by initiatives like "Make in India" and China Plus One, while urging targeted efforts to unlock the sector's full potential in the coming years.

What are your thoughts on the key global factors that will influence trade and shipping in 2025 and beyond?

Several global factors are set to shape the future of trade and shipping. First, geopolitical developments, such as changes in US trade policies under new leadership, can significantly impact global trade volumes. For instance, tariff wars have already led to preloading and surges in volumes, and there's apprehension about potential escalations. While some see these actions as negotiating tools, uncertainty remains. Second, the ongoing geopolitical tensions, especially in regions like the Red Sea, present major challenges. These tensions affect shipping routes, freight costs, and the demand-supply scenario. Unfortunately, a quick resolution seems unlikely, and this issue may persist through 2025 and beyond. Lastly, regulatory changes are transforming the industry. Environmental, Social, and Governance (ESG) standards are at the forefront, with alternative fuels like LNG, methanol, and ammonia being explored. However, the adoption of these fuels poses challenges, including investment needs and confidence in new technologies. Shipowners must make cautious decisions, balancing compliance with operational efficiency.

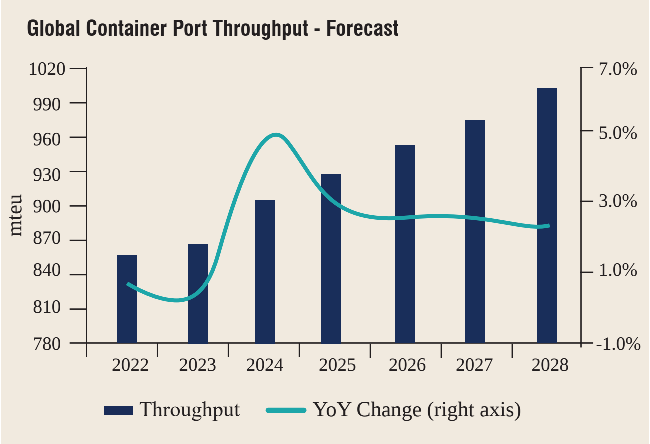
With these global trends in mind, what changes do you foresee in India's container trade by 2025?

India's container trade is poised for steady growth, albeit not at double-digit rates. Over the next few years, we expect annual growth of 6-7 per cent, tapering to around 5 per cent by 2027-2028. South Asia, led by India, will remain one of the strongest regions, with a robust outlook supported by economic activities in India and neighboring countries like Sri Lanka and Bangladesh.

However, India's trade dynamics present challenges. Import growth has outpaced exports, increasing trade deficits. While initiatives like "Make in India" and China Plus One offer opportunities, their potential are yet to be fully realized. For sustainable growth, India must focus on boosting manufacturing and export capabilities. This is essential not just for trade volumes but also for job creation and economic resilience.

Where do you see the most prudent investments in India's logistics sector?

Infrastructure development will lead the way, with government initiatives playing a pivotal role. While Port capacities are expanding organically, the focus should shift to land-side infrastructure, including Inland Container Depots (ICDs), Container Freight Stations (CFS), and warehouses. These are critical for reducing bottlenecks and improving cargo movement.



Courtesy: Drewry Maritime.

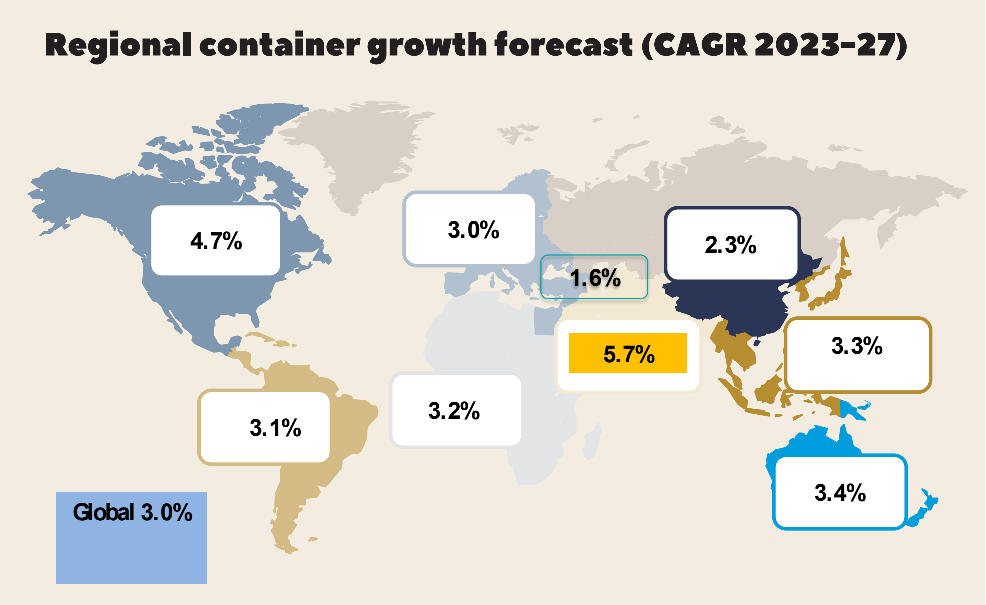
Investments in projects like the Dedicated Freight Corridor (DFC) are crucial but have faced delays. Completing such projects will significantly enhance logistics efficiency. Additionally, coastal and inland waterways hold long-term potential, helping decongest roads and providing sustainable connectivity. While these require substantial investment and face challenges, these are essential for the sector's evolution.

How do you view the prospects of India's shipbuilding and repair industry?

India's shipbuilding and repair sector has immense potential but faces structural challenges. The industry lacks a comprehensive ecosystem, including local manufacturing of key components like engines. Import dependence and associated costs erode competitiveness. To unlock this sector's potential, significant government support, policy interventions, and investment in labor training are necessary. Developing a skilled workforce and addressing infrastructure gaps will be key to building a sustainable shipbuilding ecosystem.

Freight rates have been a topic of debate. Some predict a crash, while others expect stability. What is your perspective?

Freight rates are unlikely to crash but may face softening pressures. Container shipping lines have learned to manage supply effectively through measures like slow steaming and selective



Courtesy: Drewry Maritime.

scrapping of older vessels. While global trade growth is modest, it remains positive, which supports demand. However, supply-side pressures from new vessel deliveries and geopolitical factors, such as disruptions in the Red Sea, could create volatility. Shipping lines' ability to adapt to these dynamics will determine rate stability. We might see short-term spikes followed by stabilization.

What are the emerging opportunities in India's logistics sector, and how can they be leveraged?

India's logistics sector offers significant opportunities, particularly in infrastructure development and digital transformation. Key areas include:

Inland Connectivity: Improving road and rail networks, alongside the DFC, will enhance cargo movement and reduce logistics costs.

Coastal and Inland **Waterways:** Investments in waterways can provide sustainable connectivity and support regional economic development.

Digitalization: Leveraging technology for seamless cargo tracking, documentation, and payment processes will drive efficiency and customer satisfaction.

Export Growth: Strengthening manufacturing and export capabilities through targeted policies and incentives can create new trade opportunities.

How should India address the challenges posed by global trade shifts and geopolitical dynamics?

India stands to benefit from the "China Plus One" strategy, but achieving competitiveness will require focused efforts. Key priorities should be:

- **Infrastructure Development:** Expanding Ports, improving inland connectivity, and streamlining regulatory processes.
- **Quality and Scale:** Enhancing manufacturing efficiency and ensuring consistent quality to compete globally.
- **Investment Attraction:** Creating a conducive environment for foreign investments through policy stability and incentives.

While progress is evident, sustained efforts are needed to fully capitalize on emerging opportunities.

Finally, how do you see the logistics sector evolving in the next decade?

The logistics sector is on the cusp of transformation. Digitalization, sustainability, and infrastructure development will be the cornerstones of growth. Companies that embrace these changes and align with global trends will thrive.

For India, leveraging geopolitical shifts, investing in sustainable practices, and fostering innovation will be critical. The sector's evolution will not only support economic growth but also enhance global trade competitiveness. The next decade will be pivotal in defining the logistics industry's trajectory, both in India and globally.

Romesh David, CEO, South Asia Gateway Terminals

South Asia Gateway Terminals

The Outlier

This is the first time Post-Pandemic and Sri Lanka's economic crisis, SAGT surpassed two million mark highlighting company's resilience and operational strength.

How was 2024 in terms of container handling?

Things went well for us. We handled more than two million containers in 2024, which was twice its original design capacity of 1.1 million boxes. This was possible due to the investments in technology and people. The marine and other divisions of Sri Lanka Ports Authority internal and external providers of trucking and lashing services, have contributed to reaching the target.

With Gemini Cooperation coming into play from February 2025, what are the expectations?

I think it will be very good for the transshipment hubs. All the hubs will benefit including Colombo. Most lines are now committed to go around the Cape of Good Hope for the foreseeable future. So networks and resources are being built on that basis. So, we are going to see some strengthening of total volumes at Colombo, particularly with the additional capacity that will be operational soon.

What are the new initiatives at SAGT ?

We are planning to introduce a vehicle booking system to improve truck turnaround times, which will help to reduce congestion in the entire port. The system will allow shippers, consignees, truck drivers and other port users to manage container movements to and track container status via a mobile app. We will also be installing Optical Character Recognition (OCR) technology at the gate and quayside to speed up container processing.

As a nation also we are looking at several technology initiatives. Digitization of the port community system is pending. New Government has lot of emphasis in bringing digitisation in a big way.

What is your view on the evolving transshipment hubs in the Indian subcontinent?

The order book and actual ships in operation have never been higher. These ships lend themselves to a hub-and-spoke operations. Particularly the bigger 17,000-18,000 TEU plus ships, are not going to deviate given their massive operating costs. So, the concept of a hub will continue giving rise to more and more volumes at transshipment hubs.

That will naturally going to benefit South Asia as a whole, and Colombo in particular.

Transshipment business is a pure capacity game. While everybody sees bogeys and competition in the growth of places like Vizhinjam, I see that really as an opportunity as it enhances transshipment capacity in the region.

We have seen this phenomenon in Southeast Asia with Singapore and Malaysia, in the Middle East with Dubai and Abu Dhabi, in the West Mediterranean with Morocco and Tangier and so on. Capacity brings volume, it's not the other way around. I think India's growth is going to drive South Asia.

" We are future ready"

Sanjay Swarup, Chairman & Managing Director (CMD), Container Corporation of India Limited (CONCOR) in this interaction talks about the enhanced focus on providing seamless end-to-end services to customers, where the future growth will come from and adoption of technologies.

You have completed one year in office as CMD. How do you reflect on the past year and what are the significant milestones during this period?

CONCOR is now more customer-centric than ever before. In the past one year, wehave enhanced our focus on providing seamless end-to-end services to customers using IT as enabler. Several key initiatives have been launched in this direction- such as online booking of EXIM containers, launch of e forwarding note, AI-based Terminal Management system, mobile app for first/last mile services, online processing of Central PDA requests, etc. Further, we are now also investing in environment-friendly technology such as deployment of LNG-powered trailers, setting up of first in house LNG station, trial with EVs/ e-RST, etc. 130 LNG powered trailers have already been deployed and around 200 more will be procured soon. In the last one year, we have connected our flagship MMLP at Dadri to Western DFC and time-tabled double stack trains are now running from MMLP Dadri to Gateway Ports on Western coast bringing down transit time as well as overall logistics costs for the customers. Another MMLP at Vernama (near Vadodara) has also been made ready to handle double stack trains on Western DFC thereby providing a crucial link for JNPT with northern hinterland.

At CONCOR, how is the volume growth this quarter - both in domestic and exim?

In first half of current financial year 2024-25, combined volumes of our EXIM and Domestic throughput have increased by around 6 per cent over same period last year. The EXIM volumes were greatly impacted by various geo-political factors in the initial part of the year. At the same time, demand in Domestic segment has witnessed remarkable spurt mainly backed by sustained momentum in manufacturing sector in India.

What is your outlook for container growth for 2025? Do you see exports growing?

We are expecting good growth in transportation of containerized cargo in 2025. With 'Make In India' gaining traction, we expect exports to achieve quantum growth in the coming year. Already, some commodities like yarn, food items and readymade garments are witnessing double digit growth in exports and this is likely to continue in the coming year. With the likely commissioning of Western Dedicated Freight Corridor up to JNPT in 2025, the logistics sector will see a major boost in shifting of containerized cargo from road to rail. Overall, I see double digit growth of containerized cargo in 2025.

Going forward which are the new businesses and growth drivers for CONCOR?

Completion of Western DFC upto JNPT is going to be a major growth enabler in EXIM segment. We are already future-ready as our MMLP at Vernama near Vadodara has been connected to WDFC that will help in diverting JNPT's EXIM cargo from road to rail as it will bring down transit time and overall logistics costs for the customers. Further. we are expanding our first/last mile network. Customers are enthusiastic to use our services especially with LNG-powered vehicles as MNCs quite conscious of fulfilling ESG norms. Thus, we expect that our mobile app-based first/last mile service will help us in adding volumes. In domestic segment, we are quite optimistic that with introduction of special purpose containers such as tank containers for bulk cement, we will be able to attract significant volume of traffic. Another area of focus is 'specialised warehousing'. We had floated an EoI for creation of customized warehousing solutions in PPP model which has evinced keen interest from several entities. Apart from this, we are going for long-term agreements with shipping lines and our corporate customers which shall further drive the volumes of CONCOR. DPD/DPE movements are also increasing and we expect this growth to sustain in the coming year for CONCOR.

Any new physical infrastructure is being planned in terms of terminals and MMLPs?

CONCOR is a 'customer-centric' organization and upgradation of our infrastructure and services to promote ease of doing business and enhance customer satisfaction, is a continual process. As such, while on one hand we are connecting existing MMLP to DFC (such as one at Vernama), we are setting up more MMLPs at strategically advantageous locations across the country such as in the states of Rajasthan, Gujarat, Punjab, etc. At present, we are having terminals at 66 locations in the country, our plan is to increase this network to 80 locations in 3 years' time. We are continuously upgrading our infrastructure to give best service to our customers. At present, we have a fleet of around 380 rakes, we are continuously augmenting this fleet and hope to have around 500 rakes in 3 years time.

All our terminals are having state-of-the-art handling equipment's and are well equipped with latest IT infrastructure. In a nutshell, CONCOR is well positioned with adequate infrastructure around the country to give best service to its customers.

CONCOR is planning to restart coastal operations which were discontinued earlier. What is the plan and how is it being operationalized?

We are keen on expanding our bouquet of services being offered to customers. Coastal shipping is one such option under active consideration. We entered in to MoU with Shipping Corporation of India (SCI) for coastal operations and our teams are working together on various sectors to start this service on coastal stream very soon. We are also evaluating an opportunity to enter overseas market. These plans are at drawing board stage and we shall share more details as we progress in our discussions with key stakeholders.

As part of green logistics solutions CONCOR has aggressively engaging LNG trucks for FM/LM operations. Any plans of deploying electric vehicles at your ICDs and MMLPs?

As a responsible Logistics service provider, CONCOR has taken lead in deploying largest fleet of 130 LNG trailers at various parts of the country-namely at Chennai, Mumbai, Nagpur, Vadodara and Khatuwas and commissioning North India's 1st in-house LNG station, at our MMLP at Khatuwas (Rajasthan) for uninterrupted supply of LNG fuel. Similar facility is planned at our MMLP Dadri. Based on experience gained at these locations, we shall extend the same at other Terminals of CONCOR. Further, we are conducting trials with EVs at ICD TKD and e-RST at our Dronagiri Terminal and we are studying feasibility of deployment of these products at our Terminals in near future.

AI is used by businesses for improved efficiency and enhanced customer service. How is CONCOR leveraging on these deep technologies and where are they used?

CONCOR is always at the fore-front of adopting cutting edge technology for enhancing customer experience and promoting ease of doing business. With this objective, we have already introduced AI-based terminal management system at our flagship terminal at ICD Tughlakabad. Here, AI has reduced the manual intervention and automated the gate, yard, train and warehouse operations for better cargo visibility and information dissemination to customers at various stages at terminal operations.

Key Initiatives

- Online booking of EXIM Containers
- Launch of e-forwarding note
- AI-based terminal management system
- Mobile app for FM/LM Logistics.
- **130** LNG-Powered Vehicles. **200** more under procurement
- **6%** volume growth
- **66** existing terminals adding another **80** locations in next 3 years
- Fleet of **380** Rakes adding another **120** rakes

Deendayal Port

From crisis to triumph

S K Pradhan

The Port is effecting a cultural shift to win more customers and cargo and consolidate its position among major ports through strategic infrastructure

A legacy of necessity and growth

Nestled on the shores of the Gulf of Kutch in Gujarat, Deendayal Port at Kandla is more than just India's oldest port. It is a testament to the resilience and adaptability of Indian maritime infrastructure. Despite its illustrious history, the port's journey has not been without challenges. The devastating earthquake of 2001 disrupted operations significantly. However, it also catalyzed transformative initiatives like the 'Incentive Scheme 2001,' which attracted investment and industrial growth to the region. Today, Kandla is not just a port but a vital economic driver for Gandhidham, a town thriving on industries linked to shipping and EXIM trade.

Strategic expansion and modernization

Under the dynamic leadership of Sushil Kumar Singh, Chairman of Deendayal Port Authority, the port is undergoing a significant transformation. Singh's five-month tenure has already witnessed proactive measures to break free from legacy inefficiencies and position the port on a high-growth trajectory.

The Port is undergoing significant infrastructure upgrades to enhance its capacity and diversify its operations, positioning itself as a key player in global maritime trade. Centerpiece of this transformation are Kandla International Container Terminal (KICT) and Tuna Tekra container terminal. KICT container terminal with a capacity of 6,00,000 TEUs has berths with rail siding for loading and unloading of containers which enhances the last mile connectivity. The Tuna Tekra container terminal is a facility developed by DP World with a planned capacity of 2.19 million TEUs. These terminals contributed to modernize container handling, accommodate larger vessels, and boost the Port's efficiency and appeal. To support the growing demand for liquid cargo, the port is also constructing new oil jetties and expanding storage facilities. Recognizing the current limitation of a 14.5-meter draft, strategic plans are in place to deepen the draft, enabling the Port to accommodate larger container vessels and maintain competitiveness in the global shipping landscape. Additionally, the port is diversifying its cargo portfolio, which currently comprises 55 per cent liquid bulk, 40 per cent dry bulk, and 5 per cent containers. Focused efforts aim to increase containerized cargo, capitalizing on its efficiency and broader market reach.

Harnessing strategic location

Deendayal Port's location on major international sea trade routes is a cornerstone of its strategy. Positioned along the Singapore-Rotterdam corridor, it is an ideal hub for maritime activities. The Port is also aligning with emerging corridors like the India-Middle East-Europe Economic Corridor (IMEC) and the International North-South Transport Corridor (INSTC), which promise to open new trade opportunities with Central Asia and Europe.

Collaborations with global maritime entities like Rotterdam and Singapore Port Authorities underline Kandla's intent to integrate into international trade networks. These partnerships aim to establish a virtual trade corridor, enhancing connectivity and reducing transit times for goods.

Leading the green maritime transition

Sustainability is at the heart of Deendayal Port's future vision. With the growing global emphasis on green energy, the Port is positioning itself as a forerunner in green fuels and eco-friendly operations with focus on green hydrogen hub, green bunkering & fuels and green tugs & technologies.

The port is emerging as a key player in the global push for sustainable energy and green maritime solutions through several transformative initiatives. It has designated a vast 3,400-acre expanse to support industries focused on green hydrogen and ammonia production. By 2030, the Port is poised to become a significant exporter, projecting annual exports of 5–6 million tons of green ammonia, with Europe as the primary destination. Additionally, the Port is spearheading efforts in green bunkering and alternative fuels, laying the groundwork for green methanol bunkering infrastructure. This development aligns with the anticipated arrival of 200 methanol-compliant vessels by the end of the decade. In collaboration with maritime decarbonization experts and agencies, the Port is ensuring seamless compatibility with next-generation fuels. Notably, Kandla has also set a national benchmark by becoming the first Indian port to tender for green tugs, underscoring its commitment to sustainable operations. Complementing this effort, the establishment of a Center of Excellence for Green Maritime Fuels aims to drive innovation by engaging academia, startups, and industry stakeholders. Collectively, these initiatives position Deendayal Port at the forefront of the green maritime revolution.

Technological integration

Technology plays a pivotal role in Deendayal Port's modernization drive. Initiatives like RFID-based gate automation, cloud-based enterprise systems, and AI-powered predictive maintenance are enhancing operational efficiency. Digital platforms and Port Community Systems (PCS) are streamlining interactions among stakeholders, reducing turnaround times, and promoting ease of doing business.

The introduction of mechanized handling systems is addressing the Port's diverse cargo profile, enabling dedicated terminals for specific commodities and improving throughput. For instance, conveyor systems for coal and specialized setups for oversized cargo like wind turbine blades are under consideration.

Sustainability is at the heart of Deendayal Port's future vision. With the growing global emphasis on green energy, the Port is positioning itself as a forerunner in green fuels and eco-friendly operations with focus on green hydrogen hub, green bunkering & fuels and green tugs & technologies. The port is emerging as a key player in the global push for sustainable energy and green maritime solutions through several transformative initiatives.

Transformative leadership

Sushil Kumar Singh's leadership philosophy of prioritizing user feedback has led to remarkable growth. By implementing user suggestions without procedural delays, Kandla Port achieved a 9.88 per cent growth rate in cargo volume, the highest among Indian major ports. Singh emphasizes a user-driven approach, empowering stakeholders to define operational needs and ensuring swift execution of their requirements.

Vision 2030: A bold horizon

Deendayal Port's ambitious goals include reaching a capacity of over 500 million tons per annum by 2030.

A significant capacity addition project includes the construction of a six-kilometer-long quay outside the creek to handle dry and break bulk cargo. This initiative will free up existing berths for liquid cargo, optimizing resource allocation, reducing vessel waiting times, and lowering logistics costs.

The Port is not only breaking free from its legacy constraints but also positioning itself as a global leader in trade and green innovation. As it sails into the future, Kandla exemplifies the spirit of resilience and forward-thinking that defines India's maritime ambitions.

Charting the growth path

Sushil Kumar Singh, Chairperson, Deendayal Port Authority is stewarding the port through multiple challenges ever since he took charge and driving initiatives that could make the port reclaim its lost glory.

Can you provide an overview of Kandla Port's current cargo profile?

Kandla Port is one of India's premier ports, strategically located near the international trade lanes connecting Europe, Southeast Asia, and the Middle East. Last year, the Port handled an impressive 132 million tons of cargo. Currently, our cargo profile is dominated by liquid cargo, which constitutes 50-55 per cent of the total, followed by dry bulk and break bulk at 40-45 per cent, while containerized cargo makes up about 5 per cent. This distribution highlights our versatility in handling various commodities, including crude oil, chemicals, edible oil, coal, and wind turbine components.

To meet growing demands and evolving trade patterns, we have several infrastructure projects underway. For instance, a state-of-the-art container terminal is being developed at Tuna Tekra by DP World, with a capacity of 2.19 million TEUs, which will add approximately 32 million tons of annual tonnage capacity. Such advancements ensure that Kandla Port remains a critical gateway for India's trade.

What steps are being taken to enhance container handling capabilities at Kandla Port?

We are aggressively expanding our container handling infrastructure to increase our market share in containerized cargo. Currently, container traffic at Kandla is limited due to constraints like draft limitations, with only 14.5 meters available in the navigation channel. To address this, the new Tuna Tekra container terminal will provide an 18-meter draft, enabling the port to handle mega container vessels of up to 24,000 TEUs.

Additionally, we are working on mechanization and modernization of existing facilities. The berth adjacent to JM Baxi's terminal has been allotted to APSEZ to develop it into a clean cargo berth that can also handle containers. Beyond infrastructure, we are engaging with shipping lines and inland container depots (ICDs) to enhance connectivity and streamline operations. Measures like rebates on vessel-related charges, dedicated gates for unhindered movement, and user-friendly digital platforms are also being implemented.

How is Kandla Port preparing for the energy transition and the increasing demand for green fuels?

Kandla Port is positioning itself as a leader in the green energy revolution. We have allocated 3,400 acres of land to major players such as L&T and Reliance for the production of green hydrogen and its derivatives. By 2030, the region aims to produce 5-6 million tons of green ammonia annually, primarily for export to Europe.

To support this, we are developing infrastructure compatible with green fuels, including jetties designed for methanol and green ammonia handling. Our collaboration with the Rotterdam and Singapore Port Authorities and organizations like the Global Centre for Maritime Decarbonization is helping us align with international standards for green corridors. The goal is to make Kandla a pivotal hub for green methanol bunkering along the Singapore-Rotterdam corridor, facilitating a low-carbon future for maritime trade.

What initiatives are being taken to alleviate congestion and reduce vessel waiting time?

Vessel congestion is a critical challenge, especially for liquid cargo vessels, which currently face wait times of up to 7 days. To address this, we are augmenting our oil-handling capacity with three new oil jetties, which will add 10.3 million tonnes per annum in capacity. These will complement the eight existing oil jetties and three Single Point Moorings (SPMs) at Vadinar.

We are also undertaking a transformative project to shift dry bulk and break bulk cargo handling outside the creek area. A new 6-kilometer-long quay, costing approximately Rs 27,000 crores, is being planned near Tuna. This will free up existing jetties within the creek for liquid cargo, significantly reducing wait times and logistical costs. Such measures demonstrate our commitment to enhancing operational efficiency and customer satisfaction.

How does Kandla Port plan to accommodate the projected increase in cargo volumes?

By 2030, we anticipate our cargo handling capacity to exceed 500 million tons per annum, up from the current 267 million tonnes. This growth will be driven by several strategic initiatives like:

Capacity Expansion - Projects like the Tuna Tekra container terminal and additional oil jetties are pivotal to our capacity-building efforts.

Modernization - Existing infrastructure is being upgraded with advanced handling equipment and deeper drafts to accommodate larger vessels.

Connectivity Enhancements - Improved road and rail linkages, including the DFC, will facilitate seamless cargo movement.

Sustainability - We are

incorporating green fuels and sustainable practices into our operations to align with global trade demands.

These efforts position Kandla Port as a future-ready hub capable of meeting the evolving needs of global commerce.

What is your immediate agenda for the Port's development in 2025?

Our immediate agenda revolves around achieving "Mission 150," targeting the handling of 150 million tonnes of cargo this fiscal year. Key priorities include: streamlining gate operations to handle the daily influx of over 12,000 trucks; introducing low-cost, frugal technologies for faster loading and unloading, particularly for bagged consignments; expanding mechanization at existing terminals to enhance productivity; and implementing innovative practices, such as dual-side vessel handling, to reduce turnaround times. These initiatives, combined with continuous user engagement and feedback, will drive efficiency and growth, ensuring we remain a top performer among India's major ports.

How does Kandla Port's operational efficiency compare with other major Ports in India?

Despite operating with one of the leanest manpower structures and some of the oldest infrastructure among major ports, Kandla Port boasts an impressive operating ratio of 39 per cent. This reflects our cost-effective operations and revenue-generating capabilities.

In terms of growth, we are leading among Indian ports, with a 9.88 per cent increase in cargo volumes last year. This is significantly higher than the national average of 2.5-3.5 per cent. Our focus on technology-driven solutions, user-centric policies, and continuous modernization ensures we remain at the forefront of India's maritime sector.

In conclusion, what message would you like to convey to stakeholders and potential investors in Kandla Port?

Kandla Port is a vibrant, dynamic, and future-ready gateway for trade, offering unparalleled opportunities for stakeholders and investors. With a strategic location, robust infrastructure, and a forward-looking approach to sustainability and modernization, we are well-positioned to drive India's trade growth.

I invite stakeholders to collaborate with us in shaping the future of maritime trade. Whether it's in green energy, containerization, or logistics, Kandla Port offers immense potential to create value and make a lasting impact on the global trade landscape.

Key Initiatives

2.19 million TEU capacity Container Terminal at Tuna Tekra is already under construction

Port's cargo handling capacity stands at **263.10** Million Metric Tonnes (MMT).

17.00 MMT is dedicated to container handling, remaining capacity is allocated for bulk cargoes, including both liquid, dry and break-bulk commodities.

132.37 MMT of cargo handled during the last fiscal year

An overall growth of almost **9%** in the cargo volumes

Development of **14.11** MMTPA capacity Multipurpose dry cargo terminal at Tuna Tekra is in advanced stages of sanction

An SBM and 2 product jetties at Vadinar, that would add a total capacity of **24.5** MMTPA

'Adoption and customer-centric innovation are the keys to success'

Liji Nowal, Managing Director at ODeX India Solutions Pvt Ltd, sheds light on the adoption of platform, growth story of ODeX and the digitalization trends.

Adhering to complex SCMTR regulations, ODeX has developed a platform designed to simplify compliance by automating various aspects of the documentation process. How is adoption in India?

The adoption of our SCMTR compliance platform in India has been very encouraging. We've partnered with leading stakeholders in the EXIM ecosystem, 100+ Shipping Lines and NVOCCs, to ensure a seamless and secure transition to the new regulatory requirements. With automation at its core, the platform has significantly reduced manual intervention, errors, and processing time, making compliance straightforward for shipping lines, forwarders, and other participants. This approach has driven a high adoption rate, positioning ODeX as a trusted partner in the Indian logistics landscape.

Case study

HMM has become the first ODeX-registered shipping line to successfully file a Sea Arrival Manifest (SAM) for breakbulk shipments, along with laden and empty containers, at Kattupalli port, achieving a significant milestone in SCMTR compliance. While the SAM file was generated via the ODeX platform, Breakbulk and Empty container structures were manually updated by ODeX experts to align with ICEGATE guidelines, ensuring successful customs acknowledgment. This milestone highlights ODeX's technical expertise and collaborative support for shipping lines. Building on this success, ODeX is now working to automate these manual processes, further streamlining SAM filings and ensuring regulatory compliance.

Over the last two years, you have expanded to several countries. Can you share the growth story?

ODeX's growth story is a testament to the global demand for efficient, collaborative trade solutions. In the past two years, we have expanded into markets across Asia, Africa, and North America. This journey has been fueled by our commitment to addressing region-specific challenges, from secure payment solutions to digitalizing compliance workflows. Strategic partnerships with local stakeholders, a customer-first approach, and continuous innovation have been the cornerstones of our success. Today, ODeX serves over 50,000 organizations globally, simplifying trade and strengthening our position as a leading EXIM platform over 16+ countries. We're aiming for 25+ countries in the near future. Stay tuned!

What are the learnings from this journey, and what are your plans for the future?

One of the key learnings from our journey has been the importance of adaptability and customer-centric innovation. Each market has unique challenges, and tailoring our solutions to meet those needs has been critical. Another learning is the value of collaboration—strong relationships with partners and clients have propelled our growth. For the future, we aim to expand further into untapped markets, enhance our platform with AI-driven capabilities, and continue simplifying global trade through trusted digital solutions.

In the digitalization landscape, what trends do you see in 2025?

By 2025, we foresee three major trends in the digitalization of logistics:

1. **Increased AI and ML Adoption:** AI-driven analytics and predictive tools will become integral in optimizing supply chain efficiencies.
2. **Focus on Sustainability:** Digital solutions that enable eco-friendly logistics practices will gain traction.
3. **Blockchain for Security:** Blockchain technology will play a pivotal role in ensuring secure, transparent cross-border transactions.

THE NORTH STAR

Kandla International Container Terminal with its strategic location, robust infrastructure and customer-centric initiatives acts as guiding light to both short-haul and long-haul trade.

S K Pradhan

Kandla International Container Terminal (KICT), is strategically positioned at Deendayal Port in Gujarat's Kandla Creek, gains from its proximity to key industrial hubs and advanced connectivity, including the Western Dedicated Freight Corridor, to redefine efficiency in containerized cargo movement.

Since its inception in 2017, KICT has charted an impressive growth trajectory, handling record volumes and breaking barriers in operational excellence. From reducing transit times with double-stack container trains to setting industry benchmarks for cargo clearance, this terminal exemplifies India's march towards becoming a global leader in EXIM trade. With ambitious plans for expansion and a strategic partnership with Hapag-Lloyd AG, KICT is not merely a trade terminal; it is a linchpin driving India's economic aspirations on the world stage.

Operated by the J M Baxi Group, KICT is strategically located at Deendayal Port, Kandla, a hub for the vast western and northern hinterlands.

A strategic location for seamless connectivity

KICT benefits from its location within the Kandla Creek in the Gulf of Kutch, offering proximity to major industrial zones in Gujarat and beyond. Industries such as ceramic and sanitaryware from Morbi, timber conversion units in Meghpar, and SEZ operations in Gandhidham find logistical advantages through Kandla's reduced first-leg road distances. Transporters save approximately 150 kilometers on round trips, making Kandla an economically viable choice for exporters and importers alike.

Moreover, direct rail connectivity to northern and northwestern India through the Western Dedicated Freight Corridor (WDFC) strengthens KICT's access to vital trade clusters. This integration eliminates delays, reduces costs and enhances the competitiveness of goods routed through the terminal. The introduction of double-stack container trains to inland container depots (ICDs) in Gurgaon, Ludhiana, and Ahmedabad further boosts connectivity.

A growing hub of containerized trade

KICT's journey began in 2017, with the signing of a concession agreement between the Deendayal Port Authority and the J M Baxi Group for the development and operation of berths 11 and 12. Since then, the terminal has seen a steady rise in container volumes, reaching 4.89 lakh TEUs in FY23, a significant leap from its initial handling of 1.17 lakh TEUs in FY18.

This growth is a reflection of the rising containerization of cargo in India. With the country's containerization levels still relatively low, Kandla's potential for expansion is immense. The terminal's capabilities were recently showcased when it handled the highest-ever TEU volume for a single vessel, surpassing 5,400 TEUs. This milestone underscores KICT's ability to cater to the demands of larger vessels and increased trade volumes.

Infrastructure and operational excellence

KICT's facilities are designed to support efficient and multimodal logistics. The terminal handling tariffs are competitively priced, offering a 36 per cent reduction for 20-foot laden containers. Vessel-related charges are also attractively low, with a 50per cent reduction for EXIM vessels and 40 per cent for coastal vessels. These pricing strategies enhance KICT's appeal to shippers and logistics providers.

The terminal serves a wide range of cargo, including bitumen, basmati rice and ceramic tiles, leveraging its excellent connectivity and robust infrastructure. With rail links to CONCOR's northern ICDs, KICT facilitates double-stack rake services to destinations like Dadri within 36 hours, setting a benchmark for transit times. Cargo clearance times are equally impressive, averaging 33 minutes by road and 1.3 hours by rail.

Economic impact and future prospects

The role of Kandla Port, complemented by KICT, in India's EXIM trade cannot be overstated. The terminal bridges India's vast hinterland with global markets, enabling exports to key regions such as the Middle East, Africa, and Southeast Asia. The port's strategic position allows it to act as a conduit for both short-haul regional trade and long-haul international routes, facilitating seamless connectivity between the East and West.

With India's overall cargo throughput at an all-time high of 1,539 MMT in FY24 and a compound annual growth rate of 7 per cent over the last three years, Kandla is poised to play a critical role in sustaining this momentum. The rising penetration of containerized transportation and the anticipated commissioning of the WDFC are expected to further accelerate KICT's growth.

Challenges and Strategic Initiatives

Despite its success, KICT faces some operational challenges that require strategic solutions. Tidal constraints at Kandla Port demand careful navigation planning, while the growing demand for containerized cargo handling necessitates continuous infrastructure upgrades. Technological upgrades, such as automation and predictive maintenance systems, are being implemented to enhance operational efficiency, complemented by user-centric policies that offer competitive tariffs and dedicated customer support to ensure seamless operations and client satisfaction.

Price Advantage

Companies shipping from Kandla port would enjoy a distance advantage of 120km when compared to Mundra, considering that Morbi, the industrial hub - is closer to Kandla than to Mundra. If this cost were to be further broken down, the cost-benefit would translate into USD 57 per TEU. And in terms of ease of doing business, an additional round trip can be made from Kandla.

"We are leveraging KICT's competitive advantages, including its strategic location and cost-effectiveness, to enhance its appeal. KICT is well-positioned for sustained growth and is poised to play an even larger role in India's containerized trade landscape in the coming years."

SUSHIL KUMAR SINGH
CHAIRPERSON
DEENDAYAL PORT AUTHORITY

"At Kandla Container terminal we deliver direct connectivity to Northern India's key hinterlands and major ICD's ensuring competitive cost benefits and peak operational efficiency."

CAPT. ALPESH SHARMA
CHIEF OPERATING OFFICER
CONTAINER BUSINESS, J M BAXI GROUP

Integrating people and processes

Kunal Maheshwari, Chief Growth Officer, Softlink Global talks about the outlook for his company and growth opportunities.

Tell us about Softlink Global and your role within the company?

Softlink Global was founded by my father (Amit Maheshwari) in 1992, and I joined the company around five years ago. My responsibilities span across various functions basically everything which interacts with our customers, impacts our team, all of those things. I have an MSc in Finance from the University of Exeter. Before joining Softlink, I worked at a leading investment bank in India for three years, founded a food tech startup, and started another venture focused on software for exporters. Joining Softlink wasn't automatic; I had to earn my father's trust by proving my capabilities.

It was essential for me to understand and connect with the company's legacy and its customers, which has been an ongoing and enriching learning experience.

How has Softlink maintained its competitive edge over three decades?

Adaptability and innovation have been at the core of our strategy. For example, we launched a logistics mobile app in 2015, well before many in the industry recognized the value of mobile technology. Initially, customers were skeptical about using mobile apps for business. However, the pandemic accelerated the adoption of such tools, making our solutions highly sought after.

Over the years, we've seen a significant shift in the industry. Traditional businesses that once questioned the need for technology now recognize it as essential to remain competitive. Between 2018 and 2021, there has been a major transition where companies embraced technology to improve productivity, control, and efficiency. Now customers are more informed and eager to adopt advanced functionalities. This evolution has been exciting and aligns perfectly with our forward-thinking approach.

What are the challenges in the adoption of technology within the logistics industry?

Initially, the biggest challenge was convincing businesses of the need for technology. Many traditional companies were reluctant, relying heavily on manual processes. However, this mindset has changed significantly. Now, the challenge lies in managing the transition. Change often comes with resistance from employees who are accustomed to existing systems.

It is encouraging to see that the push for change now comes from top management. They understand the importance to equip their team with the best tools to stay competitive. This top-down approach has made transitions smoother. The industry's hunger for innovation and improvement is a promising sign for the future.

How does Softlink balance its startup mindset with its legacy?

We've managed to blend the agility of a startup with the stability of a legacy company. Despite having team members with decades of experience, there's a youthful energy in how we approach problem-solving. Complacency is not an option in a tech-driven industry, and our team's focus on delivering customer-centric solutions keeps us dynamic.

Our emphasis on agility and sustainability has allowed us to innovate while maintaining a solid foundation. This balance is crucial in delivering cutting-edge solutions and staying relevant in an ever-evolving industry.

What future trends do you foresee in your domain, and how is Softlink preparing for them?

The logistics industry is increasingly leveraging technology to gain a competitive edge. Automation, business intelligence, and AI-driven solutions are becoming indispensable. Companies are now proactive in seeking tools that enhance efficiency and decision-making.

Softlink's strategy has always been to consistently innovate and introduce features that predict customer needs, helping us to become leader in the domain. As the industry continues to evolve, our commitment to agility and customer-focused innovation will ensure we remain at the forefront.

How does Logisys integrate with other software and systems in the market?

Logisys is designed to be highly integration-friendly, facilitating seamless data and document exchange with other systems. This includes connections with banks, agents, shipping lines, and airlines. The API-driven design ensures compatibility and easy integration, making it possible for logistics companies to collaborate with stakeholders efficiently. We recognize that we cannot build everything under the sun, so we leverage integrations to enhance functionality and add value for our customers.

What differentiates Logisys from competitors in the market?

Many competitors focus on solving specific problems for logistics companies through smaller applications. Logisys, however, addresses the entire operational spectrum, from tracking and accounting to compliance and customer visibility. While some smaller players develop niche solutions, we integrate with them if they add value to our customers. This collaborative approach ensures our customers benefit from a comprehensive ecosystem without leaving the Logisys platform.

Similarly, Live Impex is a niche product tailored for custom brokers in India, focusing exclusively on custom filing and invoicing.

In a connected world one of the challenges for businesses are safe storage space for ever increasing volumes of information and data. Is there any innovation being done by Softlink Global in this direction?

Logisys is our cloud platform launched in 2011 to address such issues. Previously, logistics companies relied on disjointed desktop-based applications for various functions like customs clearance, ocean freight, air freight, and accounting. This fragmented approach was inefficient. We reimagined the system around 2005-2006 to create a unified platform that would integrate all operations for logistics service providers (LSPs). After three years of development, Logisys was born.

Logisys is a single cloud-based platform that manages the entire shipment lifecycle, starting from handling inquiries and quotations to tracking shipments, managing financial accounting, and ensuring compliance, everything happens in one place. Logisys aims to simplify operations by enabling LSPs to manage tasks like custom clearance, financial tracking, container visibility, reporting, and compliance through a single application. It's a SaaS model designed for companies of all sizes, ensuring scalability and efficiency.

Despite its specific focus, Live Impex holds an impressive market share of 82-83% in India for custom filing. While our broader focus is on 3PL and 4PL companies globally, Live Impex serves as a stepping stone for startups in the logistics domain.

As Chief Growth Officer, where do you see growth opportunities for Softlink Global?

In India, we see new startups and entrepreneurs entering the logistics sector. Globally, we are expanding into Southeast Asia, North America, and East Africa. These markets show strong demand for our solutions. With offices in regions like the Philippines and North America, we're strategically positioned to cater to diverse needs. Our approach involves identifying high-potential markets and deploying the right teams to establish our presence.

How does Softlink Global handle compliance and customization for different geographies?

We focus on "productization" rather than one-off customizations. For example, when entering the Saudi Arabian market, we preemptively developed features like electronic invoicing in Arabic. This approach ensures that compliance requirements are configured into our system, making future deployments seamless for any customer in that region. By doing this, we prepare for future needs while maintaining a scalable solution for global markets.

Is Logisys configurable to suit varied customer needs?

Absolutely. Our application is highly configurable, allowing customers to choose the controls and workflows that align with their processes and SOPs. Whether a customer wants strict controls or a flexible workflow, Logisys adapts to their requirements, ensuring maximum utilization.

Could you elaborate on your product development and customer support teams?

Softlink Global comprises about 250-260 people, with the largest teams dedicated to product development and customer success. Our customer support team of around 120 people ensures 24/7 assistance, while our 80-90 member development team focuses on continuous innovation. We release updates every two to four weeks, emphasizing seamless support and robust development as our core strengths.

Are there plans to diversify Softlink Global's offerings beyond current products?

Our focus remains on the logistics industry. While we continually enhance features and develop ancillary tools to address evolving needs, we are committed to serving logistics service providers exclusively. By building solutions for freight forwarders, custom brokers, and other stakeholders, we aim to strengthen our ecosystem while staying true to our core domain.

SHORE POWER
Unlocking the potential

To enhance the environmental credentials of Ports, India should realize the potential of shore power

As global shipping continues its transformation toward sustainability, shore power-also known as cold ironing-stands out as a critical solution for reducing emissions and improving operational efficiency. With global regulatory bodies driving stringent emission regulations, the adoption of shore power is no longer optional for ports and shipping lines aiming to stay competitive. Based on Cavotec's extensive experience as a market leader in shore power systems and retrofitting solutions, here are some key recommendations for stakeholders in India.

Regulatory alignment The implementation of shore power must align with both national and international regulatory frameworks. Early adopters in Europe and North America have already set benchmarks by adopting International Electrotechnical Commission (IEC) standards, ensuring worldwide compatibility and prioritizing safety and operational efficiency.

Reducing reliance on auxiliary engines while ships are docked leads to lower fuel consumption and significant reductions in greenhouse gas emissions. This enhances the environmental credentials of ports and shipping lines, making them more attractive to environmentally conscious customers and investors.

Preparing for future needs One of the most common challenges in implementing shore power is insufficient long-term planning. Stakeholders must not only consider current requirements but also anticipate future needs, such as accommodating larger vessels and evolving energy demands. Lessons from early adopters in regions like the EU and the US underscore the importance of future-proofing infrastructure.

Ports in Northern Europe have implemented scalable shore power systems capable of supporting next-generation vessels. Indian stakeholders should prioritize systems that can adapt to larger capacities, avoiding costly upgrades down the line. By studying these international examples, India can adopt proven solutions.

Bridging the gap between ship and shore The successful deployment of shore power requires seamless alignment between terminal-side and ship-side operations. Coordination among diverse stakeholders–including grid operators, terminal owners, shipowners, policymakers, marine class societies, and global regulatory bodies–is essential to ensure compatibility and operational efficiency.

India's maritime sector can accelerate progress by fostering early and continuous engagement among these stakeholders. This ensures all technical and operational requirements are addressed, reducing the risk of costly delays or mismatches between shore-side infrastructure and ship-side systems.

Prioritizing safety and compliance Safety must remain at the forefront of every shore power initiative. Compliance with IEC Shore Power standards-ensures the safe and efficient transfer of power, even in challenging environmental conditions. Cavotec's experience shows that shortcuts, such as ignoring proper retrofitting procedures or opting for bare-minimum connection sequences, can lead to operational disruptions and safety hazards. The lack of auto-synchronization in retrofitted vessels often results in blackouts during power transitions, undermining reliability.

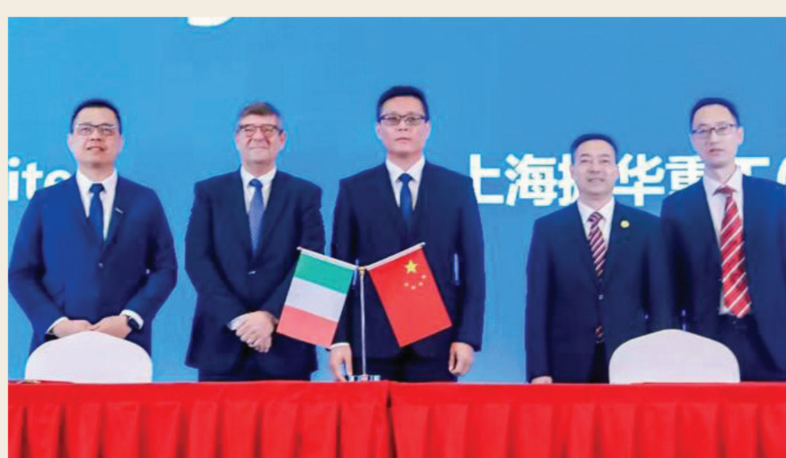
The way forward For India to fully realize the potential of shore power, stakeholders must prioritize meticulous planning, safety, and adherence to global standards. By leveraging insights from regions that have already embarked on this journey, India can fast-track its adoption of shore power while ensuring long-term sustainability and operational efficiency.

Cavotec's decades of experience in delivering shore power solutions and retrofitting vessels positions us as a trusted partner for the Indian maritime sector. With a deep understanding of the challenges and opportunities in this domain, cavotec can guide stakeholders through this transformative journey, ensuring India's ports and vessels are future-ready and globally competitive.

"As the maritime industry embraces sustainability, shore power emerges as a game-changing solution, enabling ports and vessels to significantly reduce emissions and enhance efficiency. For India, adopting shore power is not just an environmental necessity but a strategic move to stay competitive in the global arena."

ARTHUR SAM
APAC REGIONAL SALES DIRECTOR, PORTS & MARITIME, CAVOTEC

Cavotec joins forces with ZPMC



Cavotec Hong Kong Limited, a wholly-owned subsidiary of Cavotec SA, has signed a Letter of Intent with Shanghai Zhenhua Heavy Industries Company Limited (ZPMC), a major publicly traded state-owned enterprise listed on the Shanghai Stock Exchange and a leader in the global heavy equipment manufacturing sector. Through this strategic alliance, Cavotec and ZPMC will leverage their respective strengths, enhancing collaboration and reinforcing their shared goal of advancing sustainable and innovative infrastructure in ports and terminals worldwide. Each year, ZPMC invites select key partners to participate in import procurement agreements as part of their international development strategy.

CIMC Founder **Rohan Masakarola** with **Desabandhu Karu Jayasuriya** and Western Province Governor **Hassif Yusoof**

CIMC 2024

Changing face of port competition

The 7th edition of the Colombo International Maritime & Logistics Conference (CIMC) was held from 27th to 29th November at the Cinnamon Grand, Colombo, Sri Lanka. This conference is held in South Asia on a rotational basis among the maritime nations of the sub-continent. This three-day conference which included port visits and networking sessions has witnessed participation of 500 delegates.

During the conference speakers and panellists from international port operators, shipping companies, logistics companies, ancillary services companies and technology partners discussed the regional maritime geography, investments, infrastructure gap analysis, commercial opportunities and security aspects such as cybercrime with a special focus on logistics and related backward integration services along with talent development. The conference also discussed emerging competition among the global maritime industry, sustainability in the regional ports and future direction of ports / logistics performance as core subject areas.

On Day 2 at the Fireside chat experts discussed on targeting 5 per cent or $ 6 billion from logistics to GDP in Sri Lanka by 2030 and on what can Sri Lanka do to compete in the transshipment and logistics business. Speakers felt that the country must think of promoting global partnerships, JVs and PPPs and looking at new solutions, including getting the message to the world about the country and its opportunities- simply a strong marketing effort. At the conference several industry leaders were recognised posthumously and existing companies and individuals were recognised for their contribution to the maritime, shipping and logistics sectors.

CIMC 2024 was organised by Founder Director Rohan Masakorala and has been supported and endorsed by the International Maritime Organisation (IMO), United Nations Conference on Trade and Development (UNCTAD), Federal Maritime Commission in the USA, Global Shippers' Forum and governments of the Indian subcontinent region.

South Asia capacity expansion and container market on growth chart

While India's growth over the past decades has appeared impressive, the contribution of trade to that acceleration has been small and is decreasing. In association with Drewry Maritime India we bring South Asia Container Market report to you.

Container port capacity in South Asia

In south Asia, capacity utilization is hovering around 74 per cent in 2023 and projected to continue in the range of 73 per cent in 2024. However, with new capacity additions, the utilization is expected to taper down till 2026 to 68 per cent but is further expected to reach 72 per cent by 2028. Installed capacity is expected to grow by CAGR of 6 per cent during 2023-2028, whereas throughput is forecasted to increase by CAGR 5.5 per cent in the same period.

Capacity within the South Asia is projected to increase by 34 per cent/16.1 mteu to reach 63.3 mteu in 2028. Around two-thirds of the planned development will take place at Indian ports, with major upgrades underway at Jawaharlal Nehru Port and Mundra, and new deepwater capacity planned at Kandla. Capacity will expand significantly at the Sri Lankan Port of Colombo, with the expansion of the SLPA-operated East Container Terminal and the opening of the Adani-led West Container Terminal.

Global container port throughput in 2023 ended with 10 per cent growth after remaining flat in 2022. Indian ports handled around 22 mteu during the year, added 2 mteu throughput over 2022. It was a good year for Indian ports as almost all ports witnessed growth except Tuticorin (-2 per cent). Mundra remained the top gainer and witnessed 10 per cent YoY growth by adding the (700k teu) during the year. Latest part year data (Jan 24-July 24) suggest that this growth momentum will continue during 2024 too as Indian ports witnessed around 8 per cent growth over last year.

Market segmentation-2023
Major Vs Non-major ports

In the last few years, non-major ports were continuously gaining share from major ports but the share remained almost stagnant during last four years as the largest major port Jawaharlal Nehru is performing well from last few years. JNPT handled 6.4 mteu (up 6.6 per cent) in 2023, crossed 6 mteu mark first time. The market share of non-major ports was only 10 per cent in 2006 which has reached to 44 per cent in 2023.

Non-Major ports were growing at a much higher pace compared to Major ports till 2020 but this trend broke in 2021 and 2022. In 2021, the y-o-y growth for Major ports was 23 per cent compared to 17 per cent at non-major ports. This trend continued in 2022 too with 1 per cent growth at major ports whereas non-major ports witnessed a decline of 1.5 per cent. The growth in non-major ports again surpassed the major ports growth in 2023 where non-major ports witnessed 13.1 per cent growth compared to 7.2 per cent growth at major ports during the same period.

East coast ports Vs west coast ports

Ports on west coast will continue to dominate in total container throughput, so also in the container infrastructure. Around 76 per cent of the country's container throughput is handled at the west coast ports.

Global supply-demand situation

There is growing anxiety about further disruption in the global container market, as a port strike in the US seems inevitable, while the Middle East is lurching towards an all-out regional war. More so than ever, making predictions on matters relating to container shipping requires heavy doses of conditional if-then statements. For example, what if the Suez Canal resumes normal operations? Or, what if dockers on the US East and Gulf coasts go on strike?

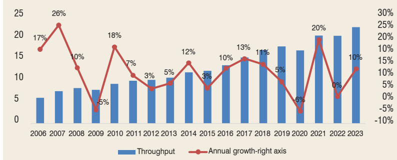
As per the data compiled by Drewry, container handling at global ports grew just by 0.3 per cent in 2023. However, the upward shift in the demand cycle that started in 3Q23 has gained momentum and global port throughput growth for 1H24 came in at 6.0 per cent YoY. All regions, except the Middle East (down 13 per cent YoY), recorded healthy growth for 1H24.

On the supply side, the effective fleet supply increased by 8.1 per cent in 2023 (demolition and new delivery adjusted). The latest fleet is nearly three times larger now than it was in 2008, the monthly teu capacity additions are far bigger. In 2008 the fleet grew by approximately 120 kteu each month, whereas after eight months of 2024 the monthly average net growth was 273 kteu. With a heavy inflow of newbuild deliveries guaranteed, the only thing that could soften the net addition total would be a significant increase in scrapping, which we only think will occur as and when the Red Sea crisis is over.

Liner connectivity

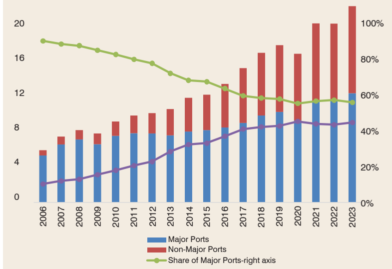
Under the current harrowing circumstances, looks like Red Sea diversions will continue for longer than we had previously expected. This means that effective shipping capacity

Development of Container Traffic in India



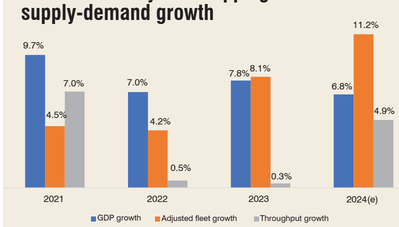
Source: Drewry Maritime Research

Rising Share of Non-Major Ports



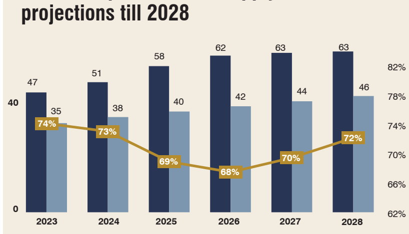
Source: Drewry Maritime Research

Global economy and shipping supply-demand growth



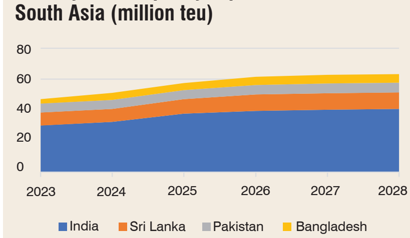
Source: World Economic Outlook, IMF and Drewry Maritime Research

Container port demand-supply projections till 2028



Source: Global Container Terminal Operators Annual Review and Forecast, 2024

Country-level capacity expansion in South Asia (million teu)



Source: Global Container Terminal Operators Annual Review and Forecast, 2024

will continue to be shrunk through next year by virtue of the longer voyages around the Cape of Good Hope that require more ships per loop. It will mitigate the increase in nominal fleet capacity, making the market seem tighter than it would otherwise. The resumption of normal operations will be a big risk to carriers given the underlying fundamentals and bloated orderbook that continues to grow with fresh orders. Following is some of the recent trends observed:

Global trends

Blanked sailings on the Asia-Europe trades are increased because of Golden week holidays in Asia. 15 per cent of the total capacity was cancelled in September and 17 per cent in October. The recent strike by US East Coast dockworkers, which lasted from 1 to 3 October, has significantly disrupted the container shipping market. In response, carriers have rerouted cargo to ports in Canada and Mexico, while some ships opted to bypass East Coast ports altogether, unloading their cargo elsewhere.

On the global operations front, Shipping lines will likely continue to divert via the Cape of Good Hope through much of 2025, which will help them manage overcapacity. However, there is little doubt that shipping routes will likely return to the Suez Canal after the crisis for competitive, cost, and environmental reasons.

South Asia

Among all South Asian routes, trade with the US has significantly decreased in the last year; thus, net capacity decreased by 17 per cent westbound and 19 per cent eastbound between August 2023 to August 2024. The largest growing trade was from Asia to South Asia, where 6 per cent and 2 per cent net capacity was added for eastbound and westbound directions respectively from Asia.

The number of weekly calls for dedicated loops also increased from Asia to South Asia. Five new weekly services were added to Asia-South Asian routes and one new weekly loop (5,067 weekly nominal teu) were added on the South Asia-Europe route which offers direct connectivity from the

South East Coast of India to the North Europe region.

Ship calls and congestion

The congestion pressure on the global supply chain remained an issue throughout the year at container ports in all regions. Average turnaround time improved slightly in second half of 2023 but it's increasing again in recent months of 2024. The Drewry Global Container Port Performance Index rose 1.4 per cent MoM in September, with average port call duration up 22 per cent YoY to 1.5 days. Overall, pre-berth waiting time in September was 45 per cent higher YoY, with congestion causing waiting times to rise significantly in Oceania (up 80 per cent MoM), North America (up 11 per cent MoM) and Africa (up 10 per cent MoM).

Freight rate fluctuations

After peaking in late 2021 to mid-2022, container freight rates continued to erode through 2023. The Index witnessed its lowest value of $1630 in October 2023. However, it has started improving from January 2024 and reached a year-high of $5474 in early July 2024. On East-West trades, the index peaked in the July 2024 at $6334, but by September it had slumped to $4778, a reduction of 25 per cent.

Similar to the trend in global freight rates Index, rates for India origin/destined cargo have also declined during the 2H23 but improved slightly in 1H24. A huge variation was observed between the export and import rates for India-based routes. Export rates to the China were not showing much variations during 2024 but import rates to JNPT from China were jumped 116.8 per cent in a single month (Apr 24 to Jun 24). However, it is back to normal in Sep 2024. Rates to/from JNPT/Rotterdam showing an increase from early 2024.

Major containerised/ containerisable exim cargo

For analysis, we have divided all traded commodities into 33 major categories, such as Pharmaceuticals, Fabric/Yarn, Steel Products, Reefer Food Products and Readymade Garments (RMG)/Textiles. As we do not have precise definitions of containerised and non-containerised cargo from any authoritative source, the data has some subjectivity built in. We have used the volume of cargo (tonnes) as our basis of analysis.

In terms of volume, minerals remained the major export product group after surpassing the steel products in 2022 from India. In 2023, this product group constituted 18 per cent of the total containerised or containerisable exports of India. This product group's export volume has increased from 12.2 million tonnes in 2011 to 23.1 million tonnes in 2023, almost double over the decade.

Steel products still secured second place with 12.8 per cent of India's total exports. Indian steel export hampered from 2022 as Indian government imposed the exports tax at steel exports in May 2022. Low-cost steel import from surplus countries like China limiting the export opportunities and export is going downwards. Till 2022, Sugar was the third largest commodity exported as India is the world's second largest sugar producer after Brazil but government curtailed sugar exports after 2022 with the aim of guaranteeing to cover local consumption, as well as diverting sucrose to ethanol production.

On the import side, steel products surpassed chemicals and became the top imported commodity with 14.6 per cent share in overall imports to India. India exported 25.7 million tonnes of steel products in 2023, 51.7 per cent increase over 16.9 million tonnes imported in 2022. Chemical segment slipped to second place with 13.1 per cent share in overall imports which was 14.4 per cent in 2022, though it has increased by 2.4 per cent in terms of million teu. Food products maintained its third rank in the list of imports in India. Imports of this commodity group increased from 10.3 million tonnes in 2012 to 16.3 million tonnes in 2023. India's polymer imports have increased in recent years and it is now the fourth largest import commodity of India with 8 per cent share.

Bangladesh remained the top export destination for India. Total containerised or containerisable exports to Bangladesh were 16.2 million tonnes in India, 12.6 per cent share in India's total in 2023 and three times more than 4 per cent in 2012. China was at second position with 12.4 per cent of market share in 2023. US remains at the third position and had 7.8 per cent market share in 2023. Nepal had shown considerable improvement of seven positions in the top export destinations from 14th in 2013 to 5th position in 2023.

On import side, China tops the list and remained the top import sources for India with 16.9 per cent share in 2023. The US improved from third to second position in India's Import market with 6.1 per cent share whereas Indonesia was at third place in 2023 which was second in 2013. Russian Federation shown considerable improvement which was at forth place in 2023 compared to 13th in 2013.

INDIAN CONTAINER TERMINAL RANKING

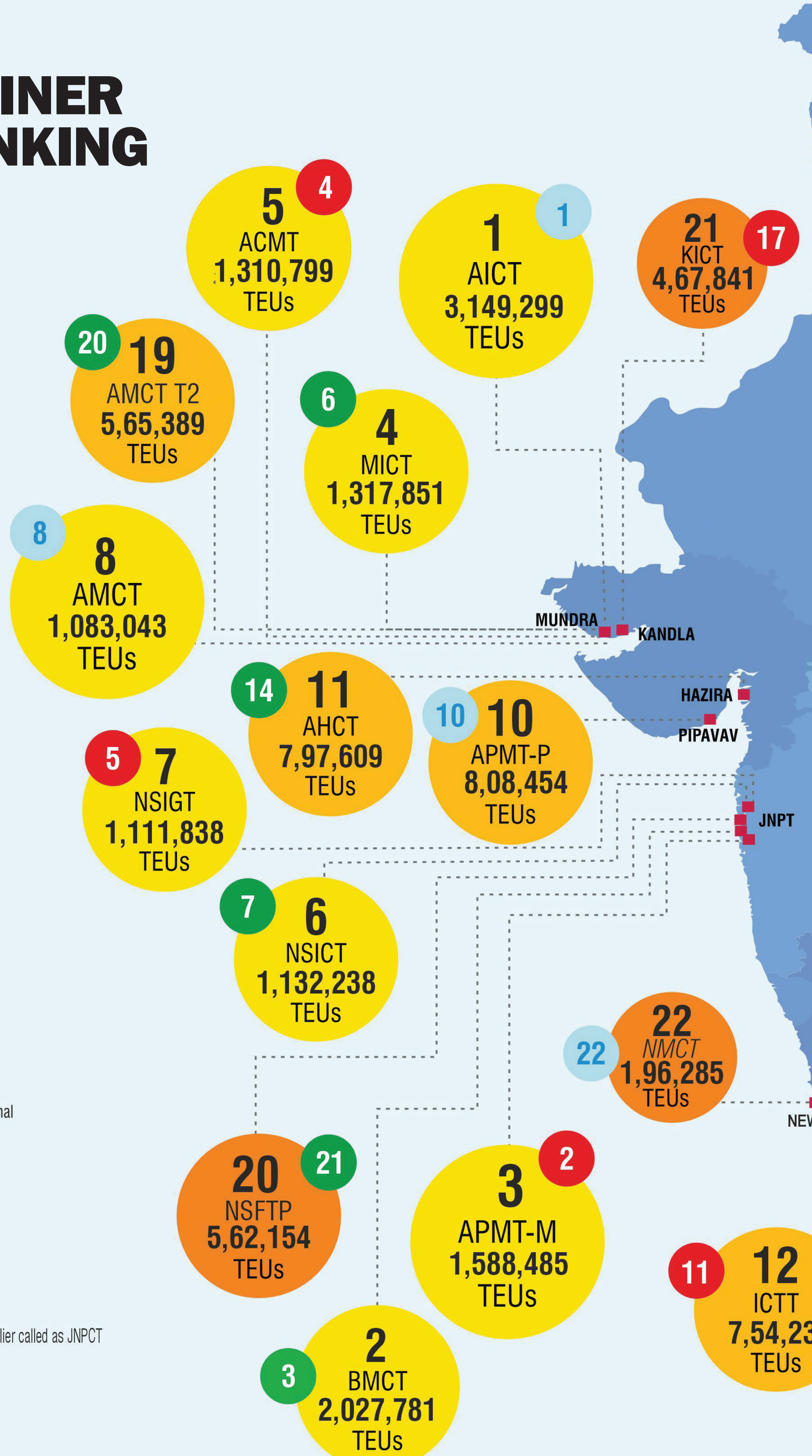
FY 2023-2024

Total Installed Capacity

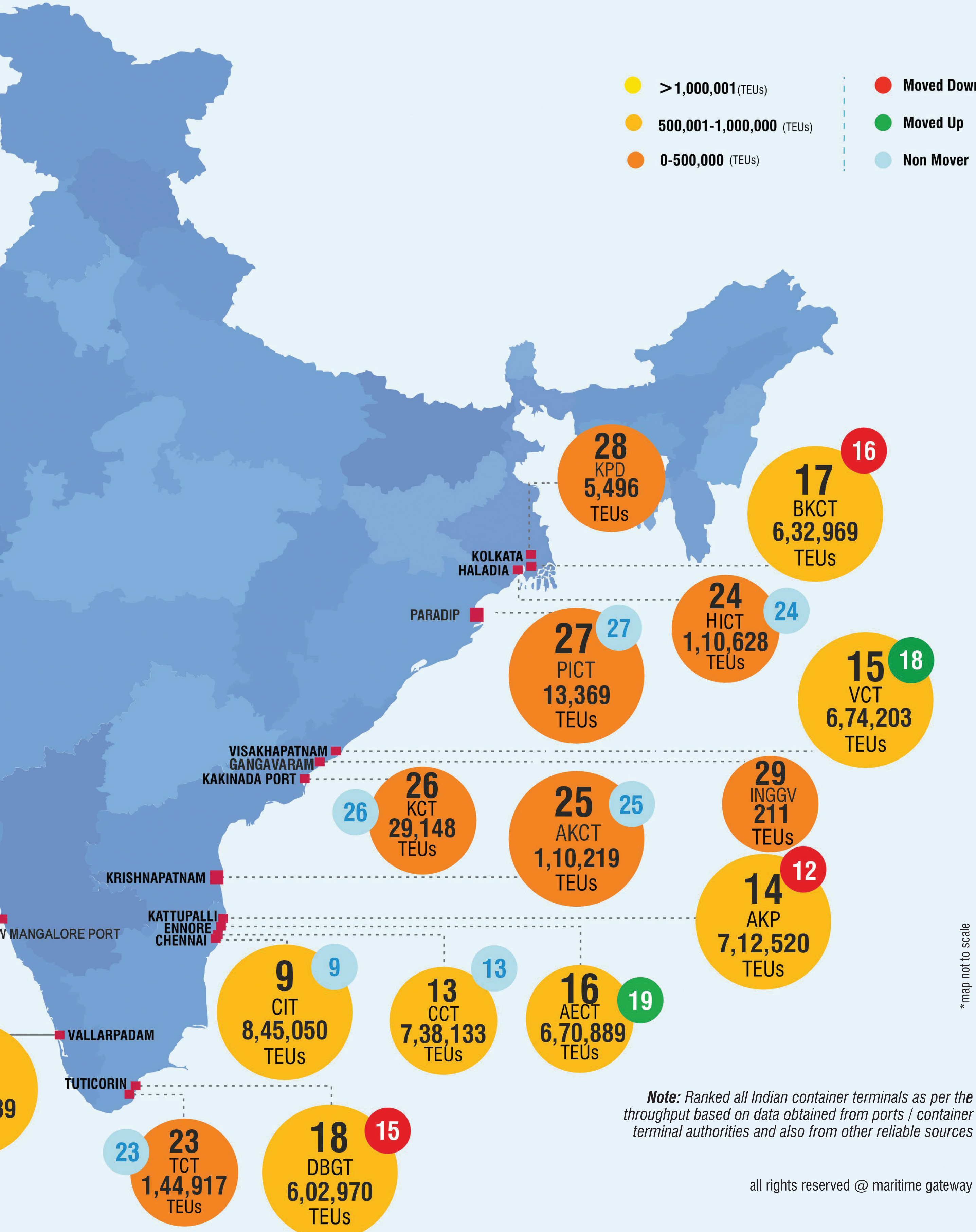
30,510,000 TEUs

Total Throughput

22,164,027 TEUs



AICT: Adani International Container Terminal
APMT: APM Terminals Mumbai
BMCT: Bharat Mumbai Container Terminal
ACMT: Adani CMA Mundra Terminal
NSIGT: Nhava Sheva India Gateway Terminal
MICT: Mundra International Container Terminal
NSICT: Nhava Sheva International Container Terminal
AMCT: Adani Mundra Container Terminal
CIT: Chennai International Terminal
APMTP: APM Terminals Pipavav
ICTT: Vallarpadam International Container Transhipment Terminal
AKP: Kattupalli International Container Terminal
CCT: Chennai Container Terminal
AHCT: Adani Hazira Container terminal
DBGT: Dakshin Bharat Gateway Terminal
BKCT: Bharat Kolkata Container Terminal
AECT: Adani Ennore Container Terminal
VCT: Visakha Container Terminal
KICT: Kandla International Container Terminal
AMCT T2: Adani Mundra Container Terminal 2
NSFTP : Nhava Sheva Freeport Terminal Private Limited (NSFTP) - Earlier called as JNPCT
NMCT: Mangalore Container Terminal Pvt.Ltd
TCT: PSA SICAL Tuticorin Container Terminal
HICT: Haldia International Container Terminal
AKCT: Adani Krishanapatnam Container Terminal
KCT: Kakinada Container Terminal
PICT: Paradip Port - Containers
KPD: Kolkata Port Dock
INGGV: Gangavaram



*map not to scale

Note: *Ranked all Indian container terminals as per the throughput based on data obtained from ports / container terminal authorities and also from other reliable sources*

maritime gateway Drewry

Challenges and opportunities for global shipping: 5 key insights

The 2024 Review of Maritime Transport report by UNCTAD offers a comprehensive analysis of the current state and future outlook of the global maritime industry. It examines how geopolitical tensions, climate risks, and economic pressures are reshaping maritime transport, while also highlighting the critical need for decarbonization and digital innovation. Here are five of the most interesting insights from the report and what they mean for the future of maritime transport.

Mike Schuler, Editor, gCaptain

01 Chokepoint Vulnerabilities Threaten Global Supply Chains

Key Insight: Strategic maritime chokepoints, such as the Suez Canal, Panama Canal, and the Red Sea, are becoming increasingly vulnerable to disruptions from climate change, geopolitical conflicts, and regional instability.

What It Means: The maritime industry relies heavily on chokepoints to reduce travel time and costs. However, the report highlights how geopolitical tensions, such as Houthi attacks in the Red Sea, and climate impacts, like low water levels in the Panama Canal, have caused significant disruptions. These events have forced vessels to take longer routes around the Cape of Good Hope, increasing fuel consumption, operational costs, and carbon emissions.

For shipping companies, this means rising costs and delays, which ultimately affect global supply chains, particularly for food security and energy supplies.

02 Maritime Trade Rebounds, But Risks Persist

Key Insight: Global maritime trade grew by 2.4% in 2023, recovering from the contraction in 2022, but risks related to geopolitical instability and climate change continue to weigh on long-term recovery.

What It Means: While maritime trade has seen some recovery, the operating environment remains challenging. The growth of bulk commodities like iron ore and grains has helped stabilize trade, but the container trade, which grew by only 0.3% in 2023, is expected to face further headwinds unless global supply chains stabilize.

The report emphasizes that climate-related disruptions and geopolitical tensions, such as the ongoing conflict in Ukraine, could continue to dampen

trade recovery. Maritime professionals should monitor geopolitical risks closely and be prepared for shifts in trade patterns.

03 Rising Freight Rates Drive Inflation and Threaten Growth

Key Insight: Disruptions at chokepoints and increased operational costs have driven up freight rates, exacerbating inflation and undermining economic growth, particularly in Small Island Developing States (SIDS) and Least Developed Countries (LDCs).

What It Means: As vessels reroute to avoid vulnerable chokepoints, shipping costs have surged. By mid-2024, the Shanghai Containerized Freight Index had more than doubled, placing significant pressure on global supply chains. These higher costs are passed down to consumers, driving inflation and threatening economic stability, particularly for vulnerable economies like SIDS, which rely heavily on maritime imports.

For the maritime industry, this highlights the importance of finding cost-effective solutions to mitigate the impact of rerouting and disruptions. Supporting SIDS and LDCs through more resilient supply chain strategies will be critical to ensuring economic stability in these regions.

04 Decarbonizing Shipping Demands Faster Fleet Renewal

Key Insight: The global shipping industry's transition to low-carbon operations is lagging, with fleet renewal slowed by high costs, uncertainty over future fuels, and the slow adoption of alternative fuel technologies.

Source: UN Trade and Development (UNCTAD) calculations, based on data from Clarksons Research.

What It Means: Shipping accounts for 3% of global greenhouse gas emissions, but progress toward decarbonization remains slow. By early 2024, only 50% of new ships ordered were capable of using alternative fuels, and scrapping of older, less efficient vessels has slowed as freight rates remain high.

The maritime industry faces increasing regulatory pressure to reduce emissions, especially under the IMO's ambitious targets. Shipowners and operators need to prioritize investments in cleaner, more fuel-efficient vessels and technologies, while policymakers must provide clearer regulatory frameworks and financial incentives to accelerate fleet renewal.

05 Enhancing Trade Facilitation and Port Performance is Critical

Key Insight: Improving port performance and trade facilitation is essential to ensure the resilience and efficiency of global maritime trade, particularly in the face of climate risks and growing operational pressures.

"The 2024 Review of Maritime Transport stresses the urgency of accelerating fleet renewal, strengthening international cooperation, and embracing digital innovation to build a more sustainable and resilient maritime sector. By addressing these challenges, the industry can safeguard global trade and continue to drive economic growth while reducing its environmental footprint."

What It Means: Ports are key hubs in global trade, but they are facing rising challenges from climate change, increased shipping volumes, and the need for greater efficiency. The report calls for the adoption of digital technologies, such as blockchain and artificial intelligence (AI), to streamline port operations, reduce congestion, and improve cargo tracking.

For maritime professionals, this means that investment in port infrastructure and digital solutions is crucial to future-proofing supply chains. As climate risks intensify, ports will also need to enhance their resilience through better infrastructure and data-driven decision-making to handle the growing complexities of global shipping.

The 2024 Review of Maritime Transport stresses the urgency of accelerating fleet renewal, strengthening international cooperation, and embracing digital innovation to build a more sustainable and resilient maritime sector. By addressing these challenges, the industry can safeguard global trade and continue to drive economic growth while reducing its environmental footprint.

2024: Looking Back

JANUARY

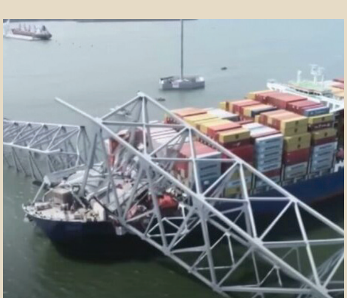
- January saw the announcement of the Gemini Cooperation container shipping alliance between Maersk and Hapag-Lloyd. The Gemini Cooperation will commence operations in February 2025 and aims to differentiate itself with a network focused on major transhipment hubs run by the terminal arms of the two partners.
- Prime Minister Narendra Modi dedicated International Ship Repair Facility (ISRF) and the world's first Stepped Dry-dock at Cochin to the Nation marking a significant milestone in the augmentation of India's Maritime capability.

FEBRUARY

- Sarbananda Sonowal, Union Minister of Ports, Shipping, and Waterways (MoPSW), inaugurated the Kalughat IWT Terminal and two community jetties in Bettiah, Bihar.
- The Union Cabinet approved the development of a new Major Port at Vadhavan near Dahanu in Maharashtra, with a total investment of ` 76,220 crores.

MARCH

- The collision between the container ship Dali and the Francis Scott Key Bridge. The Singapore-registered, Maersk-chartered box ship, lost power leaving the Port of Baltimore striking the bridge and causing its collapse with the loss of six lives of workers carrying out works on the bridge at the time. It took some four months to clear the wreckage and the disaster is now the subject of multi-billion law suits filed against owner Grace Ocean and manager Synergy Marine.



APRIL

- Trial run from Kolkata Port to Sittwe Port with an objective to provide alternative connectivity to the North East region from Kolkata port through Sittwe Port up to Paletwa in Myanmar by waterway and Paletwa to Zorinpui by road in Mizoram.
- JNPA signed a concession agreement with JSW infrastructure limited for an additional Liquid Cargo Berth on PPP basis.

MAY

- The global port congestion indicator hit the 2mTEU mark, accounting for 6.8% of the global fleet with Singapore becoming the new congestion hotspot. Berthing delays of up to seven days were reported at the world's largest transhipment hub with lines opting in some cases to drop calls.
- The long-term main contract for the development of Shahid Beheshti Port Terminal, Chabahar which has been pending for quite a few years was signed between India Port Global Limited (IPGL) and Ports and Maritime Organization (PMO) of Iran.
- UK-based North Star has roped in Cochin Shipyard for construction of a hybrid service operations vessel that will be used for a long-term charter at the offshore wind farm in East Anglia Three, off the Suffolk coast in England.
- An AP Moller-Maersk box ship caught fire off the coast of India after an explosion that claimed a seafarer's life. "The newly built container ship Maersk Frankfurt suffered an explosion that caused a fire while navigating the Arabian Sea.

JUNE

- India has announced plans to invest $1 billion for the development of Chabahar Port. Iran and India had inked a partnership deal with India Ports Global Ltd (IPGL) for equipping and operating the freight and container terminals of Shahid Beheshti Port in Chabahar.
- Visakhapatnam Port Authority has reported handling 85,81,927 metric tonnes of cargo from 221 vessels in May 2024.
- Norway based Wilson ASA has placed an order with Udupi Cochin Shipyard, a unit of Cochin Shipyard, for construction of eight 6,300 tonnes dry cargo vessels.

JULY

- First container ship 'San Fernando' arrived at the newly built semi-automated Vizhinjam International Seaport in Kerala.
- JM Baxi Ports & Logistics has reported unprecedented container volume growth across its six operational terminals – from Kandla on the west coast to two terminals at Nhava Sheva and three on the east coast including Visakha, Paradip and Haldia.

AUGUST

- Prime Minister Narendra Modi laid the foundation stone for the Vadhvan Port in Palghar District, Maharashtra. This port is set to become one of India's largest deep-water ports, with a total project cost of Rs 76,220 crore.
- Tamil Nadu to Sri Lanka ferry service resumes after successful trial run of cruise ship 'Sivaganga' from Nagapattinam to Kankesanturai in Sri Lanka. Ind Shree ferry services from Andaman has been operating the Sivaganga cruise ship.

SEPTEMBER

- Prime Minister Narendra Modi inaugurated the Tuticorin International Container Terminal, owned by J M Baxi Ports & Logistics Ltd at the VO Chidambaranar Port in Tamil Nadu.

- Minister of Ports, Shipping & Waterways, Sarbananda Sonowal inspected the progress of work at the under-construction terminal at Mormugao Port. The terminal aims to achieve the target of 1.5 million cruise tourists by 2030.

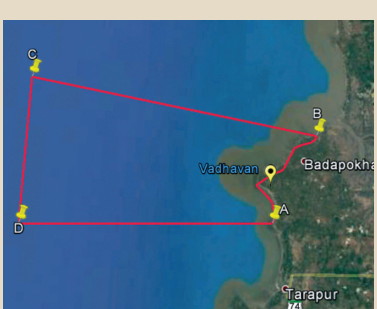
OCTOBER

- For the first time in over five decades, Pakistan and Bangladesh have opened a direct sea route between Karachi and Chittagong Ports by a joint initiative of DP World and National Logistics Corporation.
- A US East Coast port strike that had threatened supply chain chaos lasted just three days. The International Longshoremen's Association (ILA) and the United States Maritime Alliance (USMX) reached tentative agreement on wages. However, the tentative agreement covered only wages leaving till 15 January 2025 to sort out other issues including the key area of automation and semi-automation.

NOVEMBER

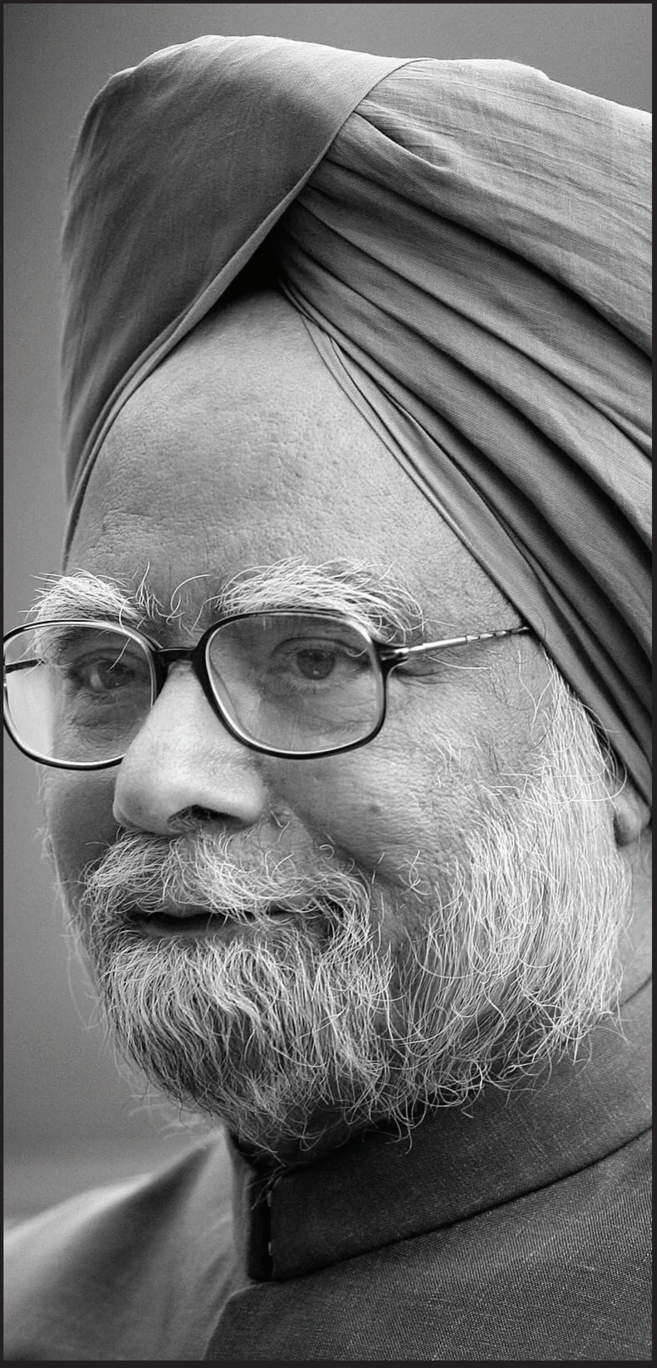
- Tuticorin container terminal launches new CI7 China-India Service VII to enhance connectivity between key ports in Southeast Asia, Far East Asia, and China, improving both import and export efficiency across regional hubs such as Coimbatore, Bangalore and parts of Kerala.
- The first edition of 'Sagarmanthan: The Great Oceans Dialogue' takes centre stage. This landmark event was South Asia's largest maritime thought leadership forum was organized by the Ministry of Ports, Shipping and Waterways (MoPSW).
- Global logistics provider CEVA Logistics completed its acquisition of Stellar Value Chain. CEVA acquired a 96% stake in the Mumbai-based warehousing and transportation specialists from an affiliate of private equity form Warburg Pincus and other shareholders.

DECEMBER



- Three pivotal bills were introduced in Parliament: the Merchant Shipping Bill, 2024, the Coastal Shipping Bill, 2024, and the Indian Ports Bill, 2024. These legislations aim to modernise regulatory frameworks, ease operational challenges, and align the industry with global standards.
- Former Prime Minister Manmohan Singh, architect of modern India's economy, passes away.
- China Merchants Port and CMA CGM have negotiated and reached formal agreements for the acquisition of a portfolio of stakes in ten port terminals to Terminal Link, the joint venture of the two companies.
- Terminal Investment Ltd Sarl (TIL) has signed a memorandum of understanding (MoU) with the Jawaharlal Nehru Port Authority (JNPA), proposing to invest Rs 20,000 crore for constructing the Vadhvan Port Project.

ARCHITECT OF INDIA'S MODERN ECONOMY



Dr Manmohan Singh's passing marks the end of an era for a leader who was instrumental in shaping modern India's economic landscape. He is widely credited with the wide-ranging reforms in 1991 that opened up India's economy, ended the so-called License-Permit Raj, and put India firmly on the path to becoming an economic powerhouse to be reckoned with on the global stage.

Dr. Manmohan Singh, during his tenure as Prime Minister of India from 2004 to 2014, significantly contributed to the development of the country's ports and shipping sector.

Sagarmala Project: Although formally launched in 2015, the conceptual groundwork for the Sagarmala project was laid during Dr. Singh's administration. The project focuses on port modernization, connectivity enhancement, port-led industrialization, and coastal community development, aiming to harness India's extensive coastline for economic growth.

Leadership of the Ministry of Shipping: Under Dr. Singh's leadership, the Ministry of Shipping, witnessed substantial growth in infrastructure and economic performance. The ministry awarded numerous projects to enhance marine infrastructure and implemented reforms to modernize operations, contributing to India's emergence as a hub for the shipbuilding industry.

While speaking at the golden jubilee celebrations of the Shipping Corporation of India he said " In the context of India's growing trade and increasing energy demand in the global energy markets, there is a need to further develop the national fleet. This accelerated pace of expansion in the shipping industry and port sector can happen through private-public partnership. A good transport infrastructure is critical for the country's growth and coastal and inland shipping needs."

These initiatives under Dr. Singh's leadership played a pivotal role in strengthening India's maritime infrastructure, boosting trade, and enhancing the efficiency of the shipping sector.

SMART PORT 5.0
DIGITALIZATION

INSPIRING NETWORKS
SURAJ INFORMATICS

- HMI-Proximity Warning and Alert System
- Remote Crane Management System, RCMS
- Traffic and Parking Management
- Fuel Management System
- Locationing Solution
- Object identification and counting
- Crowd Management,
- IT Infrastructure and Data Centre
- Design and Implementation
- Assets and Inventory Management
- Bespoke Solutions
- Mobility Solution
- Video Surveillance & Entrance Management
- Visitor Management System
- AI & IoT Platform
- Smart Ports 5.0 System
- Terminal Automation System
- Digital Twin
- Gate Operating System
- Truck OCR
- Rail OCR,
- Crane OCR
- WMS
- YMS
- Unmanned Weighbridges

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100+
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70K+
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