

“South Asia Satellite” will go a long way in addressing South Asia’s economic and developmental priorities. Natural resources mapping, tele medicine, education, deeper IT connectivity- this satellite will prove to be a boon in the progress of the entire region.



- **Narendra Modi**, Prime Minister of India

SUMMIT NEWSLETTER

MAY 2017

South Asian countries need to augment port infra: World Bank



A multi-pronged approach is needed to augment the performance of ports in South Asian region, a World Bank report said. It also suggested encouraging private sector participation in the ports sector.

The report said several of the ports – including India’s Jawaharlal Nehru and Mundra ports, Sri Lanka’s Colombo port and Pakistan’s Qasim – improved their performance. On the other hand, two other Indian ports like Mumbai and Tuticorin were

much behind in terms of performance.

A promising three-pronged approach for improving performance in the region would include encouraging private sector participation, strengthening governance of port authorities boards and promoting competition between and within ports through transparent and competitive concession bidding, a World Bank report on “**Competitiveness of South Asia’s Container Ports**” said.

It said some ports “such as Colombo, Jawaharlal Nehru Port,

continued on page 07



“Our focus in the current financial year is to add capacity of 103 million tonnes and develop Mumbai port as the country’s hub for cruise tourism. We are building the country’s first terminal at a cost of ₹800 crore at Mumbai port. We expect to handle almost 100 international cruise ships a year from there”.

- **Nitin Gadkari**
Union Minister for Roads, Highways and Shipping, Government of India.



“India has shown interest in the East Terminal and Colombo port. Seventy-five per cent of the trans-shipment goes to India. India is looking at getting a stake in Colombo port. There are a couple of private companies that came and spoke, and we will look at them in a positive manner”.

- **Arjuna Ranatunga**
Shipping Minister of Sri Lanka.

Port in Maldives

Unconfirmed news reports indicate that China is looking to build a port in Maldives, in the southern part of the country at Gaadhoo island.

Srilankan PM’s visit to India opens series of economic benefits

MARITIME GATEWAY NEWS BUREAU

With the joint development of Trincomalee port high on the agenda, Prime Minister **Ranil Wickremesinghe** and Indian Prime Minister **Narendra Modi** recently witnessed the signing of an MoU for cooperation in economic projects in Sri Lanka. The MoU outlines the agenda for bilateral economic cooperation in the near future, according to India’s External Affairs Ministry.

Giving details of the MoU, India’s External Affairs ministry spokesperson **Gopal Baglay** stressed that it was part of the Indian government’s vision of joint economic development in the neighbourhood.

He listed the following projects as part of the scope of the bilateral

pact –

- A re-gasified Liquefied Natural Gas fired 500 MW capacity LNG Power Plant
- An LNG Terminal / Floating Storage Regasification Unit in Colombo/Kerawalapitiya
- A 50 MW Solar Power Plant in Sampur
- Upper tank farm in Trincomalee will be jointly developed by India and Sri Lanka
- Port, petroleum refinery and other industries in Trincomalee
- Industrial Zones/Special Economic Zones in identified locations in Sri Lanka



- Development of road segments: Mannar-Jaffna, Mannar-Trincomalee and Dambulla-Trincomalee Expressways under Indian investments
- Railway sector development in Sri Lanka including new projects for track upgradation and purchase of rolling stock
- Container Terminal in Colombo Port as a joint venture

Large cargo ship docks at Sule Port



The Cargo ship called *M V Tonini Amity*, by which Myanmar will ship rice to west African countries, has docked at Pier 2 of Sule Port terminal, making it the second-largest cargo ship to ever enter Sule Port.

The 185-meter-long cargo ship was unloaded in Bangladesh and arrived at Sule Port Terminal on 24th April in order to load 22,000 tonnes of rice. The ship will then sail to India so that the rice can be distributed to West African countries. ●



“We are interested in connectivity projects and to make sure that this region is free and open and an important port like Chabahar is good for regional connectivity ... I can't tell when it will materialise, but we have expressed our interest,” Mr. Hiramatsu said. India, Iran and Afghanistan signed a trilateral agreement in May 2016 to build trade and transit routes from the strategically located Iranian port into Afghanistan and Central Asia, a \$20-billion investment for India.

-Kenji Hiramatsu
Japanese Ambassador to India.

World's largest car carrier calls Hambantota

The world's largest Pure Car and Truck Carrier (PCTC), the *mv Hoegh Trigger* arrived on her maiden call at the Port of Hambantota on March 31, 2017. Hoegh Autoliners have very well established their presence in the region by making Sri Lanka, especially the Port of Hambantota as one of their main ports for transshipment of vehicles to various other ports in the world. The *mv Hoegh Trigger* is deployed in the USA, Middle East, Asia (USME) service and has



the capacity to carry 8,500 car equivalent units (CEU's) and has 14 cargo carrying decks. ●

Adani to study greenfield port project in Malaysia

Adani Ports and Special Economic Zone Ltd (APSEZ) said it will begin a feasibility study on building a greenfield container port mainly at Carey Island, Malaysia. The port, to be located about 50 kms south-west of capital Kuala Lumpur, would be an extension of the existing Port Klang. An MoU to that effect has been signed between APSEZ and MMC Port Holdings Sdn Bhd.

“Malaysia is very strategic to APSEZ's global strategy and with straits of Malacca being a global shipping route it helps us to drive our global transshipment strategy further. With Vizhinjam port on one side and Carey Island port on the other we will be able to give transshipment solutions to global shipping lines,” said **Karan Adani**, CEO, APSEZ. ●

Oil refinery planned near Payra seaport



Feasibility study is being planned for a new oil refinery to be built near Payra seaport with a capacity to refine 7.50 million tonnes of crude oil per year. The only oil refinery now in operation is the Eastern Refinery Ltd in Chittagong. The study will

include building a single-point mooring system, jetty and storage facility at the petroleum-refining complex.

China is keen to set up the Payra refinery in Patuakhali, and for this China Huanqiu Contracting and Engineering Corporation has sent in a proposal to Bangladesh Petroleum Corporation. The Chinese firm also agreed to finance the refinery project and proposed installation of a strategic oil reservoir with a capacity of 500,000 tonnes. ●

Myanmar develops second SEZ after Thilawa

Three years after the start of the Japan-backed Thilawa SEZ, Myanmar launched the development of its second zone that will be developed to the south of the existing Thilawa SEZ. Some land of zone B would be available for leasing to investors by late 2017, and the first phase would be fully completed in mid-2018. Labour-intensive, export-oriented investors and foreign businesses that have a lot of room for cooperation with local ones outside of the SEZ will get priority in investing in Zone B. Manufacturing firms that produce value-added products will also be given priority. Two villages, namely Shwe Pyauk and Aye Mya Thida, need to be relocated once construction of zone B starts. ●

India revives border trade with Myanmar

Indian Ambassador to Myanmar Vikram Misri informed that the Government of India is going to re-activate the Border Haat to boost the border trade and cultural exchange programme between the people of Arunachal Pradesh and Myanmar. Accordingly, the visa issue to the people of Myanmar has already been taken up with the Government of India. The Pangsau Pass and Still Well Road need to be revived to facilitate the trade. A currency exchange office and trade center need to be established at the border point. The land custom station at Nampong built by India is lying defunct due to less trade activities from the Burmese side. ●

Maersk taps river route for Bangladesh exports

MARITIME GATEWAY NEWS BUREAU



As India and Bangladesh prepare to boost bilateral ties, Maersk Line through its sister unit Safmarine Bangladesh has begun export movements from the Pangaon Inland Container Terminal (PICT).

The liner giant is using “river sea” category vessels to transport exports out of PICT. The Bangladesh Inland Water Transport Authority and the Chittagong Port Authority built the terminal.

Two 40-foot containers loaded with garment-on-hanger shipments have been barged down from PICT through a contract with APL Logistics.

“Bangladesh’s first-ever use of river sea vessels opens up new routes for exporters in the region, as it is cost effective, has low lead time, and it is [the] more reliable option than the other conventional routes used out of Dhaka, so far,” the carrier said.

The company said coastal transport would help ease the pressure on strained railroad networks to the port of Chittagong, the country’s main cargo gateway.

It also said the new service is a highly competitive alternative to other modes of freight transport with a 48-hour transit time from PICT to Chittagong, and helps avoid gate-in cut-off issues associated with inland movements.

“This is a historic moment for the group as well as for export-import trade in Bangladesh. Our focus has always been to enable trade through our increased service offering and be as close to our customers,” Maersk Line India Subcontinent Managing Director **Franck Dedenis** said in a statement. “We will continue to provide reliable and viable logistical solutions for the customers in the region so that they can reach markets globally.”

PICT, which opened in November 2013, has a capacity to stack 3,500 twenty-foot equivalent units (TEUs) and handle about 150,000 TEUs annually.

Roughly 90 per cent of Bangladesh’s seaborne trade moves through Chittagong. Congestion and vessel backups consistently plague the port because of land-side infrastructure constraints, limited yard space, and equipment shortages. Those issues exacerbate during Ramadan

and the Eid al-Fitr festivities that typically take place between June and September.

Chittagong’s container volumes in fiscal year 2014 to 2015 increased 15 per cent year-over-year to 1.87 million TEUs, according to statistics compiled by JOC.com.

Though India and Bangladesh are neighbors, trade relations have not been given significant emphasis by either side in past years. But things are changing, with both sides setting up a coastal shipping pact to allow feeder connections between India’s east coast cargo gateways and small ports in Bangladesh. Many short-sea ship operators, including **Shreyas Shipping & Logistics**, have already employed vessels on the route to tap expected trade growth.

To facilitate two-way commerce, Dhaka has earmarked two special economic zones in the country’s northwestern region bordering India. Further, Bangladesh **Prime Minister Sheikh Hasina** in her recent visit to India held talks with Indian leaders, including **Prime Minister Narendra Modi**, in an effort to further bolster economic ties between the two countries.

Official statistics show bilateral trade in fiscal 2015 to 2016 totaled \$6.8 billion, with exports from India pegged at roughly \$5.5 billion. That reflects a heavily imbalanced market in favor of Indian goods, and both sides are expected to work toward narrowing that gap. ●

S Alam Group to buy 20 ships

Chittagong-based **S Alam Group** will buy 20 ships from Western Marine Shipyard for Tk 250 crore. Evergreen Shipping, a concern of S Alam Group, signed a deal with WMS.

Each ship will be 60.6 metres in length and weigh 1,500 dead-weight tonnage. The vessels will be built under the supervision of Norwegian-German classification society DNV-GL to ensure global standard.

The movement of essential goods through river routes will be cost effective and benefit consumers.

The deal is considered one of the biggest in the country’s shipbuilding history in terms of number of ships being built concurrently, according to WMS officials.

“Building these ships locally will help the country save foreign currencies and create 2,000 jobs,” said **Sakhawat Hossain, Managing Director of Western Marine**.

“The vessels will be used for transporting imported commodities and raw materials from mother vessels at Kutubdia and outer anchorage of Chittagong Port to different factory destinations of S Alam Group,” **Saiful Alam, Chairman of the group**, told. ●

New equipment to mitigate Chittagong’s capacity woes

The port of Chittagong plans to add much-needed terminal equipment to reduce growing congestion at Bangladesh’s top container port. The port last year handled 600,000 teus more than its system built

for 1.7 million teus annually and traffic, which has doubled in five years, rose 16 per cent year-over-year in 2016 to 2.3 million teus. But the next terminal to come online, Karnaphuli, won’t come online until 2020, adding

8,25,000 teus. By 2023, the planned opening of Bay Terminal, coupled with new capacity from terminals in Patenga and Laldiar Char, both slated to be completed by 2022, will give port will roughly 7 million teus more

of annual capacity.

In the meantime, the port hopes the purchase of one rail-mounted gantry crane, 11 rubber-tire gantry cranes, and seven straddle carriers and forklifts will help further. ●

Cruise ship tours: New Avalon Myanmar



Unveiled in October 2015, the *Avalon Myanmar* is the latest in a string of small river ships to debut on Myanmar's Irrawaddy River, which is rapidly becoming a hot spot for river cruising. ●

INTRTA seen building on platform to grow in Asia



The successful implementation of its e-VGM platform is a base for Intra to go after greater

market share as well as expand its range of product offerings to the shipping community.

Intra Asia president Jim Whalen said "Particularly in Asia for Intra understanding the market needs to the extent of what value can we provide as extensions off of our products that may become new products that build off that common platform." These include the VGM product that has already been launched as well as ocean schedules as a data product. These would typically be sold as a licensed product, Whalen noted. ●

DP World to build port complex in the Maldives

DP World and the government of the Maldives have signed an agreement for the latter to build deep-water port complex on the industrial island of Thilafushi for \$300 million.

The first phase of the project will include the construction of a container terminal, and then the next phase will see the construction of a free trade zone. Breakbulk and transshipment cargo facilities will be built in the final phase.

Currently the port on Male Island



has six berths, the largest only 328-feet long, with a 34-foot draft. There is space for 60,000 containers, but this will be insufficient if government plans to develop 50 new tourist resorts on outlying islands. ●

New Indonesian terminal set to transform south-east Asian shipping

New Priok container terminal in Jakarta can handle vessels up to 18,000 teu, and this produces a major transformation of logistics in Indonesia and potentially south-east Asia. Prior to the construction of the new terminal in the Indonesian capital's Tanjung Priok port complex, the largest vessel the port could handle was 3,500-4,000 teu.

The first phase of New Priok has capacity for 1.5m teu, and a further 7m teu will be added in future phases. This is on top of Tanjung Priok's existing 4m teu capacity.

Transshipment patterns in south-east Asia could be very different in the future. With the ongoing expansion more carriers and larger ships will be drawn by the large potential origin and destination volumes. ●

New alliance impacts on South-east Asia ports emerge



Malaysia's Port Klang will probably lose more than 10 per cent of its annual throughput as a result of the alliance shifts, industry analyst Alphaliner believes.

Klang is forecast to lose a total of

six of its current 11 export calls: two to north Europe, two to the US West Coast, and two to the Mediterranean. The gain of one call to the US East Coast makes it a net loss of five calls that would cut around 1.2 million teu out of its annual throughput.

Volume at Westports, which handles more than three-quarters of Port Klang's container volumes, rose 10 per cent year-over-year to 9.95 million teu and net profit was up 26 per cent to RM63.69 million (\$14.6 million). ●

South Asia satellite: A positive signal



By launching the GSAT-9 'South Asia satellite', India has reaffirmed the Indian Space Research Organisation's scientific prowess. The Centre has kept its promise of considering India's "neighbourhood first". India has gained goodwill across the sub-continent through the gesture, Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, and Sri Lanka will each have access to at least one of the South Asia Satellite's 12 Ku-band transponders, and a communications backbone created for a secure hotline linking all these countries – a life-saving facility during emergencies. These neighbours will together benefit to the tune of \$1.5 billion over the satellite's 12-year lifespan. This is the first time a regional technological powerhouse has gifted a communications satellite to its neighbours. ●

EXIM Bank to finance Rampal power plant

Bangladesh is installing a mega coal power plant at Rampal that will be financed by EXIM Bank. The construction of the plant was earlier scheduled to begin in March amid huge outcry by environmentalists and left parties as it is located close to the Sunderbans. The plant will generate 1,320MW power once completed. ●

Indian maritime sector – on the cusp of revolution



MARITIME GATEWAY NEWS BUREAU



There are two geographical factors that put the Indian maritime sector at an advantageous position – the vast coastline of 7,500 km and the strategic location along most major shipping highways. For years, the maritime routes have been used for trade and a show of strategic strength. Today, the country boasts of a modern shipbuilding and shipping sector, replete with all the variables necessary for overall industrial growth.

Combined, these factors provide a strong basis to attract big investments in the Indian maritime sector. In fact, as per Prime Minister Narendra Modi, the sector has huge potential to become, “the engine of growth” for India.

Increased investments together with the ‘Make in India’ impetus can increase the sector’s contribution to GDP and trade volumes. The government has launched a number of major initiatives such as the Sagarmala project, ports modernization and Inland Waterways & Coastal Shipping development. The increasing public-private partnership in response to these

initiatives adds to the vibrancy of the sector and is a clear sign of resurged interest in its potential. What this also means is that public and private players are now more eager than ever to play a bigger role.

Initiatives for sustainable growth

The government has unveiled a host of initiatives aimed to develop and then sustain growth of the sector. As part of the governments push to fast-track investment in the sector, a host of business-friendly policies have been introduced. These range from modernising existing port infrastructure and creating new ones, to promoting green energy, IT development and most importantly skilling the talent to sustain the operation of the structure.

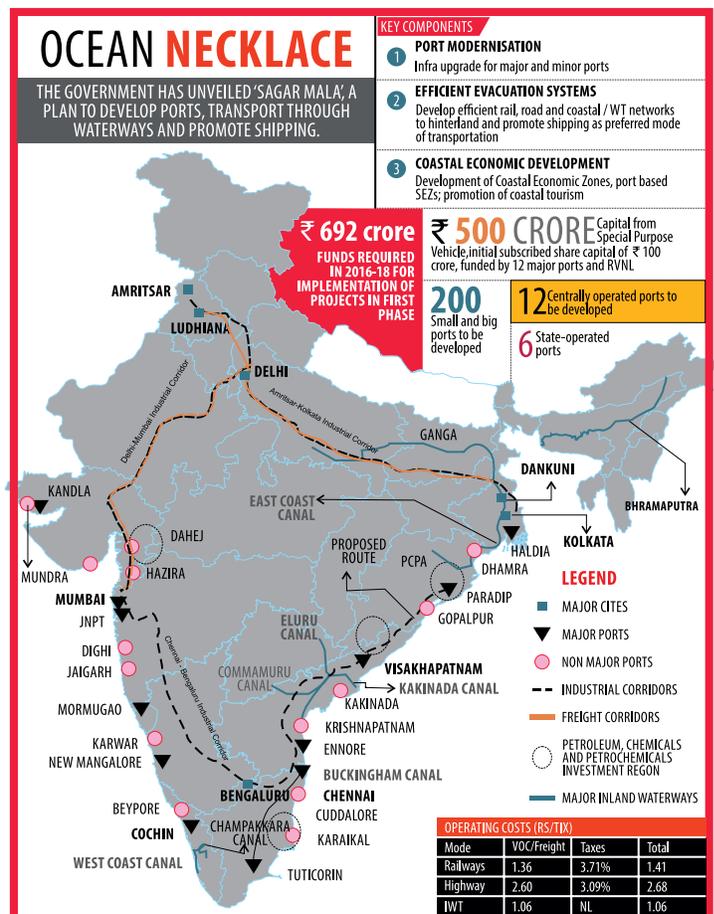
The Sagarmala (string of ports) project, centred on the modernisation of ports and development of infrastructure is considered to be one of the best initiatives to increase the competitiveness of the Indian maritime sector.

Under this project, the government plans to develop 12 coastal economic regions with an estimated investment of ₹12 lakh crore. These resulting

projects would see the development of manufacturing hubs, supported by port modernisation projects. It would lead to tremendous employment opportunities, estimated at four million direct and six million indirect jobs, and empower coastal communities through skilling programmes. So far, projects worth ₹1 lakh crore (USD 15 billion) under Sagarmala programme are at various stages of implementation and development.

It has finally granted infrastructure status to shipyards. This will enable shipbuilders to avail

cheaper long-term financing for Indian shipbuilding and ship repair industry. Additional incentives such as Income tax exemption for infrastructure development including ports and a 10-year tax holiday to enterprises engaged in developing ports have also been introduced. A 70 per cent abatement of service tax on coastal shipping brings the fares at par with road and rail. Additionally, central excise duty has been exempted on capital goods, raw materials and spares used for repair of ocean going vessels. ●



Lanka to set up regional maritime rescue coordinating centre



President Maithripala Sirisena says "Sri Lanka has embarked on a broad initiative" to establish the country as a "premier maritime nation" wants to set up a Maritime Rescue Coordination Centre (MRCC) in Colombo. In his capacity as the Minister of Defence, he has told the Cabinet that the purpose of such a centre is to provide "robust search and rescue services for vessels operating in the region." He has said that such a centre would comply with the Convention for Civil Aviation 1944, the International Convention for Safety of Life at Sea (SOLAS) and the Law of the Sea Convention. ●

ICD in Larcha, Nepal

Construction at the Inland Container Depot (ICD) in Larcha of Tatopani trade route with China is going to resume soon as the Chinese side has agreed for the early completion of the project that is going to be built under the assistance of the government of China.

The ICD Larcha also includes the construction of a 6.6-km road from the Chinese border point to Larcha. However, the government has yet to sanction the right-of-way clearance for the road. The ICD will include parking yard for 250 containers, customs office, immigration office, quarantine, bank and building for security forces. ●

India to sell surplus coal to Bangladesh

Demand for coal in domestic market fell and mine-mouth inventories continue to increase. "Indian government is now looking for new consumers for the surplus coal," the country coal and **Power Minister Piyush Goyal** said.

Two subsidiaries of State-run Coal India Limited (CIL) – Bharat Coking Coal Limited and North Eastern Coalfields Limited – have prepared plans to supply coal to Bangladeshi power companies from the port of Haldia in West Bengal State to ports in south Bangladesh. ●

Sri Lanka's key ports handle record cargo traffic

Sri Lanka's port services turned in a record performance in 2016 by attracting the highest number of ships and cargo traffic to the country.

Colombo Port, Sri Lanka's only container port, handled 5.74 million containers, or 20-ft equivalent units (teus) during the year, up 10.61 per cent YoY, although transshipment contain-

ers, mainly servicing India, grew at a slightly higher rate of 11.79 percent YoY to 4.44 million teus.

Colombo International Container Terminal, handled 2 million teus of the total in 2016, with a 28 per cent growth YoY, while the other privately-owned terminal, the South Asia Gateway Terminal, handled 1.63 million teus, growing 19.03 per cent YoY. ●



International Container Terminals (CICT) recently welcomed the maiden call of CMA CGM Nabucco, the first vessel under the Ocean Alliance to call on the Port of Colombo. The vessel operated by CMA CGM was the first in a new weekly service attracted to Colombo by CICT this year, and will operate under the USEC 3 Columbus Suez service of the Ocean Alliance.

ADB to double lending to Bangladesh

The Asian Development Bank is upscaling its loan portfolio in Bangladesh to nearly double this year, to keep pace with its economy that is going great guns now. "This year, we're negotiating with the government to provide loans ranging from \$1.8-\$2 billion, which is almost double the last year's amount. That is because Bangladesh is a different country from the past," said Hun Kim, Director General of the South Asia Department at the ADB. ●

Summit Group: Keen on more power, port projects



SUMMIT Group eyes more power and port projects after the successful comple-

tion of most of its ventures in Bangladesh, the chairman of the company said. The group has taken a \$2-billion investment plan in order to set up a terminal for liquefied natural gas, two LNG-based power plants and ports, said **Muhammed Aziz Khan**. Summit Group is the largest private sector power producer in Bangladesh, generating over 1,500MW of electricity.

Summit Group is awaiting a final nod from the government to set up the floating LNG terminal on Moheshkhali Island in Cox's Bazar at a cost of \$500 million to supply 500 million cubic feet of gas a day. The company has signed an agreement with an international provider of the floating storage and re-gasification unit (FSRU) on a hire-purchase basis.

For Bangladesh, this will be the second LNG terminal agreement.

Summit Alliance Port Ltd now has a dockyard in Chittagong, which facilitates exports and imports, and has opened a port in Narayanganj. It also has plans to expand its port infrastructure beyond the country.

"We have submitted bids to set up a port in Kolkata and Sri Lanka each in a joint venture with local companies in the host countries. The goal is to help Bangladeshi companies move cargo smoothly." ●

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South Asian countries need to augment port infra: World Bank

Mundra, and Qasim, improved the use of their facilities between 2000 and 2010. Others, such as Mumbai and Tuticorin, fell further behind.”

It said Colombo, which also improved its operational performance during this period by almost halving the share of idle time at berth, ranked as one of the top South Asian ports in 2010 in terms of operational and economic performance.

“Chittagong and Kolkata, which performed well in terms of the use of their facilities in 2010, ranked poorly on operational performance, with the longest vessel turnaround times in the region,” it said.

South Asia’s trade almost doubled in the past decade, with

trade as a percentage of GDP increasing by 18 percentage points between 2000 and 2014.

Since 2000, the region has also enjoyed the second-highest economic growth in the world (after East Asia), growing at an average annual rate of 6.8 percent.

The report said, “Despite this progress, trade accounted for a smaller share of GDP in South Asia (47 percent) than in East Asia (55 per cent) in 2014, and South Asia’s economic competitiveness continued to lag behind that of other regions.

Global indicators, such as the Global Competitiveness Report, point to shortcomings in the institutional, business, and investment environments and highlight

concerns that the region may not have the infrastructure needed to compete more successfully in the global economy, the report added.

In all countries in the region except Sri Lanka, such indicators rank inadequate infrastructure among the most problematic factors for doing business.

“Weak transport and logistics services, including slow expansion of port capacity, contribute to South Asia’s lack of competitiveness. On the 2014 Logistics Performance Index, South Asia trails both East Asia and middle-income countries in logistics performance, particularly in the infrastructure component,” the report said. ●

Protectionist measures to open up new opportunities for South Asia

South Asian countries in particular India need not worry much from potential protectionist measures from the United States and other developed nations as such a move is bound to benefit them and open up new vistas of opportunities, a top World Bank official said.

“We remain optimistic that South Asia is the fastest growing region in the world. We believe that even if there are mounting protection pressures (from the West) they will not affect South Asia too much. If anything, they may provide new opportunities,” World Bank South Asia Region Chief Economist, Martin Rama told PTI in an interview. “In light of the recovering advancing economies we strongly believe that South Asia should continue to look outward and not to think about an inward oriented growth strategy,” Rama said as the World Bank released its report ‘Globalisation Backlash’ of its latest twice-a-year edition of South Asia Economic Focus.

The report, released ahead of the annual spring meeting of the International Monetary Fund and World Bank, says that South Asian countries could even benefit from the backlash against globalisation.

It also confirms that South Asia remains the fastest-growing region in the world, gradually widening its lead relative to East Asia.

Rama said the report tries to address the concerns that South Asian nations would be hit by potential protectionist measures from the US and European nations post-Brexit. ●

Singapore Ranked World’s Top Maritime Capital

MARITIME GATEWAY NEWS BUREAU

Singapore has once again clinched top position in Menon’s Leading Maritime Capitals of the World Report.

Singapore also ranked first in the two previous editions of the report in 2012 and 2015. Singapore was ranked number one this year in the following three categories: Shipping, Ports and Logistics, and Attractiveness and Competitiveness. The maritime nation also scored

RANK	SHIPPING	FINANCE AND LAW	MARITIME TECHNOLOGY	PORTS AND LOGISTICS	ATTRACTIVENESS AND COMPETITIVENESS	OVERALL RANK
1	SINGAPORE	LONDON	OSLO	SINGAPORE	SINGAPORE	SINGAPORE
2	HAMBURG	OSLO	SINGAPORE	SINGAPORE	OSLO	HAMBURG
3	ATHENS	NEW YORK	TOKYO	ROTTERDAM	COPENHAGEN	OSLO
4	LONDON	SINGAPORE	SHANGHAI	HONG KONG	HAMBURG	SHANGHAI
5	HONG KONG	SHANGHAI	RUSSIA	HAMBURG	DUBAI	LONDON

impressive results in the remaining two categories: second place in Maritime Technology and fourth place in

Finance and Law. Singapore jumped three places from fifth to second position in the Maritime Technology category. ●

Shares of logistics companies riding high

Shares in logistics companies have been riding high since Alibaba Group Holding announced last month it was setting up warehousing facilities in Malaysia, the online transaction giant’s first such move outside China.

In order to make Malaysia the logistics hub for Southeast Asia, Alibaba will introduce its Electronic World Trade Platform, or eWTP, which

offers cross-border online trading infrastructure to connect small and medium-sized businesses to consumers in emerging markets.

The group already has a presence through Lazada, the online marketplace headquartered in Singapore, which was acquired for \$1 billion last year. ●



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SOUTH ASIA - CREATING MASSIVE OPPORTUNITIES

South Asian geographical region is a major focus now because of global economic growth, trade and market expansion which in turn creates a massive opportunity to expand logistics and maritime related services. Highlighted by the world's fastest growing major economy of India and number of developing maritime nations in South Asia offers this region many business prospects for global transportation industry. It is expected that Intra-Asia trade and South Asia's greater trade expansion with Africa will have sound growth over the next decade. In this backdrop knowledge of increasing shipping and logistics capacities and for connecting people and businesses along with governments of South Asia needs an organised platform.

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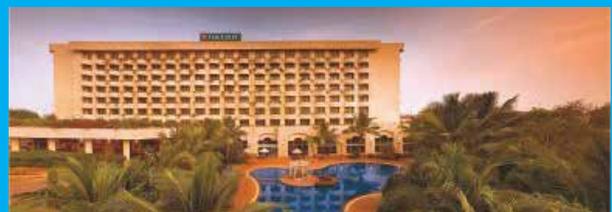
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TENTATIVE PROGRAMME

- 07:45hrs – 08:30hrs : Registration Over High-Tea
08:30hrs – 09:00hrs : Inauguration of Forum
09:00hrs – 09:30hrs : **Analyst View:** Global & South Asia Perspectives
09:30hrs – 10:15hrs : **Carrier Perspective:** South Asia Shipping
10:15hrs – 10:30hrs : Tea Break
10:30hrs – 12:00hrs : **Ports & Terminals Track**
South Asia Ports - Country briefs India, Sri Lanka, Afghanistan, Bangladesh, Maldives, Myanmar
12:00hrs – 12:45hrs : Panel discussion
12:45hrs – 13:30hrs : Lunch
13:30hrs – 15:00hrs : **Investment Track**
Opportunities for Investment in South Asia Ports & Logistics
15:00hrs – 15:20hrs : Tea break
15:20hrs – 16:00hrs : Best Practices in Logistics
16:00hrs – 18:00hrs : **Logistics Track** South Asia Logistics Scenario - Country briefs India, Sri Lanka, Bangladesh, Maldives, Nepal, Myanmar
18:30hrs onwards : Presentation of The Gateway Awards & Networking Cocktail Dinner

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