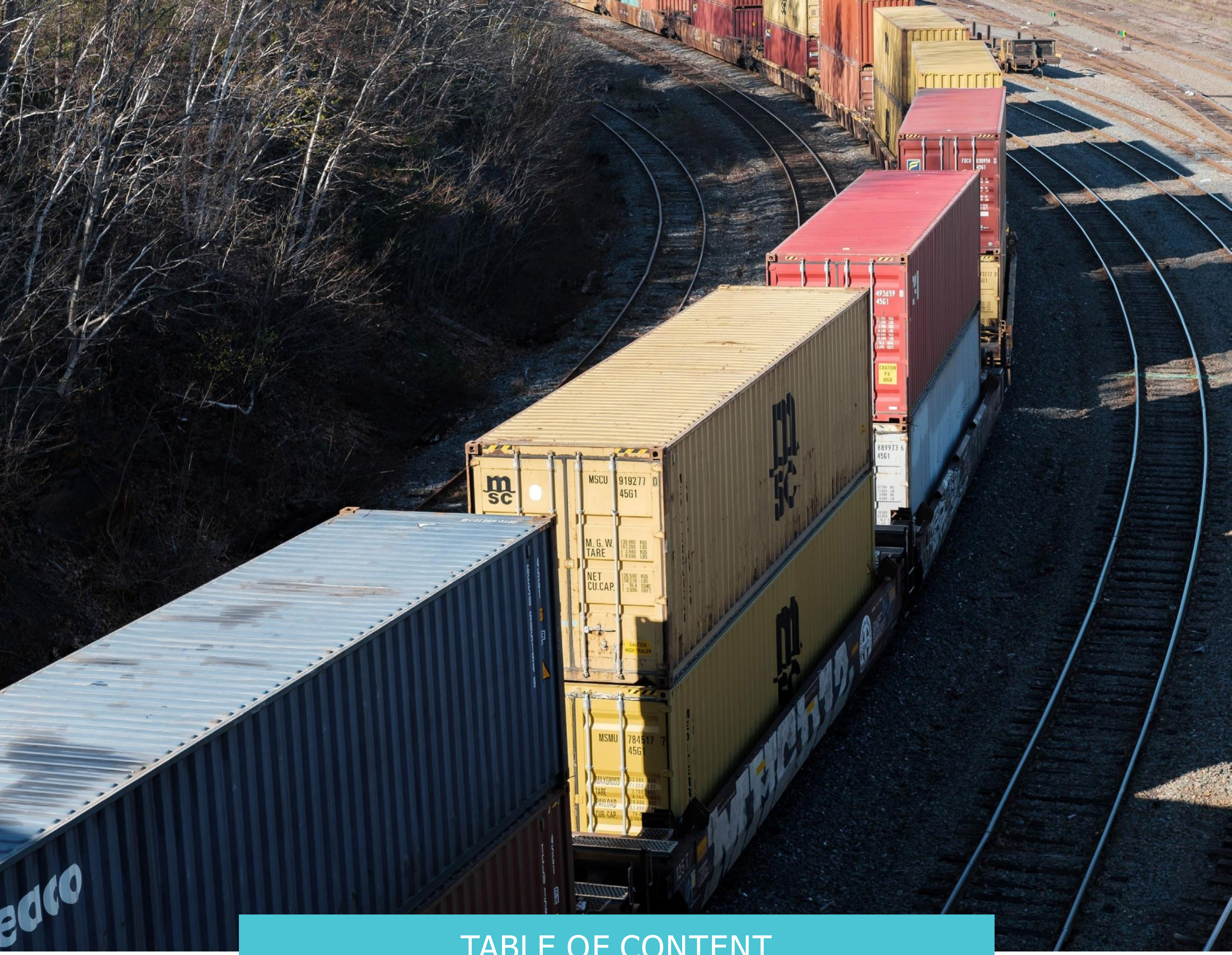
MONTHLY UPDATE – MAY 2024

CONTAINER



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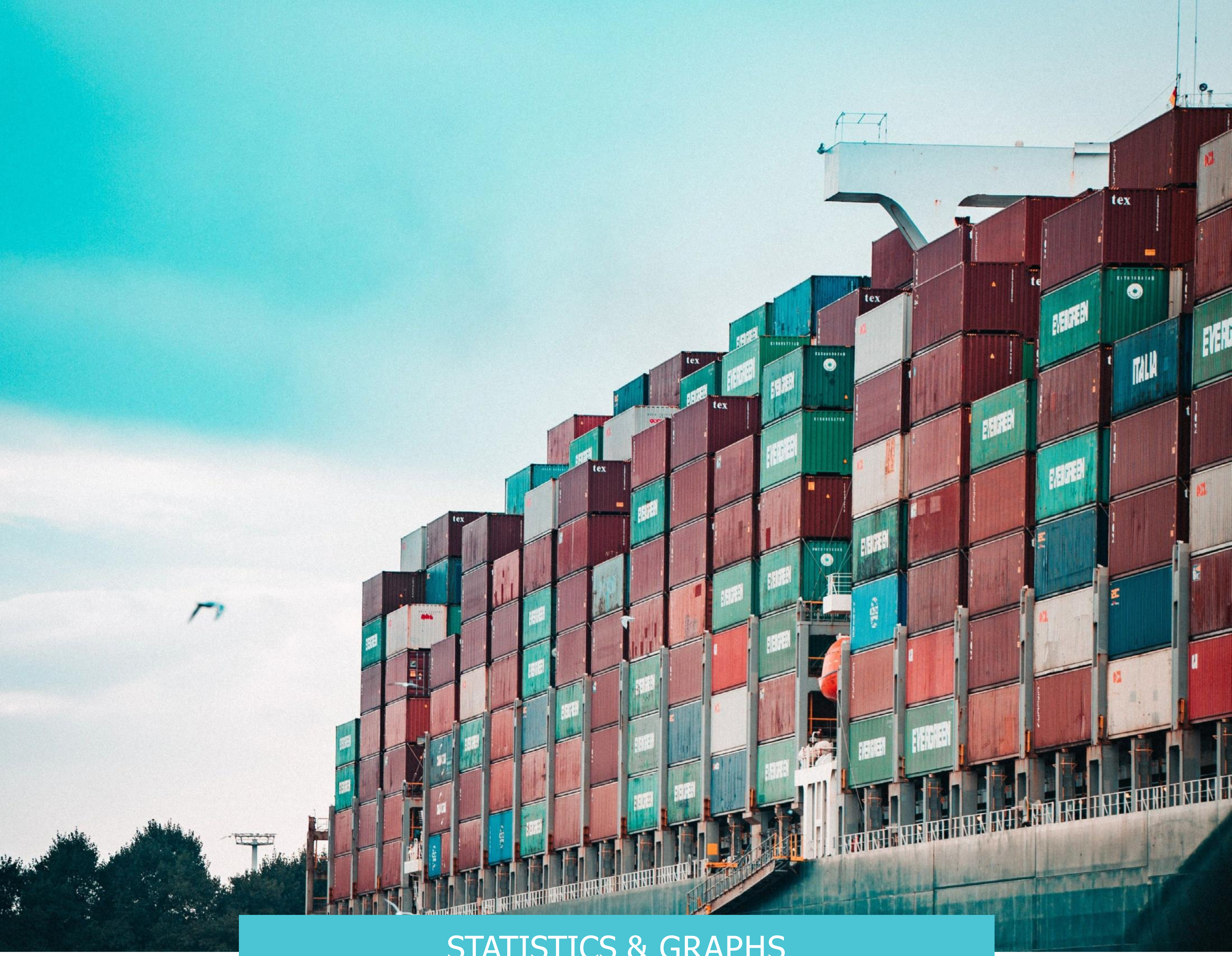

STATISTICS & GRAPHS

PORT ANALYSIS

CONTAINER THROUGHPUT (IN TEUS)		
TERMINAL	**APR'24**	**MAR'24**
Adani CMA Mundra Terminal (ACMTPL)	106375	124164
Adani Ennore Container Terminal (AECTPL)	55312	54157
Adani Hazira Container Terminal(AHCT)	62189	72896
Adani International Container Terminal (AICTPL)	290541	293676
Adani Kattupalli Port Private Limited (AKPPL)	68531	73509
Adani Mundra Container Terminal (AMCT)	92655	96722
APM Terminal Mumbai (APMT) (GTI)	169746	172093
Bharat Mumbai Container Terminal(BMCTPL)	158095	167770
Chennai Container Terminal (CCTL)	96245	64787
Chennai International Terminals Pvt Ltd (CITPL)	66160	64225
Dakshin Bharat Gateway Terminal (DBGT)	56676	63773
Haldia	9222	9202
International Container Transshipment Terminal, Kochi (ICTT)	60729	75370
JNPT	0	0
KAKINADA CONTAINER TERMINAL (KCTPL)	1856	913
KANDLA (KICT)	28956	32653
Bharat Kolkata Container Terminals Private Limited (BKCT)	46296	52595
KOLKATA PORT DOCK (KPD)	299	149
NCT - Krishnapatnam (AKPCT)	4266	7293
Mumbai International Cargo Terminal(MICT)	118323	115889
Nhava Sheva International Container Terminal (NSICT)	87218	99411
Nhava Sheva India Gateway Terminal (NSIGT)	88229	96093
Pipavav	58240	62139
Tuticorin Container Terminal(TCT)	9976	10578
Visakha Container Terminal Pvt. Ltd. (VCTPL)	58640	54491
JSW Mangalore	12666	15736
T2 Mumbai	64038	64666
Paradip	2023	2407

Volume, productivity improved at most Indian ports in Q1-2024

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The volume of container movements increased at most Indian ports on a yearly basis during the first quarter of 2024, according to an analysis by S&P Global Market Intelligence, a financial information and analytics firm. The biggest increase was registered at Kattupalli port with a yearly increase of 91 per cent, as per the report by the financial information and analytics firm. Oceanside port productivity (port-moves-per-hour) generally improved among ports the firm surveyed. In India, Jawaharlal Nehru Port in Mumbai registered a significant 36 per cent year-on-year improvement in performance in the first quarter of 2024. Berth productivity at the large Indian ports was generally stable year-on-year. Among medium-sized ports, Pipavav port in Gujarat was the highest performer, delivering 125 berth-moves-per-hour (BMPH) during the quarter. Further, the report noted India managed to reduce import dwell time for containers (-22 per cent year-on-year at larger ports; -41 per cent year-on-year at medium ports) at a greater rate than counterparts in Southeast Asia and China (-2.9 per cent year-on-year at larger ports; +1.6 per cent year-on-year at medium ports). However, export dwell time for containers worsened at Indian ports. Median export dwell time rose to more than four days from 3.5 days the previous year period. Dwell time is the time a vessel stops to either drop off or pick up goods at ports. This time is crucial in determining the total efficiency. The dwell time for transshipment almost halved at large Indian ports while at the same time increased by more than 45 per cent at counterparts in Southeast Asia and China, the S&P Global Market Intelligence said. "Import dwell time is the elapsed time in days from offloading from the ship to gate-out while export dwell time is that from gate-in to loading on the ship," it explained. Further, the analysis found that Jawaharlal Nehru Port and Mundra Port both saw a significant decrease in vessel waiting time. Medium-sized Indian ports also experienced lower year-on-year vessel waiting times, with major improvements at Pipavav, Chennai , and Krishnapatnam.

Source: infra.economictimes

The Container volume likely to grow 8% to 342 million tonnes in FY25

- Cargo at Indian ports is dominated by 3Cs -- crude oil (termed as Petroleum Oil Lubricants (POL), coal and containers

Container volume is expected to grow by 8 per cent to 342 million tonnes this fiscal despite the risk of a prolonged Red Sea crisis, CareEdge Ratings said on Thursday.

The slated connection of the dedicated freight corridor to Jawaharlal Nehru Port in FY26, along with capacity additions by ports, is expected to drive growth in container volume over the medium term, it added. Cargo at Indian ports is dominated by 3Cs -- crude oil (termed as Petroleum Oil Lubricants (POL), coal and containers. These three commodities represent 74-75 per cent of total cargo throughput handled by ports. Container volume is expected to grow by 8 per cent to 342 million tonnes this fiscal despite the risk of a prolonged Red Sea crisis, CareEdge Ratings said on Thursday. The slated connection of the dedicated freight corridor to Jawaharlal Nehru Port in FY26, along with capacity additions by ports, is expected to drive growth in container volume over the medium term, it added. Cargo at Indian ports is dominated by 3Cs -- crude oil (termed as Petroleum Oil Lubricants (POL), coal and containers. These three commodities represent 74-75 per cent of total cargo throughput handled by ports. Over the past 3 years ended FY24, POL witnessed a moderate CAGR of 4 per cent while coal and container volumes witnessed 13 per cent and 9 per cent growth, respectively, CareEdge Ratings said. The rating agency said it expects coal cargo throughput at ports to grow at a CAGR of 2-3 per cent between FY24 and FY26, despite an anticipated decline in coal imports by 3-4 per cent due to increased domestic coal production.

The share of coastal cargo is expected to rise from 34 per cent in FY23 to 42 per cent by FY26, as per CareEdge Ratings report

This growth will primarily be driven by the coastal movement of coal along the eastern coast, complemented by added capacities and synergistic benefits. The Government's focus on building agglomeration infrastructure for specific sectors like steel and cement also supports the expected increase in coastal movements at ports," said CareEdge Ratings Director Maulesh Desai.

The coal throughput witnessed healthy growth from 292 MMT in FY22 to 367 MMT in FY23. The growth in throughput was supported by increased power generation from thermal plants by 6 per cent to 1,059.9 billion units, according to CareEdge Ratings. Aganist this, the imported coal volume registered a y-o-y growth of 18 per cent to 249 MMT in FY23.

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However, the volume growth was also driven by increased coastal volumes of coal. Coastal volumes grew from 80 MMT in FY22 to 118 MMT in FY23 registering strong growth of 47 per cent.
During FY24, the year-on-year growth in coal throughput was around 9 per cent, which mirrored the increase in thermal power generation by 9 per cent, CareEdge said, adding this supports the increase in domestic coal production and continued coastal coal volumes on a high base of FY23. Coastal throughput is expected to increase from 60 MMT in FY21 to 145-150 MMT in FY24, reflecting a healthy CAGR of around 35 per cent, as per the rating agency.

The same was largely driven by an increase in cargo movement on the eastern coast with the ramp-up of overall volumes at Paradip, Gangavaram, Krishnapatnam, Dhamra and Gopalpur ports, it added. Contribution of coal cargo of the overall coastal volumes is estimated to increase from 22 per cent in FY21 to 38 per cent in FY24, it added. "The Red Sea crisis has led to an increase in voyage span by 15-20 days, in addition to higher freight rates. However, the capacity liners' readiness to expand container capacity'?owing to healthy profitability by chartering additional vessels, cascading capacity from other regions, and accelerating fleet renewal'?bodes well for mitigating the increased transit times," Desai said. The impact on cargo will primarily affect food grains and other perishable items, along with freight-sensitive or low-value cargo, which is estimated at 10-15 per cent of container volumes, he said. "Going forward, significant adverse movement in charter rates impacting cargo volumes and vessel addition by shipping lines shall be key monitorable", Desai added. The impact on cargo, according to him, will primarily affect food grains and other perishable items, along with freight-sensitive or low-value cargo, which is estimated at 10-15 per cent of container volumes. India relies on the Suez Canal route for its trade with European countries, North Africa, and the Americas, which collectively account for about 35 per cent of the country's total foreign trade, primarily in the container segment. However, the impact on cargo will primarily affect food grains and other perishable items, along with freight-sensitive or low-value cargo, which together constitute 10-15 per cent of the total volumes, CareEdge said. India's maritime sector is represented by the 12 major ports and more than 200 non-major ports along the 7,500 km of coastal line.
Source: Business Standard

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