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MONTHLY UPDATE – JANUARY 2024

# CONTAINER



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STATISTICS & GRAPHS

# PORT ANALYSIS

## CONTAINER THROUGHPUT (IN TEUS)

TERMINAL	DEC'23	NOV'23
Adani CMA Mundra Terminal (ACMTPL)	119500	97449
Adani Ennore Container Terminal (AECTPL)	54881	65658
Adani Hazira Container Terminal (AHCT)	64822	57233
Adani International Container Terminal (AICTPL)	271912	300451
Adani Kattupalli Port Private Limited (AKPPL)	54267	52344
Adani Mundra Container Terminal (AMCT)	95596	77991
APM Terminal Mumbai (APMT) (GTI)	153037	155704
Bharat Mumbai Container Terminal (BMCTPL)	178872	141204
Chennai Container Terminal (CCTL)	58785	68040
Chennai International Terminals Pvt Ltd (CITPL)	59817	61805
Dakshin Bharat Gateway Terminal (DBGT)	43347	44579
Haldia	10385	5819
International Container Transshipment Terminal, Kochi (ICTT)	62886	59695
JNPT	0	0
KAKINADA CONTAINER TERMINAL (KCTPL)	2042	2522
KANDLA (KICT)	41195	33432
Bharat Kolkata Container Terminals Private Limited (BKCT)	52552	59832
KOLKATA PORT DOCK (KPD)	539	468
NCT - Krishnapatnam (AKPCT)	5206	9109
Mumbai International Cargo Terminal (MICT)	114161	115950
Nhava Sheva International Container Terminal (NSICT)	94079	83923
Nhava Sheva India Gateway Terminal (NSIGT)	93360	90558
Pipavav	68734	66081
Tuticorin Container Terminal (TCT)	7275	12680
Visakha Container Terminal Pvt. Ltd. (VCTPL)	48192	46858
JSW Mangalore	16015	14480
T2 Mumbai	45270	42944
Paradip	1512	591



## KEY HIGHLIGHTS

- **Red Sea crisis hit India's trade : Container Shipping line MSC and CMA CGM suspend key routes**
- **Krishnapatnam port to shift container terminal ops**
- **Hapag Lloyd hikes dry cargo rates from Canada to India and Middle East.**
- **APM Terminals signs MoU with JNPA for container terminal at Vadhavan.**

## Red Sea crisis hit India's trade : Container Shipping line MSC and CMA CGM suspend key routes

- The article highlights that the world's largest container shipping line, Mediterranean Shipping Company S.A (MSC), and French carrier CMA CGM have suspended services from India to the U.S. and the Mediterranean due to longer detours caused by attacks from Houthi militants in the Red Sea. This has impacted reliability and necessitated a realignment in services, with vessels rerouting via the Cape of Good Hope, resulting in increased transit times and fuel usage.
- The article mentions a significant increase in freight rates since December, attributed to Iran-backed Houthi rebels attacking commercial ships in the Red Sea. Rerouting vessels via the Cape of Good Hope has led to additional costs, including longer transit times ranging from 7-8 days to Europe and 10-13 days to the U.S., prompting carriers like MSC to announce general rate increases and surcharges to offset these extra expenses. Container shipping rates have reportedly "more than doubled" since the Red Sea attacks.
- The Red Sea crisis adds to existing challenges in the container shipping industry, which faced disruptions and rate collapses due to the pandemic. The overcapacity in the industry, resulting from record orders for new ships funded by pandemic profits, is compounded by service suspensions and blank sailings. This situation is expected to impact India's exporters, particularly during the pre-Chinese New Year rush and the upcoming pre-Ramadan rush in March. The increased demand is likely to put pressure on East-West trade routes, affecting cargo capacity and asset distribution.

**Source: India Shipping News**

## Krishnapatnam port to shift container terminal ops

- Operations at Adani-owned Krishnapatnam port are set to move to Kattupalli and Ennore ports in Tamil Nadu, with necessary approvals received from the Union government. The last container vessel is expected on January 24, signaling the conclusion of container terminal operations at Krishnapatnam.
- The decision sparks worries about economic repercussions and job losses. TDP's Somireddy Chandramohan Reddy expresses concern over potential economic losses to the state and job cuts, with over 10,000 people employed directly or indirectly. The state government's annual tax revenue of approximately 1,000 crores could be impacted, along with potential increased operational expenses for industries in the Special Economic Zone (SEZ).
- TDP strongly opposes the decision and criticizes the state government for not addressing the issue with the Union government. Somireddy highlights the broader impact on livelihoods and port-based industries around Krishnapatnam. TDP announces plans for protests and agitations, indicating potential social and political unrest over the container terminal shift.

**Source: Times Of India**

## Hapag Lloyd hikes dry cargo rates from Canada to India and Middle East.

- Hapag Lloyd has announced a general rate increase (GRI) from Canada West Coast to Middle East and the Indian subcontinent for dry cargo transported in 20TEU and 40 TEU containers, beginning 1 February. The new reference rate for such cargo originating from Vancouver, Canada to be offloaded at ports in India, Bangladesh, Pakistan, Sri Lanka, UAE, Qatar, Bahrain, Oman, Kuwait, Saudi Arabia, Jordan, and Iraq, will be \$150 per TEU, the company stated.
- This GRI will be applicable to all containers gated in full from 1 February 2024, and will be valid until further notice, the shipping company stated.. Hapag-Lloyd also said it will continue to route its vessels around the Cape of Good Hope until further notice due to Houthi attacks on vessels in the Red Sea. The announcement comes soon after the shipping company announced that it was introducing land corridors through Saudi Arabia to mitigate the impact on its business. "We continue to monitor and review the situation constantly. As soon as the situation changes, and it is safe again, we will route our vessels through Red Sea and Suez Canal," it said.
- In an earlier statement on its website, the company said it would offer land connections from Jebel Ali, Dammam and Jubail to its ocean shuttle service out of Jeddah. "Our aim is to provide(customers) with a convenient contingency solution to overcome this unexpected closure until the situation in the Red Sea has been normalised," it said. The company considers at regular intervals whether normal shipping through the Suez Canal can be restored, it said, adding that it connects 55 ports and 53 inland terminals in the Middle East region. "As we continue to address the impact of the Suez Canal situation, we are introducing land service corridors from Jebel Ali, Dammam, and Jubail to Jeddah. This will enable the connection with our ocean shuttle service out of Jeddah. While this is not the optimal solution in terms of capacity, it will offer another option to the current transit times, especially where alternative routings become excessively long," the company stated.

*Source: India Shipping News*

## APM Terminals signs MoU with JNPA for container terminal at Vadhavan.

- To be developed at a cost of ₹76,220 crore, the port will have a capacity to handle annual cargo of 23 million TEUs. APM Terminals signed a Memorandum of Understanding (MoU) with Jawaharlal Nehru Port Authority (JNPA) for developing a new container terminal at the proposed mega port project at Vadhavan in Maharashtra. The MoU aims at initiating willingness and co-operation for development of the upcoming Vadhavan Port. Located on the west coast at about 150 km north of Mumbai, Vadhavan Port is expected to be an ambitious and important port project undertaken by the Government of India. It has a natural draft of about 20 metres and will have easy connections to the National Highway Road network and the Dedicated Freight Corridor (DFC) rail network, an official release said here on Friday. The project is being implemented through an SPV between JNPA and Maharashtra Maritime Board, which will develop and construct the primary infrastructure. APM Terminals currently operates two important infrastructures in India located at Pipavav and Nhava Sheva. The signing of MoU took place on the sidelines of Vibrant Gujarat Global Summit 2024 in the presence of Union Minister of Ports, Shipping & Waterways and AAYUSH, Sarbananda Sonowal, and Global Chief Executive Officer of APM Terminals, Keith Svendsen.

### **Significant investments**

- Jonathan Goldner, Regional Managing Director APM Terminals Asia Middle East, said, "In recent years, APM Terminals has made significant investments at both the existing facilities in India and delivering world class services. We are excited to partner with JNPA in exploring opportunities to develop the project at Vadhavan. We believe that the location of Vadhavan combined with our ability to build and operate leading ports in the world, creates an attractive opportunity to support the growth of the local manufacturers, exporters, importers, and the regional economy in general. The investment will enable in driving the local economy by creating job opportunities for the locals." The proposed Vadhavan port is a top priority project for the Government. To be developed at a cost of ₹76,220 crore, the port will have a capacity to handle annual cargo of 23 million TEUs/ 254 million tonnes. The port, with a natural draft of 20 meters, will be able to cater to the larger container vessels of 20,000 TEUs. The project once completed will be one of the 10 largest ports globally and will act as a green fuel hub, the release added.

**Source: The Hindu Business Line**





## OTHER REPORTS FOR JANUARY 2024

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