

## Covid 19 – Update

### Coronavirus live updates: India's recovery rate rises to 97.68%, highest since March 2020

India on Monday 23<sup>rd</sup> Aug 2021 reported 25,467 Covid-19 infections, pushing the overall tally of Covid cases in the country to 32,474,773. With 354 new fatalities in the last 24 hours, the death toll has further climbed to 4,35,110. At 97.68%, recovery rate is highest since March 2020. A total of 39,486 were discharged in the last 24 hours, taking total number of recoveries to 3,17,20,112. India logs 25,467 New COVID Cases: Active caseload lowest in last 156 days: recovery rate highest since March 2020.

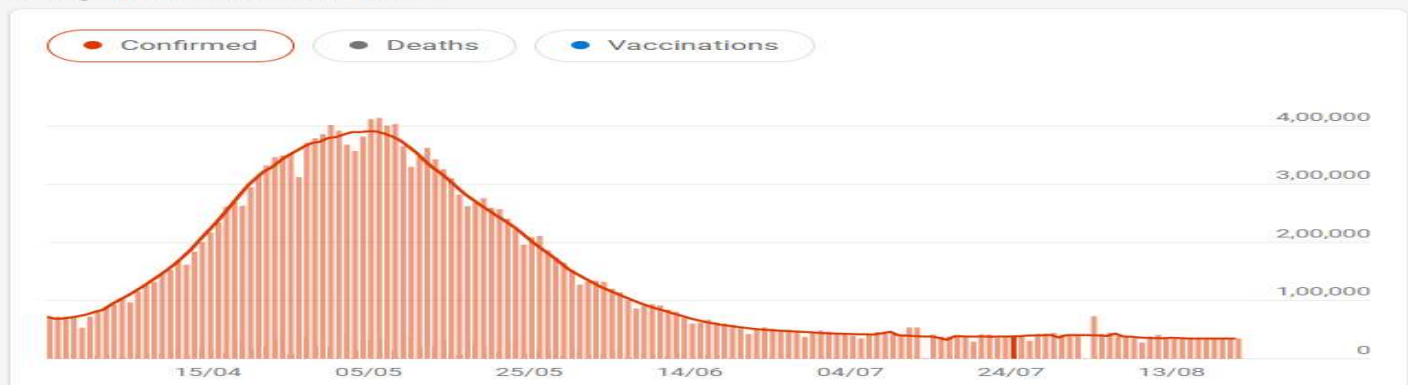
Vaccine dose : availability in India in august highest in last 5 months

NEW DELHI: With the early warning from experts suggesting Covid 19 is likely to hit India in the month of October- November , the governments plan is to vaccinate the entire adult population all those aged 18 or more, of the country by the year –end.

For that to happen the country will reportedly need to administer an average of 92 lakh doses per day .

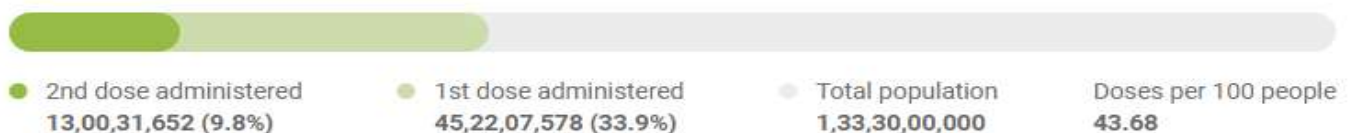
India achieved the target of 13.5 crore vaccine doses in July, inoculating an average of 43,41,373 doses per day, which is a 12.5 % increase against June's 11,96,69,381 jobs over 45 crore citizens have now received their first dose while over 13 crore have received their second dose.

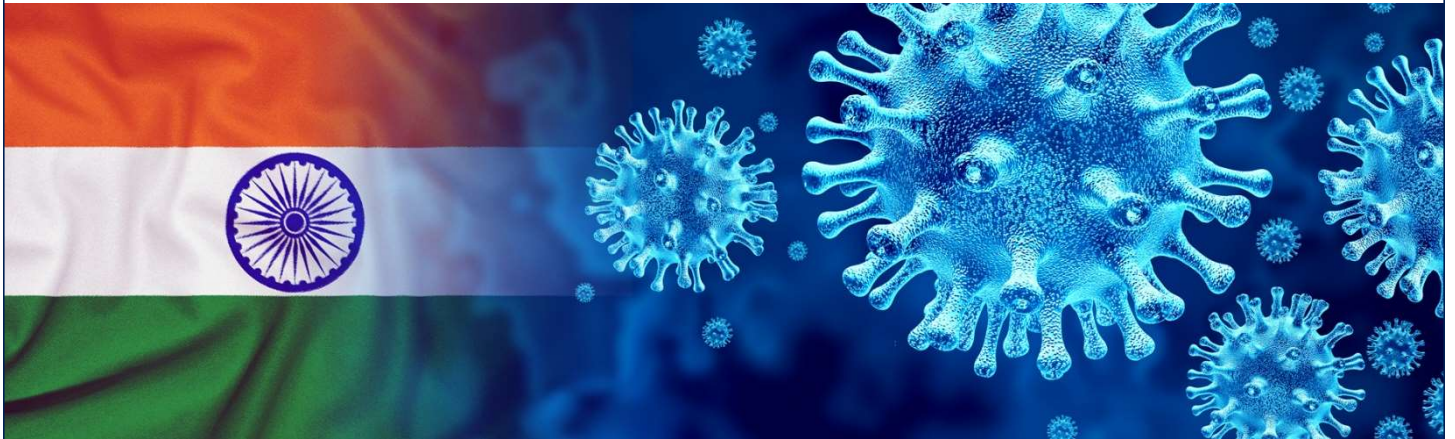
Daily new cases in India



### India vaccine progress

Updated 23 Aug at 5:30 am local





## Current Logistics situation under COVID-19 in terms of Container Shortage & Survival of NVOCCs

Gone are the days when being a NVOCC or SOC box operator you could buy containers in any region, as per the need of any particular project of specific move, from one port to another, without facing any obstacle in getting space from vessel operators, port congestions and other loading issues, like vessel delay, port skip and roll over problems; but Today it is not a piece of cake for NVOs, to even find out the availability of containers, competitive price and get the space smoothly, in various regions including China/Europe and South East Asia.

One of the major reasons for these sorts of issues is COVID-19, which was confronted in 2020, due to which many countries had to implement a lockdown, started from China and moved on to Europe, the US and then spreading to almost all countries. Travel and transportation restrictions, came into effect all over the world, leading to sales & procurement dropped drastically, and so did global trade.

Nowadays, container shortages have become a serious problem in the logistics industries, which not only affect the global shipping industry but also have a strong negative impact on manufacturers, traders and of course retail businesses.

When countries entered into lockdown, their economic activities were restricted, including the number of workers in ports/depots/warehouses/CFS, which were minimized extensively, in turn, this ultimately reduced the speed of cargo/custom handling, and clearing.

On top of that, many small and medium sized factories temporarily closed in different locations in Asia, mainly China. An event that led to a large number of containers stopped and became long-aging units at terminals and inland depots with the uncertainty of next move.

As the movement of cargo was limited, shipping lines reduced the number of ships, to stabilize the cost and to maintain the freight levels, considering their major cost factors with blank sailings, which is another headache for NVOs/Customers, as they have limited options of sailings from vessel operators.

But the main question still remains, that is, **where are the containers and why is no one able to access them easily**, let it be an NVOCC/freight forwarder or even a shipper?

If I consider analyzing this situation, being an NVOCC and based on my practical experience, I understand that in most of the cases the containers are lying at ports/terminals and inland depots, leading to port/depot congestions, the same situation persists for all major transshipment Hubs, like Singapore/Jebel Ali/HongKong / Busan / Shanghai / Colombo etc; simultaneously, majority of containers are also onboard vessels for long haul, especially from China/South East Asia to USA/Europe, hence the largest container shortage is in Asia, while Europe/ Mediterranean also face a deficit.

Due to these circumstances, vessels started omitting some ports, which is one of the common reasons for vessel delays; even if containers are lying at port for loading to vessel, but are not able to be shifted over for sail, it leads to roll over to next sailing, without any surety, as vessels right now are not being operated according to their fixed schedules; this is also the reason why containers are being moved via 1 or 2 Transshipment ports, as alternative route, which simply swap the short transit time to a longer one; on the other hand while shipping lines were reducing the number of vessels, they were not able to collect empty containers at all.

Considering all these current factors and due to limited container access, manufacturers have driven up the prices of new containers and the traders who sell second hand containers have already created a hype in prices; this is a phenomenon not only in Asia/Europe but almost everywhere; therefore cargo worthy containers which an NVOCC could easily buy in \$800-\$1200 bracket before 2020, now come in the range of \$2200-\$2800, likewise container leasing rates have also skyrocketed by 30% to 50%.



## PORT NEWS :

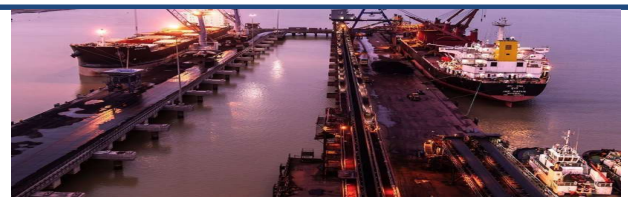
- Adani Ports could face hurdles in qualifying for NPT tender to privatize its container terminal.
- Long Beach completes electric box terminal project.
- High shipping rates due to demand/supply disruption in container business: Gujarat Pipavav Port
- Adani's Colombo port work set to start.
- Port of Long Beach Completes New 3.3 Million TEU Capacity Container Terminal.

### **Adani to shut multi-modal logistics park in Ludhiana following blockade over farm Bills**

- even-month blockade by protestors agitating over the controversial farm Bills passed by the government, Adani Logistics Ltd has now decided to shut all operations at its rail-linked inland container depot (ICD) at Kilaraipur in Ludhiana.
- As part of the closing down of ICD Kilaraipur, the Adani Group has removed its signage from the main gate of the ICD and issued termination notice to its employees and others.

As the state administration was not able to remove the blockade and allow the ICD to continue operations, the Adani Group has decided to close the business operation at ICD Kilaraipur as it cannot sustain losses and continue to pay wages to employees any longer," said a source in the know of the development.

The closure of the ICD will directly and indirectly impact jobs of about 400 persons and their families. In addition to that, it will also result in loss to the exchequer by way of railway haulage, GST, Customs duties and other taxes of about INR 700 crore and the overall economic impact is estimated worth more than INR 7,000 crore.



### [Asian container lines report massive surges in H1 profits](#)

Hong Kong-listed Orient Overseas (International) Ltd (OOIL), which owns OOCL, reported a massive surge in first half net profit to \$2.81bn compared to \$155m in the same period.

### **Shipping Industry in India: Prospects for Foreign Investors.**

India's strategic location, enveloped by the world's busiest maritime route in the Indian Ocean, marks the importance of its shipping industry which facilitates 95 percent of India's international.

### **Indian cold chain logistics likely to grow 20% annually by 2025.**

#### **Synopsis**

**Cold storage in India contributes 43.7% of the total revenue from the cold chain industry and only 36% have a capacity below 1,000 MT.**

Cold chain segment in the logistics sector is expected to grow at over 20% compounded annual growth rate (CAGR) by 2025 owing to its transformation from conventional cold storage to modern storage space, said JLL India.

The estimates are based on the sector's performance over the past few months, where despite the post-Covid economic impediments, the organised cold chain segment has seen significant growth in country-wide footprint.



## INDIAN LOGISTICS NEWS



### From Meerut to Madrid: Logistics lessons India can port from China

11 Aug, 2021, 10.40 AM IST

China is a shining example of how to achieve excellence in logistics and supply chain. That playbook has at least a couple of strategies India should implement.



### BlackBuck drives into unicorn club with \$67 million funding

22 Jul, 2021, 07.06 PM IST

BlackBuck will use the funding to invest heavily in product and data science capabilities to strive for better efficiency in freight matching for the Indian trucking ecosystem, cofounder and chief executive Rajesh Yabaji says.



### Mandala Capital buys Gati Kausar

16 Jul, 2021, 11.03 PM IST

"Gati Kausar is an established, 35-year-old brand with a trusted name in the cold chain industry," said Uday Garg, managing partner at Mandala Capital. "We believe that under our complete ownership, the company will be able to fully leverage our technical expertise and financial resources to realise its potential over the next few years."



### Expanding Indo-Pacific vision: India to have twenty four Integrated Check Posts on land borders by 2025

08 Jul, 2021, 12.48 PM IST

"Beyond all the geostrategic drama, the politics, security playing out in this region, there is finally a momentum to focus on infrastructure connectivity to bridge the gaps that have kept countries apart in and around the subcontinent," said Xavier, who leads the Sambandh Regional Connectivity Initiative at CSEP.



### Freight smart cities on the anvil to reduce logistics cost

02 Jul, 2021, 09.05 PM IST

Under the freight smart cities initiative, city-level logistics committees would be formed and they will have related government departments and agencies at the local and state levels.



### Indian warehousing and logistics sector on a higher growth path: Report

15 Jun, 2021, 12.18 PM IST

Hyderabad and Ahmedabad top the least expensive markets list, along with six other Indian cities. Delhi NCR is at the fifth spot, while Chennai and Kolkata occupy the sixth and eighth spots respectively.



We would like to assure you that we are doing our utmost to keep operations running as smooth as possible.

Keeping all our colleagues world informed that all our Indian offices are opened and we are operating from office with full strength & each station to respond quickly in this time of uncertainty and ensure that will take all the query from the world wide and support our collogues in best possible way.

Here below is the Key Person/Managers details from each station to address the e-mails and the same can be addressed in this emergency. We monitor the situation closely and will provide further updates as they came to hand. Should you need any further information Please do not hesitate to contact a. hartrodt India representatives.

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We sincerely appreciate the support and assure you that we are absolutely committed to help & support to our collogues ensure that will take all the query from the world wide and support in best possible way.

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