

**ecARGOLOG**  
**welcomes you to the**  
**9<sup>th</sup> Southern Asia**  
**Ports, Logistics and Shipping 2014**  
**India**

The biggest and the most popular Container Ports and Terminal Operations exhibition and conference in Southern Asia – the 9th Southern Asia Ports, Logistics and Shipping 2014 in Chennai is here and hosted by Chennai Port Trust. As a media partner, **ecARGOLOG** – Asia's Latest Logistics News Online, will keep you updated on the hot topics and panel discussions that the eminent participants will throw light on. The purpose of this event is to highlight issues that may be hampering Indian maritime industry's growth. The outcome of this grand exhibition and conference would guide the industry as well as the government to focus on to improve and modify policies and issues that can trigger massive growth.

Prior to the start of the conference and its various crucial discussions by senior executives of global shipping, transportation and logistics giants, **ecARGOLOG** offers in its special issue a short exclusive interview with Mr. Gurprasad Kohli, Managing Director - Wallenius Wilhelmsen Logistics (WWL). Mr. Kohli will talk about how WWL maintains its leadership position in showing safer and smarter Ro-Ro operations and breakbulk transportation.

Another teaser comes in the form of exclusive sound bites from Mr. Julian Michael Bevis, Senior Director, Group Relations, South Asia – The Maersk Group which hint at the important issues that he will take up at the event. You can hear him talk on the infrastructural challenges that carriers face at Indian ports and container terminals.

The two-day conference, on Nov 27 and 28, 2014, in this beautiful and historical maritime city in India, will have 35 global decision makers, 500 senior executive harbor masters, harbor engineers, port engineers, maintenance supervisors and procurement decision makers from more than 20 countries including shipping companies, cargo owners, importers, exporters, freight forwarders, logistics companies, container terminal operating companies among a bouquet of other similar companies. This event will provide an opportunity to all involved to study the latest global transport and logistics developments in South Asia and how these trends affect the global shipping and trade.

Before the event reaches its grand finale approximately 60 companies would have had the opportunity to exhibit their latest container handling technology and services to the delegates.

**ecARGOLOG** hopes you will truly have a memorable time at this spectacular event.

Happy reading!

Editor

## Pride of India – The Port of Chennai

### Magnificent History of Cennapatnam

According to periplus or sailing guide book of yore, say in the 1st century AD, India had a graceful yet aggressive Sopatma or Supatana meaning 'fair town' with a good port and commercial mart along the East Coast. The antiquity of Madras harbor is proved by the reference to Sopatma or Supatana. Recorded history since 1639 tells us of Francis Day and Cogan who established a trading settlement at a small fishing village called Cennapatnam.

Of the trading merchants residing there in Cennapatnam which later on became Madrasapatnam, many were Hindu merchants belonging to Komati and Chetti communities. They were the first few traders who involved themselves in coastal trading, wholesaling, brokerage, retailing and banking.

No wonder that Madras harbor which is now called The Chennai Port is the third oldest major port in the world. But back then the incoming ships had to face harsh shore conditions with strong currents and notorious surf.

of Madras Engineers in 1798 who suggested the addition of a closed harbor besides a pier. In the meantime, the informality of it remained in the form of open sandy coast till 1815. In 1857, a company, M/S Saunders and Mitchell, was formed with a capital of Rs. 4 lakhs who proposed to erect an iron screw pile pier at Madras at the expense of £ 95,000.

On December 17, 1857 the first pile of the pier was screwed down. In four years time, on December 16, 1861, the construction of the pier was finished and was opened



Madras Harbour 1832

All ships would stop two miles from the shore in the sea at a place called Madras Roads. Kattumaran or Catamarans would row in to transport goods and passengers to the shore. It is said that 90 per cent of the merchandise that was shipped from England to India was lost to the seas in the last two miles.

It was in 1769 when Warren Hastings proposed an idea for a proper port for Madarasapatnam. At his request a plan for the harbor was sent from London which was to erect a pier based on sunken caissons with piles. But it was Captain William Lennon

to public. By 1868 brisk trading and cargo handling increased to 3,04,000 tonnes valued at Rs. 3 crores and the demand increased for expansion of the harbor. Even before that could happen, the great storm on June 6, 1868 destroyed the piers. To reconstruct, William Parkes, a civil engineer was involved in 1872. Massive budget and huge amount of time were spent in the next five years when another severe cyclonic storm hit the coast and the work and the equipment was greatly hampered and damaged. It was in October 1881 when the

continued on pg 3

## We recommend, You gain!

Apart from WWL's Mr. Gurprasad Kohli and The Maersk Group's Mr. Julian Michael Bevis, here is a selection of top 10 speakers for your benefit.

**Capt. Shantanu Bhattacharya**, Head Inland Business – India South Region, APM Terminals Inland Services urges the participants to understand the role of inland services in promoting maritime trade in South Asia.

**Mr. Vishal Mathur**, General Manager – Marketing & Commercial, L&T Kattupalli Port shares his company's experience in developing Kattupalli Port into world class container terminal in South India.

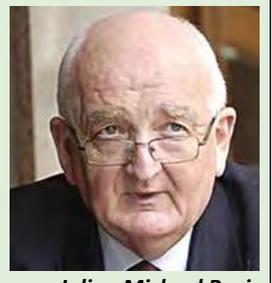
**Mr. Iswar Achanta**, MD, Portman India guides the participants about how to address public-private partnership challenges in Indian Ports.

**Mr. Ennarasu Karnunesan**, CEO & Director, DP World Chennai shares his views on how Indian ports compare to the global port operations standards.

**Mr. Vijay Kalantri**, CMD, Dighi Port Limited will discuss port-led economic growth and the wider perspective.



Guruprasad Kohli



Julian Michael Bevis



Vishal Mathur



Iswar Achanta



Vijay Kalantri



Berte Simons

**Ms. Berte Simons**, Director – Business Unit, South East Asia, Royal HaskoningDHV will share her company's views on resource development in driving port development projects in South East Asia.

**Mr. Devdatta Bose**, Group Sector Head – Ports & Harbours, Tata Consulting Engineers, will talk about mega capital dredging in South East Asia.

**Mr. Gautam Bhatikar**, Partner – ALMT Legal Advocates & Solicitors will share his views on liabilities of port and container terminal operators.

**Mr. Aashish Agarwal**, Director – Global Client Services, Control Risks, will discuss maritime security, predictive analysis, risk assessment and security plans.

**Mr. Suren Vakil** of BMT Consultants will highlight the causes and solutions w.r.t delays in port projects.

# DP World - Bringing a sea change

From being a local port operator, Dubai DP World has grown to being a global player today. This impressive journey started in 1972 in Dubai at Port Rashid. Soon DP World opened Jebel Ali port in 1979 and by 1991 the operations at both the ports were merged to create Dubai Ports Authority. In 1999 Dubai Ports International FZE was created to open facilities in Jeddah, Saudi Arabia. Then Doraleh in Djibouti was opened in 2000, Visakhapatnam in India in 2002, Constanta in Romania in 2003 and again in India at Cochin in 2004. The steady expansion has given the port operator a world footing.

Major acquisitions happened in 2005 and 2006 when DP World got CSX World Terminals and The Peninsular & Oriental Steam Navigation Company, respectively. The move helped the company strengthen their market hold in Asia, Australia, Americas, Europe and Africa.



**Ennarasu Karunesan,**  
CEO, DP world

A major leap forward came to DP World when it was listed in NASDAQ Dubai in 2007 and with London Stock Exchange in 2011.

DP World has been making waves in recent news whether for its port cooperation agreement with Qingdao port or for its decision to buy Economic Zones World for US \$ 2.6 billion or for proving to the



Port Terminal

world that its Jebel Ali Port is the best in the world handling an average of 138 moves per vessel per hour.

While the port cooperation agreement between Qingdao port and DP World reinforces their mutual focus point which is enhanced dialogue, green port initiatives and stimulating business growth, DP World's decision to buy Economic Zones World from Port and Free Zone World including the assumption of net debt of US \$ 859 million, further strengthens and emphasizes

DP World's strategic location and role of a game-changer in the industry in future. The free zone is an integral part of DP World's supply chain logistics serving its global clients. The acquisition, when it comes through, will offer DP World a bouquet of benefits, some of which are:

1. Becoming leading integrated port and free zone in the Middle East
2. Enabling it to control and optimize investment levels at Jebel Ali Free Zone
3. Reaping steady and recurring revenues

4. Developing Dubai as a trading and logistics hub
5. Benefitting DP World's shareholders with handsome financial returns

A high-powered meeting 'Extraordinary General Meeting' is scheduled to be held on December 18, 2014 at DP World Wheelhouse, Jebel Ali Port to be able to pass proposed resolutions.

DP World's Jebel Ali port beat more than 480 ports worldwide to secure the most coveted rank of Number One in Port

Productivity Report from the US-based Journal of Commerce. Besides recording an average of 138 moves per vessel per hour – the highest among all the competitors – Jebel Ali Port also topped the list for handling ships with more than 8000 TEU capacity with an impressive 163 MPH (moves per hour). Even more formidable it will become when DP World becomes fully operational in the span of one year when it plans to add a further 2 million TEU to bring up its capacity to handle 10 mega vessels of 18, 000 TEU. Currently, its total capacity

is 17 million TEU growing steadily at a rate of 12.6% annually.

## DP World at your fingertips

- 65 Marine terminals in 6 continents
- Handled 55 million TEU in 2013
- Aiming to raise the bar to 100 million TEU by 2020
- A strong team of 30,000 employees in total
- Voted 'Best Seaport in the Middle East' for 20 consecutive years

## Balanced Scorecard Framework – DP World's global strategy

Introduced in 2013, Balanced Scorecard Framework (BSF) involves Strategic Priorities and Strategic Pillars.

The main purpose of BSF is to create a sustainable future by providing measurable guidance and targets for medium and long term and uses KPIs (key performance indicators) to measure the implementation of the strategy across their company.

The Strategic Pillars comprise objectives that can be applied across all the units of DP World to create sustainable business model, develop robust risk and compliance processes.

The four Strategic Priorities comprise

1. Financial
2. Customer
3. People & Learning
4. Internal & Operational

## 9<sup>th</sup> Southern Asia Ports, Logistics and Shipping 2014 India

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<p><b>KEY SPEAKERS.... PLUS MANY MORE!</b></p> <ol style="list-style-type: none"> <li>1. <b>Neeraj Bansal</b> IRS, Deputy Chairman, Jawaharlal Nehru Port Trust (JNPT), India</li> <li>2. <b>Barto Simons</b> Director of Business Unit – South East Asia, Royal HaskoningDHV, Indonesia</li> <li>3. <b>Ennarasu Karunesan</b> Chief Executive Officer &amp; Director, DP World Chennai, India</li> <li>4. <b>Aushish Agarwal</b> Director, Global Client Services, Control Risks, India</li> <li>5. <b>Srinath Manida</b> Program Manager - Transportation &amp; Logistics Practice, Middle East, North Africa &amp; South Asia, India, Frost &amp; Sullivan, India</li> <li>6. <b>Narasimha Rao</b> Head of Shipping Vertical, CMC Limited, India</li> <li>7. <b>Devdatta Basa</b> Group Sector Head – Ports and Harbours, TATA Consulting Engineers Limited, India</li> <li>8. <b>Cappi Shantana Bhattacharya</b> Head Inland Business – India, South Region, APM Terminals Inland Services, India</li> </ol>	<p><b>HIGHLIGHTED TOPICS</b></p> <ul style="list-style-type: none"> <li>• Southern Asia's Economic and Maritime Trade Outlook – Strategies and Imperatives</li> <li>• Maritime agenda for Southern Asia's ports: 2015 and beyond</li> <li>• Furthering Maritime Connectivity in the Southern Asia Region</li> <li>• Outlook on container activities in the Southern Asia region and the impact on ports activities</li> <li>• Seaports and Intermodal Connectivity in India – Prospects and Impacts for the Southern Asia Region</li> <li>• Global trade patterns in Asia and the impacts on India's freight forwarding industry</li> <li>• Increasing Efficiency of Ports and Terminals in Southern Asia with Cutting Edge Technology &amp; Solutions</li> <li>• Corridor management, gate automation and intermodal optimisation in Indian ports</li> <li>• New Ports Development in the India &amp; Southern Asia Region</li> <li>• Latest and upcoming maritime infrastructure development in India and Southern Asia region</li> <li>• Enabling Container Ports Development &amp; Cooperation in the Southern Asia</li> <li>• Benchmarking the global ports performance – State of Indian ports</li> </ul>
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## Chennai Port Site visit by the Delegates of Transport Events on 26th November 2014



# “Resolve port pricing,” says Bevis, Sr. Dir, South Asia – The Maersk Group

It's a giant with the gentle touch. The Maersk Group, the largest in India, does not like to leave out even a single opportunity to let its voice heard. The aim of the container shipping global giant's presence at the 9th Southern Asia Ports, Logistics and Shipping 2014 event in Chennai, India hosted by Chennai Port Trust is to primarily raise concerns about port tariffs.

Julian Michael Bevis, Senior Director, Group Relations, South Asia – The Maersk Group, tells **Sarada Vishnubhatla** of **ECARGOLOG** magazine that, “The conference provides a good opportunity to discuss with industry and government representatives about one of the main areas of concern which is port pricing and the role of the TAMP.”



**Julian Bevis, Sr Director, Group Relations, South Asia - The Maersk Group**

Indian shipping industry has tariff-setting as a major issue on its hands what with the unease created by the obvious disparity between the private terminals

which are governed by their own guidelines and the government owned



Maersk Line ship transporting container cargo

terminals facing tariff control. The new TAMP (Tariff Authority for Major Ports) guidelines, in a draft, focuses on efficiency standards but not complete deregulation

of port tariff. The Maersk Group's Bevis says, “The Group sees India as having a great potential for many of our businesses and we will continue to track

developments with interest.” In August 2014 the new rate regime was announced which said that the TAMP will first notify a port-wise reference or

ceiling rate for various commodities which will naturally be the highest existing rate based on the 2008 guidelines for handling a particular item at a port.

continued from pg 1

## Pride of India – The Port of Chennai.....

new North and South Piers were completed. This was considered as the beginning of the modern Madras harbor.

### The Port of Chennai

By late 1920s, the Chennai port was equipped with four-berthed dock in the West Quays, one each in the East and South Quays besides transit sheds, warehouses to facilitate cargo from land to sea and the other way round. In the 1940s, additional berths were added at

### The best of Chennai Port:

1. ISPS compliant port
2. 24 deep drafted berths
3. An all weather port
4. 24x7 operations
5. Established the Marine Pollution Management to ensure Protection for Marine Life – an India first
6. Excellent rail and road connectivity
7. Conducts Port Users Meeting periodically to maintain customer satisfaction



Chennai port - Now

South Quay. By 1964, Jawahar dock could berth six vessels to handle Dry Bulk cargo.

Gradually, the Chennai Port developed separate docks to handle petroleum and iron ore. Till date, the Chennai Port is one of three facilities in India that offers mechanized handling of iron ore.

The Chennai Port is one of the major ports around the world to have a Terminal Shunting Yard. They also run their railway operations on the East Coast inside the harbor measuring up to 68 kms of railway line.

8. Single window clearance system on the premises with Export Documentation Center housing Customs, Chennai Clearing and Forwarding, Dock Labour Board
9. Gives 100 per cent waiver of heavy lift charges on export of raw granite blocks
10. On board is Export Promotion Cell Officer who coordinates with exporters for redressal of grievances
11. Availability of Priority Berthing for export oriented vessels.



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# Following their Factory-to-Dealer concept to the 'T'



With 16,000 employees and operations in 73 nations, this Norwegian maritime giant hopes to promote its Factory-to-Dealer concept and short sea shipping for EXIM cargo. Founded in the 1861, Wilh. Wilhelmsen Holding ASA (WWH) offers standardized sea transportation and integrated logistics solutions for its global car and ro-ro customers. Their focus is to maintain their position as the world's leading operator in this niche.

**Sarada Vishnubhatla** of **ECARGOLOG** has an exclusive interview with Mr. Gurprasad Kohli, MD – Wilhelmsen India.

**Q: The upcoming event '9th Southern Asia Ports, Logistics and Shipping 2014' boasts of great business opportunities among many other possible tie-ups and synergies. What does your company hope to get out of it? How exactly will it help your business development?**

**A:** We have two purposes in attending this seminar. To make known our views on short sea shipping that connects Indian ports and sea ports for both coastal and export/import cargo. We believe in a Factory-to-Dealer concept, that encompasses giving our customers a complete

solution that includes ocean, land transportation and terminal services. For several reasons, there are cost, customs and import duty regulations that restrict this trade and we hope to build consensus around our view that a voyage between SAARC and India should be considered a coastal voyage and tariffs imposed should be reduced.

We want to promote our company as a leading provider of Factory-to-Dealer logistics solutions.

**Q: Wilhelmsen is already a giant in maritime services, shipping and logistics. What more do you want to achieve?**

**A:** We do not have an Ocean or a Terminal service out of India. Our ambition is to build such services out of East and



**Gurprasad Kohli, MD - W&W**

West coast over next 5 years on the back of manufacturing growth in India.

**Q: Could you describe a few challenges that you face in the Indian context? And, are you looking to resolving them in this event?**

**A:** Our challenge on the ocean side has been to get consistent cargo levels for export. This event will help us to promote our product which should allow us to build volumes in the future.

## 180 Shipping and logistics graduates

Caribbean Maritime Institute (CMI) witnessed a high point in its history when 180 students graduated with degrees and diplomas in a range of areas of shipping and logistics recently at their 33rd Annual Graduation Ceremony. The students finished studies in supply chain management in cruise shipping, marine tourism, international

shipping and logistics, security administration and management besides nautical science. The Institute has signed collaborations with various maritime universities around the world for the benefit of its students, for instance, The Chartered Institute of Logistics and Transport (UK) will provide accreditation for all CMI

bachelors and masters degrees, the PetroCaribe Fund will help build a multi-million dollar facility for mechatronics, robotics and hydraulics training for its students. The upcoming audit in December 2014 will put the Institute on par with the internationally renowned Cranfield and Liverpool Universities of UK.

## Logue of FedEx Freight to retire soon

End of December 2014 will see William Logue retire as President and CEO of FedEx Freight, a subsidiary of FedEx Corporation. Due to his failing health, Logue plans to exit making way for Micheal Ducker, currently the COO of FedEx Express. Logue is known for pushing FedEx Freight to the top position in the US



in the Less-Than-Truckload market. FedEx Freight serves Mexico, Puerto Rico and the US Virgin Islands.

## India Equity Partners in ColdEX Logistics to exit

Having invested \$10 million in ColdEX Logistics in December 2010, India Equity Partners are now looking to exit. The Gwalior-based food cargo supply chain service provider ColdEX Logistics is working towards raising Rs. 300-500 crores to buy out the minor yet significant stake with India Equity Partners. In the next 3-6 months, the funds are expected to be generated. Currently, ColdEX is



recording a revenue to the tune of Rs. 200 crore and aims to grow at the rate of 35 per cent. Their clientele includes Burger King, Starbucks and Yum!

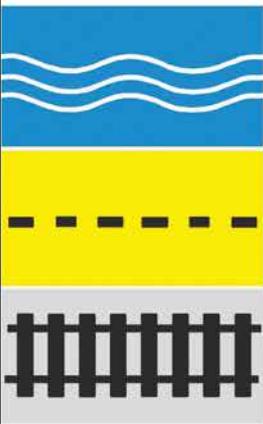
## Port of the Year award winner - Abu Dhabi Ports Company

The winner of the prestigious Maritime Standard Award for 2014 was Abu Dhabi Ports Company (ADPC) for delivering port services and servicing their partners and stakeholders. ADPC is also shortlisted in three categories – the awards for Maritime Services, Port Operator and Training - at the forthcoming Lloyd's List Middle East and Indian Subcontinent Awards. ADPC runs several ports in the Middle East.

## SMM 2014 – giving a Green solution

Come 2015 and global shipping industry will have to gear up towards making their ships environmental friendly. Of the major changes that they have to adhere to, one is using fuel with less than 0.1 per cent of sulphur content within Emission Control Areas (ECAs) namely, in the Baltic and North Seas and along the North American coasts. The SMM 2014, scheduled to be organised in Hamburg, Germany, will dedicate one whole day to 'Setting the Green Course' conference to analyse trends in efficiency improvement and environmental protection

pushed by the Global Maritime Environmental Congress (GMEC). By 2016, ships have to contain their nitrogen oxide emissions to less than 25 per cent of the current value and by 2020, all HFO will be banned. With this, more than 60, 000 ships are expected to be changing over to other fuels or similar alternatives. Already, shipping companies have begun retrofitting their vessels for LNG. Sanmar, the Turkish shipyard, is currently busy building the world's first tugboats propelled by LNG engines, order placed by a Norwegian company.



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# 24x7, 360° logistics company - Namakkal Transport Carriers

Namakkal Transport Carriers Private Limited (NTCPL) is a name to reckon with in offering end-to-end solutions to its clients, be it in logistics or warehousing. Established in 1997, this 17-year-old teenage company has a huge presence not only in India, owing to its far-reaching services, but abroad also due to its partnerships. NTCPL was born to take care of the need of specialty vehicles to transport over dimensional consignments (ODC). Today, it is a multi-crore business group and is now engaged in providing heavy duty crane services to load and unload ODC and other relevant cargo on-site and off-site, making it a 3600 logistics company. NTCPL provides services of custom-made mechanical trailers, modular hydraulic axles, trucks, LCVs and standardized trailers of which they own 60 per cent of the fleet. NTCPL offers multi-clearance single window for smooth transport of cargo including air and sea freight forwarding, customs clearance, central warehousing and distribution centers. Its sister concern, Sreevari Engineers Private Limited (SEPL) manufactures trailer beds from 20'-140' in length at their Chennai based trailer fabrication units. Here is an exclusive interview with Mr. Chandra Mohan, MD - NTCPL

**Q: The upcoming event 9th Southern Asia Ports, Logistics and Shipping 2014 boasts of great business opportunities among many other possible tie-ups and synergies. What does NTC hope to get out of it? How exactly will it help your business development?**

**A:** The upcoming event will help NTC Logistics to get an overview of the plans for infrastructure and business

development in the ports and shipping industry. NTC Logistics will not only be able to showcase its strengths and services in order to promote business prospects but also will put it in touch with potential business partners and stakeholders in the industry. It will be a great opportunity to know the current trends and the requirements of the industry.



Mr. Chandra Mohan, MD - NTCPL

**Q: NTC's vision is to become the Leading Logistics Provider by 2014. In this context, how far**

**have you reached? How are you planning to go beyond your vision?**

**A:** As one of the largest fleet owners in the country, NTC Logistics is already established in the road transportation sector. NTC is one of the India's leading and most reliable ODC service providers. We have also made forays into freight forwarding, chartering and warehousing besides making several

partnerships with various stakeholders across the globe. We believe that this will help NTC to go beyond its vision and position itself as a one-stop-shop solution offering door-to-door logistics services to our clients.

**Q: Could you describe a few challenges that you face in the Indian context? And, are you looking to resolving them in this event?**

**A:** In the road transportation space, movement of special cargo has country specific challenges and we do hope that we would get an opportunity to discuss, understand and take steps to resolve these.

Another challenge comes in the form of identifying the right partners in the face of tremendous increase in the number of players.



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Toyota Innis 1.5	2	Without Panther	16.85	21.4%
Perodua Myvi 1.3	3	Without Panther	12.90	20.3%
Meru C200 2.0	11	Without Panther	12.84	22%
Meru CLK 2.0	5	Without Panther	11.11	18.6%
Maruti 2.3 sports	1	Without Panther	12.2	9.4%
Perodua Alia 1.5	18 days	Without Panther	17.24	22%

\*Fuel saving percentage varies according to the vehicle's model and condition, as well as road and weather conditions.

**The Inventor**



**H. Uto, Engineer**

Background

Setup and maintain the communication network system for high-altitude surface-to-air missile (Sakigake) guidance system for the Communication Squadron of Japan Air Self-Defense Force (JASDF). He is also a factory automation designer, lecturer and consultant for automotive manufacturers.

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## DHL Supply Chain's growth plans worth £173 million



Latest commitment of £90 million coupled with £83 million in 2013, DHL Supply Chain has in total committed £173 million into logistics infrastructure in China. The move will strengthen the company's growth

path in Asia Pacific with China as its key driver. The company will establish six state-of-the-art logistics facilities in China to be completed by 2020 besides expanding its warehouse facilities and transport

capacities by 50 per cent in the next three years. Recently DHL Supply Chain opened a 54,000 sq. m. center which will help them offer multi-user cross-docking to minimize China's dependency on warehousing.

## Thailand – the new gateway to Hitachi's ASEAN



The Japanese multinational conglomerate, Hitachi, is all set to make Thailand its gateway to develop logistics and supply chain networks to reach out

to the Greater Mekong sub-region and into Laos, Myanmar and Cambodia. It will be an ideal route for Hitachi to transport parts and components to these countries. In the

recently held 'Hitachi Innovation Forum' in Singapore, the company heads revealed that Thailand promises a great opportunity in power transmission & distribution systems besides railways apart from their existing core business expansion in elevators and escalators. The Japanese conglomerate has recognized Indonesia, Malaysia, Vietnam, and Philippines to expand its business mainly in infrastructure, information & telecommunications technology, electricity, railways, automotive parts and home appliances.

## Direct freight train from Xiamen to Hamburg

This new freight train will reach Hamburg from Xiamen in half the time it has taken till date at 80 per cent reduced need of capital compared to air cargo. The new route was signed at the recently concluded '2014 China Cross-straits Logistics Week'. The memorandum was signed between the Nanchang Railway Administration and Trans-China Logistics Co. Ltd. The move was hailed as a key response to their 'One Zone & One Route' policy which is short for 'Silk Route Economy Zone' and '21st Century Maritime Silk Route'.

## Port of the Year award winner - Abu Dhabi Ports Company



The winner of the prestigious Maritime Standard Award for 2014 was Abu Dhabi Ports Company (ADPC) for delivering port services and servicing their partners and stakeholders. ADPC is also shortlisted

in three categories – the awards for Maritime Services, Port Operator and Training - at the forthcoming Lloyd's List Middle East and Indian Subcontinent Awards. ADPC runs several ports in the Middle East.

## 300% rise in ship traffic, raising pollution levels



The busiest shipping lanes have gotten even busier now than in 1992. Ship traffic increased 300 per cent in the last 20 years. The more the ships ply, the more is dumping of oil, fuel and waste into the world's oceans. An increase of 50 per cent in nitrogen dioxide – a common air pollutant – has been recorded in the Sri Lanka-Sumatra-China water ways in the last 20 years. Ship

traffic grew drastically in the year 2011 at the rate of 10 per cent increase per year. The traffic had gone up in all oceans except off the Somalian coast where commercial traffic was completely stopped since 2006 following increased pirate attacks. The findings were the result of a research based on satellite data which studied and calculated ship traffic around the globe.

## Growth in South Asian markets keep Menlo Logistics hooked

Having bagged 27 new projects in the South Asian region, mainly in Singapore, Malaysia and Thailand, Menlo Logistics is hooked on to invest more enabling them to expand and offer health care, oil, gas, automotive and industrial logistics solutions to their South East Asian customers. The Californian company has recently invested in state-of-the-art facilities such as in Benoi Sector in Singapore, in Shah Alam, Kuala Lumpur, Malaysia and a multi-client warehouse in Lakrabang, Thailand. In total, the three new sites have added close to 70,000 sq.m of warehousing space under Menlo Logistics. Menlo Logistics offers dedicated contract logistics to warehouse and distribution management, transportation management, and supply chain engineering.

## Merger puts Hapag-Lloyd on top

The German shipping giant is all set to become world's fourth largest container shipping company when it absorbs the Chilean company Compañía Sud Americana de Vapores (CSAV) – the largest in Latin America. Pending approvals, the merger is almost a reality and the merged giant will be worth 200 vessels providing an annual transport volume of 7.5 million TEU with a combined turnover of approximately EUR 9 billion.

## Slimstock lauded for crisis management work



Slimstock won the Logistics Business IT Award 2014 for planning and forecasting software category. The software logistics specialist helped IM Parts, the official distributor of Subaru,

Isuzu and Daihatsu brands in UK by creating recovery plan after the latter's cargo ship sank in Indian Ocean with auto parts in 2013. Slimstock had shortly started working with

the Coleshill-based IM Parts and managed to trouble-shoot for them from stock issues rising from the disaster which had the potential to run into high emergency air freight costs.

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## Now DHL Global Mail is DHL eCommerce

Logistics and transportation giant the world over, DHL has re-christened DHL Global Mail to DHL eCommerce in an aim to provide new solutions in e-commerce to its customers from different fields like fashion, electronics, media and pharma. The new focus will impact their entire supply chain positively by servicing domestic



and international B2C the organization. The re-shipping, according to branding will not only

address challenges in the supply chain. With an expected 40 per cent rise in e-commerce business in developed countries and the same by 30 per cent in developing countries by the year 2025, DHL is focused on their motto "Strategy 2020: Focus, Connect, Grow". The Group's generated revenue touched more than 55 billion Euros in 2013.

## Dubai to host Maritime Summit in early 2015

Mare Forum, along with Drydocks World and Maritime World, will host the '2nd Global Leaders Maritime Summit' in Dubai in January 2015. With the blessings of His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, the Crown Prince of Dubai, the summit will attract regional and international marine and maritime companies,

and industries such as commodities, yachting, energy, banking and services. The aim of this summit is to emphasise the importance of Dubai as the strategic key player in the growth of maritime and shipping sector in Dubai and how it can benefit the world in reaching out across the borders. This will also help establish Dubai as a global maritime center.

## Inviting more women employees at DP World's UK ports

Those women interested in applying for jobs at Dubai-based DP World's London Gateway deep-sea container hub in UK may get to operate high-tech cranes and vehicles to move goods from ship to shore at DP World's new international container terminal in South Essex. The superport has 50 jobs to fill currently at its South Essex base and anticipates about 12,000 employees when fully developed with double the number indirect jobs getting created.

## 2-day Power Logistics Asia 2014 in Singapore 18-19 Nov 2014

Come mid-November and Singapore will host Power Logistics Asia 2014 on 18th and 19th. This logistics event will bring together professionals from transport and lifting sectors with expertise in a variety of industries such as power, mining, energy, oil, gas and heavy engineering to name a few. Considered a major regional logistics hub Singapore serves as crucial trans-shipment center for Southeast Asia, the Indian subcontinent, the Middle and Far East and Australia for oil, gas, maritime and offshore supply industry. Many panel discussions are scheduled for the participants to interact with experts answering current crucial issues that impact project logistics across various industries.



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