

(This document comprises news clips from various media in which Balmer Lawrie is mentioned, news related to GOI and PSEs, and news from the verticals that we do business in. This will be uploaded on intranet and website every Monday.)

Asian Nations to dominate 7% growth club in 2020s'

The 2020s are set to be the Asian decade, with the continent dominating an exclusive list of economies expected to sustain growth rates of around 7%. India, Bangladesh, Vietnam, Myanmar and the Philippines should all meet that benchmark, according to a research note Sunday from Madhur Jha, Standard Chartered's India-based head of thematic research, and global chief economist David Mann. Ethiopia and Côte d'Ivoire are also likely to reach the 7% growth pace, which typically means a doubling of gross domestic product every 10 years. That'll be a boon to percapita incomes, with Vietnam's soaring to \$10,400 in 2030 from about \$2,500 last year, they estimate. The South Asian members of the group should be GDP standouts as they'll together account for about one-fifth of the world's population by 2030, Standard Chartered reckons. The demographic dividend will be a boon for India, while Bangladesh's investments in health and education should juice productivity. The Asian dominance of the list is a change from 2010, when the bank first started tracking the economies it expected to grow by around 7%. Back then, there were 10 members evenly split between Asia and Africa: China, India, Indonesia, Bangladesh, Vietnam, Nigeria, Ethiopia, Tanzania, Uganda, and Mozambique.

The Economic Times - 13.05.2019

<https://epaper.timesgroup.com/olive/ODN/TheEconomicTimes/shared/ShowArticle.aspx?doc=ETKM%2F2019%2F05%2F13&entity=Ar00904&sk=E069E1BB&mode=text>

Services sector output growth plunges to 7-month low in April

The country's services sector activity fell to a seven-month low in April owing to softer rise in new business and disruptions arising from the elections, a monthly survey showed Monday. However, predictions that economic conditions will normalise after the elections underpinned optimism regarding the outlook and supported a stronger upturn in employment. The seasonally adjusted Nikkei India Services Business Activity Index, fell from 52 in March to 51 at the start of

Factory output contracts 0.1%

India's industrial output declined by 0.1% in March, hitting a 21-month low, due to contraction in manufacturing, capital goods and consumer durables, official data showed. Manufacturing, which constitutes 77.63% of the index of industrial production (IIP), shrank 0.4% in the month. The previous low for IIP was a 0.3% decline in June 2017. For the full year to March, factory output growth was at a three-year low of 3.6%, down from 4.4% in FY18, according to official data released by the Central Statistics Office on Friday. It also revised IIP growth for February down to 0.07% from 0.1% earlier. On a quarterly basis, this was one of the lowest average growth figures at 0.46% since the government revised the base year of the index to 2011-12 from 2004-05. Average growth in the July-September quarter of FY13 was 0.1%. "Manufacturing, capital goods and consumer goods are a problem area. Also, if capacity utilisation has increased, then it is not getting reflected in the production numbers," said Madan Sabnavis, chief economist at CARE Ratings. Electricity generation slowed to 2.2% in March from 5.9% in the year earlier and mining to 0.8% from 3.1%, respectively. Passenger vehicle sales declined 17% in April, underscoring the slump in demand and putting revival measures at the top of the next government's immediate agenda.

The Economic Times - 11.05.2019

<https://epaper.timesgroup.com/olive/ODN/TheEconomicTimes/shared/ShowArticle.aspx?doc=ETKM%2F2019%2F05%2F11&entity=Ar00123&sk=1403B9CF&mode=text>

Steep dive in cash balance of CPSEs

The government's golden goose — state run firms — have lost 36 per cent of their cash and bank balance over a five years' period. From an unspent kitty of Rs 2.66 lakh crore in 2012-13, their stash had come down to Rs 1.71 lakh crore by March-end 2018. The combined cash reserves of public sector companies also appear to have hit their lowest level in nearly a decade at Rs 1.03 lakh crore in FY18. It's not that these entities haven't hoarded cash every quarter over the last few years. Yet, their cash and bank

the 2019 financial year, pointing to the weakest upturn in output since last September. Despite the moderation, the services PMI was in the expansion territory for the 11th straight month. In PMI parlance, a print above 50 means expansion, while a score below that denotes contraction. "Although the Indian private sector economy looks to be settling into a weaker growth phase, much of the slowdown was linked to disruptions arising from the elections and companies generally foresee improvements once a government is formed," said Pollyanna De Lima, Principal Economist at IHS Markit, and author of the report. The general election, that began on April 11, is currently underway.

Millennium Post - 07.05.2019

<http://www.millenniumpost.in/business/services-sector-output-growth-plunges-to-7-month-low-in-april-351992>

PSU disinvestment: Govt plans rejig of ETF baskets to lure investors

Successful utilisation of exchange-traded funds (ETFs) to mop up more than half of its Rs 85,000-crore disinvestment receipts in FY19 has prompted the Centre to consider replacing half-a-dozen stocks from the Bharat 22 ETF and two from the CPSE ETF, and use them to mobilise a major chunk of the Rs 90,000-crore disinvestment planned for FY20. Stock rejig has become necessary as the Centre's holding in many PSUs has reached the threshold limit of 52% (the minimum shareholding prescribed for the PSUs in the ETF baskets) in Bharat 22 ETF, a diversified index of 22 stocks. These include Indian Oil (4.05% weight in the index), Nalco (5.78%), GAIL (4.41%) and Engineers India (0.98%). Besides, two more stocks in the index also need to be removed for some other reasons. The Centre's holding in L&T (15.77% weight) via SUUTI has been exhausted in FY19, hence these have to be dropped. Similarly, the Centre has sold its 52.63% stake in REC (0.82% weight) to PFC, leaving no further scope to divest in the company. In February, Bharat 22 ETF had to buy three stocks, including REC from the market, to maintain their weight in the index as the government had no more headroom to divest in these companies.

The Financial Express - 10.05.2019

<https://www.financialexpress.com/market/to-lure-investors-centre-plans-rejig-of-etf-baskets/1572895/>

balance has taken a hit as PSUs, under government pressure to meet its stiff disinvestment target, began utilising surplus cash to buy back their own shares, or acquire stakes in other state-owned entities. For instance, Indian Oil Corporation led the buyback rally during the year acquiring shares worth Rs 4,435 crore, followed by ONGC (Rs 4,022 crore), BHEL (Rs 1,628 crore), NLC (Rs 1,249 crore), Oil India (Rs 1,085 crore), Coal India (Rs 1,050 crore), NMDC (Rs 1,000 crore), HEG (Rs 750 crore), NHPC (Rs 600 crore) and National Aluminium Corporation (Rs 505 crore). The central government has also been tapping PSU balance sheets to fill gaps or deficits in its public finance by way of drawing higher dividends.

The New Indian Express - 09.05.2019

<http://www.newindianexpress.com/business/2019/may/09/steep-dive-in-cash-balance-of-cpses-1974405.html>

Finance Ministry rejigging process to speed up CPSE sales

The finance ministry is reworking strategic sale procedure to ensure outright sale of CPSEs within 4 months of issuance of documents to potential investors, a move aimed at ensuring speedier conclusion of the entire process, an official said. However, for CPSEs like Air India, which are relatively bigger in size, the timeline for completion of strategic sale is likely to be fixed at 6 months from the date of issuance of Preliminary Information Memorandum (PIM) about the company. Currently, there is no set timeline for concluding strategic sale of a state-owned company and the entire process, in some cases, drags on for months, if not years. "The strategic sale policy is already in place, but the procedure needs to be streamlined so that the sale process is completed within 3-4 months' time. The thinking is that if a process cannot be completed in 4 months then it should be abandoned," an official told PTI. Facing a daunting task of meeting the ₹90,000-crore disinvestment target in the current fiscal, the Department of Investment and Public Asset Management (DIPAM) will focus on outright sale of selected CPSEs, which have been pending for long. NITI Aayog has already identified 35 profitable and loss-making CPSEs which can go in for strategic sale.

The Hindu Business Line - 13.05.2019

<https://www.thehindubusinessline.com/economy/finmin-reworking-strategic-sale-procedure-for-cpses/article27108392.ece>

Global decline pulls down fuel prices in India

Domestic fuel rates have begun a slow decline as international oil rates tumble under the weight of record US crude output and US President Donald Trump's threat to sharply raise tariff on Chinese goods. On Monday, petrol was sold for Rs 73 a litre and diesel Rs 66.66 a litre at Indian Oil Corporation pumps in Delhi. Rates of petrol and diesel have fallen 13 paise and 5 paise a litre respectively in two days, and if the fall in international oil rates continues over the next few weeks, the decline in domestic fuel rates would be sharper. Domestic fuel prices are based on the trailing 15-day average of international oil prices and exchange rates. Sometimes, especially during polls, it's hard to predict domestic fuel price trajectory as state-run oil companies do not necessarily follow the international trend. Brent crude tumbled to \$68.79 a barrel on Monday, its lowest since April 2, before recovering a little above \$70 on fears that the US and China may fail to stitch a trade deal, hurting global consumption and demand for oil. A 10% fall in ten days shows the market isn't too worried about Iranian supply going out of the market. The US had announced a fortnight ago that any country importing oil from Iran after May 1 would attract secondary sanctions.

The Economic Times - 07.05.2019

<https://epaper.timesgroup.com/olive/ODN/TheEconomicTimes/shared/ShowArticle.aspx?doc=ETKM%2F2019%2F05%2F07&entity=Ar01117&sk=380BBCB5&mode=text>

Oil short-selling jumps as sputtering trade talks darken outlook

Pessimism is back in vogue in the oil markets, as investors bet sputtering trade talks and swelling US output can kill crude's rally. Hedge funds lifted bearish bets on West Texas Intermediate crude by 39%, the biggest short selling surge in more than eight months. Meanwhile, bets on a rally retreated for the second straight week. Crude futures slipped to their third weekly loss in a row on Friday after high-level talks between the US and China broke up, with President Donald Trump's administration giving China a month to reach an agreement or face expanded tariffs. "Most of the bullish news on supply is priced in now so people are turning toward the trade wars," said Michael Lynch, president of Strategic Energy & Economic Research in Winchester, Massachusetts. "People who were assuming low exports from Iran are now wondering how much leakage there'll be; Venezuela's not at the between bets on a price increase and wagers on a decline —fell 10% to 271,912 futures and options contracts in the week ended May 7, the US Commodity Futures Trading

OPEC in the dark on oil supply as Russia, Iran cut exports

OPEC is in the dark on the oil supply outlook for the second half of this year, with Iranian and Russian outages looking increasingly significant but Saudi Arabia reluctant to pump more due to fears of a price crash, sources in the organisation said. An oil contamination forced Russia to halt flows along the Druzhba pipeline, a key conduit for crude into Eastern Europe and Germany, in April. The suspension left refiners scrambling to find supplies and its duration is unclear. Iran's oil exports are likely to drop further in May as the United States tightens the screw on Tehran's main source of income. Shipments from Venezuela, also under U.S. sanctions, could fall more in coming weeks. The dearth of information is a headache for OPEC and allies led by Russia, which gather in June to decide whether to renew a supply-cutting deal. A panel of ministers meets on May 19 in Saudi Arabia to discuss the market and make recommendations. Two delegates from the Organization of the Petroleum Exporting Countries said the Russian outage, on top of Iranian and Venezuelan export losses, would be discussed at the Jeddah meeting and it seemed more than a short-term technical glitch.

The Economic Times - 10.05.2019

<https://energy.economictimes.indiatimes.com/news/oil-and-gas/opec-in-the-dark-on-oil-supply-as-russia-iran-cut-exports/69254420>

India monitoring costs of importing non-Iranian oil

The Finance Ministry is closely watching the economic costs of oil imports from other alternative markets like Iraq and Saudi Arabia, following the United States' withdrawal earlier this month of the waiver granted last year to some countries by the US on its Iran sanctions. Following the withdrawal of the US waiver, India has stopped contracting oil shipments from Iran this weekend, an official source said here on Wednesday. Petroleum Minister Dharmendra Pradhan last month had said that government has put in place a robust plan for the adequate supply of crude oil to Indian refineries. There will be additional supplies from other major oil producing countries and Indian refineries are fully prepared to meet the national demand for petrol, diesel and other petroleum products, he said. With 80 per cent of India's requirements being met through imports, higher-priced oil from non-Iranian sources can make a big dent in the country's current account deficit and forex reserves. Oil imports from Iran in the past

Commission said. Long positions fell 5.7%. The sum of long and short positions fell to its lowest in a month. Money managers showed more faith in Brent crude prices, which are less affected by the US production surge. The net-long Brent tally rose by 0.5%, according to ICE Futures Europe exchange data.

The Economic Times - 13.05.2019

<https://epaper.timesgroup.com/olive/ODN/TheEconomicTimes/shared/ShowArticle.aspx?doc=ETKM%2F2019%2F05%2F13&entity=Ar01003&sk=9A86132F&mode=text>

Saudi Aramco offers to increase oil supply to India

The world's largest oil company Aramco will provide additional crude oil to domestic oil refiners to meet shortages arising from the US decision to lift Iran sanction waivers from major oil importing countries, including India. Sources in state-run oil companies said that the Saudi Arabian oil giant has offered to increase crude oil supplies to India by 200,000 barrels a day (bpd) that would meet almost half of the country's oil imports that was coming from Iran. On an annual basis, 200,000 bpd of oil equals about 10 million tonne (mt) of oil per year. India imported 23.9 mt of crude oil from Iran in FY19, making the Gulf country the third biggest exporter of oil after Iraq and Saudi Arabia. Aramco's offer to Indian oil companies is for deliveries starting June. The oil situation is also expected to get clearer from June when the full might of US sanctions would come into play. Though US sanction waiver was lifted from May 2, India is still getting some oil from Iran on contracts reached earlier. Sources said that while the Saudi offer of increased oil quantity has generally been welcomed by domestic oil companies as it will help alleviate the squeeze driven by US sanctions on Iran and Venezuela, the supply is unlikely to be made on terms given by Iran.

The Economic Times - 09.05.2019

<https://energy.economictimes.indiatimes.com/news/oil-and-gas/saudi-aramco-offers-to-increase-oil-supply-to-india/69236344>

India's oil imports from Iran down 57% y-o-y in April

India's oil imports from Iran fell about 57 per cent year-on-year in April, according to tanker arrival data seen by Reuters, the last month when New Delhi was allowed to load Iranian oil ahead of U.S. sanctions stopping purchases of oil from the OPEC member. India, Iran's top oil client after China, shipped in about 277,600 barrels per day (bpd) of oil from Tehran in April, down about 31.5 per cent

fiscal ended March amounted to about \$9 billion, as per industry figures. Official sources here said that getting oil from alternative sources would have financial implications and lead to further pressure when crude touches \$75-80 per barrel in the near-term, putting pressure on India's import bill.

The Economic Times - 10.05.2019

<https://energy.economictimes.indiatimes.com/news/oil-and-gas/india-monitoring-costs-of-importing-non-iranian-oil/69244090>

US cannot ensure crude to India at concessional rate

The US on Monday said it cannot ensure sale of its crude oil to India at concessional rates to make up for cheaper Iranian oil going out of the market. "Oil is owned by private people, so the government cannot force people to make concessionary price," US Commerce Secretary Wilbur Ross, who is here to participate in a trade forum, told reporters. India, this month, stopped importing crude oil from Iran following the US move to end sanction waivers. Iranian oil was a lucrative buy for Indian refiners as the Persian Gulf nation provides 60 days of credit for purchases, terms not available from suppliers of substitute crudes -- Saudi Arabia, Kuwait, Iraq, Nigeria, and the US. Also, Iran made arrangements to ship the oil to India including providing insurance cover during transit. In the case of most other suppliers including the US, refiners have made shipping arrangements and pay for insurance. "Iran is a problem, if you have seen recent terrorism incidents, and we should be doing whatever we can against terrorism," Ross told reporters after meeting finance minister Arun Jaitley. US Ambassador to India Kenneth Juster said, "The US is working with other countries, including Saudi Arabia, to ensure adequate supply of oil."

The Economic Times - 07.05.2019

<https://epaper.timesgroup.com/olive/ODN/TheEconomicTimes/shared/ShowArticle.aspx?doc=ETKM%2F2019%2F05%2F07&entity=Ar01119&sk=9960A159&mode=text>

India steel production, demand may grow at 7 per cent

The domestic steel production and demand are expected to grow at 6%-7%, at a time when production and consumption in major countries such as China, Japan and the EU nations are likely to stagnate in the near future, said N Bajendra Kumar, CMD, NMDC. "India is at the bright spot in steel world as the government push on infrastructure sector will ensure that

from the previous month, preliminary tanker arrival data from shipping and industry sources showed. The United States introduced sanctions in November but gave a six-month waiver to eight nations, including India, which allowed them to import some Iranian oil. India was allowed to buy an average 300,000 bpd of oil during November-April, but actual volumes varied from month to month due to lack of ships after foreign shipping lines backed out of Iranian deals under pressure from U.S. sanctions. In April, Washington asked buyers of Iranian oil, mostly in Asia, to halt purchases or face sanctions. India's oil imports from Iran fell about 57 per cent year-on-year in April, according to tanker arrival data seen by Reuters, the last month when New Delhi was allowed to load Iranian oil ahead of U.S. sanctions stopping purchases of oil from the OPEC member.

The Economic Times - 08.05.2019

<https://energy.economictimes.indiatimes.com/news/oil-and-gas/indias-oil-imports-from-iran-down-57-y-o-y-in-april/69218008>

Domestic air travel: India slips to 4th slot

A sharp rise in airfares after Jet Airways began reducing flights from earlier this year, grounding of Spice-Jet's Boeing 737 Max and the economic slowdown in India has seen the country slip from being the world's fastest growing domestic air travel market to the fourth spot. Russia, the US and Japan are the top three growing markets now, according to the International Air Transport Association (IATA). "Domestic demand (overall globally) rose 4.1% in March, which was a deceleration from 6.2% growth recorded in February, driven largely by developments in China and India. India's domestic traffic rose just 3.1% in March, down from February's growth of 8.3% and well off the torrid five-year average growth pace of close to 20% per month. The slowdown largely reflects reduction in flight operations of Jet Airways — which stopped flying in April — as well as disruptions at Mumbai airport owing to construction," IATA said in a statement. This is perhaps the sharpest fall in growth witnessed by a major market. India had seen 52 straight months of double-digit growth. December 2018 was the last month of double-digit growth when India had 1.3 crore domestic passengers, up 12.9% from December 2017. In January and February this year, the domestic growth rate had declined to 9.1% and 5.6%, respectively.

The Times of India - 09.05.2019

<https://epaper.timesgroup.com/Olive/ODN/TimesOfIndia/shared/ShowArticle.aspx?doc=TOIKM%2F2019%2F05%2F09&entity=Ar01503&sk=BE85F406&mode=text>

target set in the steel policy 2017 will be achieved. The per capita consumption of steel, steel production capacity are increasing in line to meet the National Steel Policy target of 300 million tonnes by FY31," he said while addressing the Iron Ore Week (IOW) at Singapore, organised by SCX India. Incidentally, NMDC has earmarked Rs 3,000 crore as capex for this year, and has set a production target of 31 million tonne without Donimalai mine. For FY19, the production is 32.5 million tonne. "Currently, about \$14-\$15 billion worth of investments are underway in the steel sector that would substantially increase the country's steel-making capacity. NMDC is fully geared to meet the increased iron ore demand, and is investing in mines and evacuation to augment capacity to almost double in the next three to four years. NMDC is India's largest producer of iron ore and 10th largest in the world.

The Financial Express - 12.05.2019

<https://www.financialexpress.com/industry/india-steel-production-demand-may-grow-at-7-per-cent/1574988/>

At 320% growth, cruise shipping flies in India

On Thursday, one of the largest luxury cruise passenger ships of the world, Spectrum of the Seas, made a call to Mumbai. A ship of this size came after Genting Dreams had sailed to Mumbai in November 2016. Prior to these years, people within the industry barely remember some of the biggest passenger ships of the world coming to India. But now with the government focusing on cruise tourism, the industry is growing. As per the data available with DNA Money from the Ministry of Shipping, between 2017-18 and 2019-20, there has been an over fourfold increase in the number of passenger liners making their presence in India. During the cruise season of 2017-18, there were a total of 138 sailings to five Indian ports of Chennai, Cochin, Mumbai, New Mangalore and Mormugao. During the ongoing season of 2018-19, there are 285 sailings through Indian ports, which would increase to 580 sailings next season. In other words, during these three years there has been a 320% increase in sailings. "On April 17, Karnika, the first Indian foreign ship started home porting from the Mumbai Port. With starting of Jalesh Cruises, cruise ships calling in Mumbai are expected to go up to 300 in 2019-20 as compared to 48 in 2017-18.

DNA - 12.05.2019

<https://www.dnaindia.com/business/report-at-320-growth-cruise-shipping-flies-in-india-2748727>

Millennial travellers opt for loans to see dream destinations

Whether it's a trip to the Game of Thrones sets or skydiving in Pattaya, more Indian travellers are opting for travel loans to tick the boxes of their dream destinations and bucket lists. While Thomas Cook and Cox & Kings have been offering travel loans to customers for a while, operators say the quantum of such advances has been going up steadily on the back of the growing millennial travel base and online accessibility, which has spawned digital startups. Startups including Paytm and BigBreaks have started offering EMI facilities to customers over the past few months. Depending on the travel agent and a customer's risk profile, the interest rate varies from 9% to 13% and in some cases even 0%, for up to 18 months. SanKash, a Gurgaon-based startup that began offering travel loans six months ago, now generates about 100 loan requests daily. "We have seen customers moving from domestic tours to international travel and shift vacations from Asia to Europe. They are able to enjoy the one vacation they take exactly the way they want it and further take more than one, too," said Akash Dahiya, cofounder of SanKash. "With our aggregator partnerships with entities like Travel Boutique Online and BirdRes, we reach out to 1,000 partners at a pan-India level and plan to reach 10,000 by next year."

The Economic Times - 11.05.2019

<https://economictimes.indiatimes.com/industry/services/travel/millennial-travellers-opt-for-loans-to-see-dream-destinations/articleshow/69276650.cms>

Indian cargo volumes rise to six-month high in April

Cargo handled by Indian ports in April rose the most in the last six months despite a drop in iron ore, fertiliser and other merchandise volumes. Volume growth at India's ports increased by 5.7 percent in April, greater than the long-term average growth rate of 4.5 percent, according to data compiled from Indian Ports Association website and Goldman Sachs. Ports across the country handled 600.7 lakh tonnes of cargo in April, according to a Goldman Sachs report. The higher growth rate was led by liquid cargo, coal and containers. Liquid cargo—oil and gas related products—volumes grew nearly 15.6 percent compared with last year, or the highest in over a year, according to Goldman Sachs. Coal volumes, too, jumped after four months of decline, rising 18 percent to 164 lakh tonnes in April. Fertiliser volumes, however, declined as much as 36 percent to 7.4 lakh tonnes over last year, the

Decoding the growth factors driving the transformation of warehousing in India

Until a few decades ago, warehouses were mere 'holding' areas in dilapidated buildings with poor light or ventilation. Since then, warehousing in India has evolved manifold, with low-grade godowns being replaced by pre-engineered structures that are insulated, ventilated, and climate-proof with round-the-clock surveillance and standard quality and safety procedures. Traditionally one of the most ignored sectors in logistics, warehouses have now developed into sophisticated stockrooms with advanced, real-time tracking mechanisms and other state-of-the-art facilities, which have been instrumental in shaping the modern economy. The Indian warehousing industry was estimated to be worth Rs561 billion (excluding inventory carrying costs, which amount to another Rs 4,340 billion) in 2017 and is estimated to grow at 9.5 percent CAGR to reach Rs 968 billion by 2024. Riding high on structured reforms wave, including the recent infrastructure status granted to logistics, and the implementation of GST, the Indian warehousing and logistics sector is estimated to attract nearly \$10 billion investment over the next four-five years.

YourStory.com - 09.05.2019

<https://yourstory.com/2019/05/growth-factors-transformation-warehouse>

Visakhapatnam port capacity doubled in 5 yrs.

Capacity of Visakhapatnam Port Trust (VPT) has been doubled from 67 MMTPA in 2014 to 127 MMTPA in 2019 following completion of modernisation of the port, according to VPT Chairperson MT Krishna Babu. Speaking to media persons on Thursday, Krishna Babu said the port was poised to achieve 145 MMTPA capacity in the next two years and it achieved a surplus of `546 crore in 2018-19 against Rs.522 crore in 2017-18. The VPT could successfully overcome challenges from private ports in the region, he added. He said the port recorded 65.30 MT of cargo handled during the year 2018-19 registering 5 per cent growth. He said the port continued on growth trajectory for the third year from 2015-16. He said VPT ranked second on the East coast in terms of traffic handled. He said the port also registered reasonable improvement in efficiency

lowest in two years. Iron ore volumes fell for the fifth consecutive month, albeit at a smaller rate. Container volumes which grew 5.4 percent compared with last year, witnessed its slowest growth in the last eight months. Goldman Sachs believes the continued container volume growth will benefit Adani Ports and Special Economic Zone Ltd. and Container Corporation of India Ltd.

Bloomberg Quint - 10.05.2019

<https://www.bloombergquint.com/global-economics/indian-cargo-volumes-rise-to-six-month-high-in-april>

India cabotage reform boosting transshipment

Container lines operating to and from India have increased coastal operations in the emerging market country in the wake of a cabotage reform rolled out nearly a year ago as part of a larger trade development effort. Thanks to a May 2018 cabotage rule change, foreign-flag carriers no longer need any specific permission or license to transport laden export-import containers for transshipment and empty containers for repositioning between Indian ports. Such intra-country movements were previously the exclusive domain of domestic ship operators with limited — and often inadequate — tonnage capacity. As a result, coastal transshipment at Indian ports has grown considerably. Domestic transshipment volume — i.e., redirected shipments on mainline calls — stood at 106,273 TEU in March, the highest monthly volume since the cabotage liberalization and a 12 percent gain from the previous month. The percentage of loaded containers, however, slid from 88 percent in February to 84 percent in March. If the cabotage restrictions had still been in place, those containers would have made their way through the foreign transshipment hubs of Colombo, Sri Lanka; Singapore; and port Klang, Malaysia, among others, Container Shipping Lines Association (India) (CSLA) said.

JOC.com - 09.05.2019

https://www.joc.com/port-news/asian-ports/india-cabotage-reform-boosting-transshipment_20190508.html

parameters. Average waiting time of vessel improved to 1.29 hours from 2.37 hours recorded in 2018-19. He said as a part of modernisation, capacity addition projects were taken up with an investment of Rs.3,171 crore and of them 11 projects were completed and four were progressing.

The New Indian Express - 10.05.2019

<http://www.newindianexpress.com/states/andhra-pradesh/2019/may/10/visakhapatnam-port-capacity-doubled-in-5-yrs-1974943.html>

China may route its commercial presence in India through Bay of Bengal

India's outreach to the East and an escalating trade war between China and the United States is helping to turn the Bay of Bengal coastline into a new and attractive growth engine. In the backdrop of Shanghai, Guangzhou and Shenzhen — coastal cities which propelled China's rise as the workshop-of-the world — India too appears to be stepping up its game of coast based manufacturing, focusing intensely on its eastern shores. "We have traditionally concentrated on the west coast because our economic engagement was mainly with the West. But with the global economy gravitating towards the Indo-Pacific, our east coast must also develop and ride Asia's economic boom," says Anil Yendluri, the Chief Executive Officer of Krishnapatnam port in Andhra Pradesh, in a conversation with The Hindu. But Mr. Yendluri, who was in Shanghai to co-host the India-China logistics forum, nevertheless, stressed that many overseas shippers were still not ready to take advantage of cost effective transit to growth hubs such as Hyderabad or Bengaluru from new ports cropping up along India's east coast. "Krishnapatnam port is the logical logistics solution for Andhra Pradesh, Telangana and Karnataka cargoes. It is right in the centre with Visakhapatnam port, further north and Chennai to the south," said Mr. Yendluri.

The Hindu - 13.05.2019

<https://www.thehindu.com/news/international/china-may-route-its-commercial-presence-in-india-through-bay-of-bengal/article27108656.ece>