



India Celebrated the Festival of lights Diwali (Deepavali) on the 13th of Nov 2012. Diwali is one of the most important festivals of the year and is celebrated in families by performing traditional activities together in their homes. The name "Diwali" or "Deepavali" translates into "row of lamps" . These lamps are kept on during the night and one's house is cleaned. Firecrackers are burst and all the celebrants wear new clothes and share sweets and snacks with family members and friends. India is a powerhouse of vibrant festivals and traditional celebrations and as the year comes to a close the festival of lights gives an insight into that quality.

The US elections were a talk across the Globe and saw Obama getting his next 4 year term. It was a very vividly followed news during the beginning of November. The Syrian conflict was making dangerous progress and the world watching the events unfold with bated breath.

In India the Rupee continued its slide and fell to the lowest over a 2 month period. The economy globally is just pulling on with pockets of growth news and lots of slump. Without reading too much into this we need to look forward positively. Although we have not been able to highlight any special happening the last month we pride in being able to sustain our growth and increase in some areas. As always with lots to look forward we bring to you the last Edition of the year 2012. Our next edition will be for the New year. Happy reading

Light Moments

EMPLOYEE NOTICE

Due to increased competition, cost escalation and our keen desire to stay in Business, management has deemed necessary a change to your terms of employment.

It will now be compulsory to do something called work in between tea breaks, coffee breaks, smoking breaks, lunch breaks, toilet breaks etc...

Management intends to call this

THE WORK BREAK

Diwali Celebrations @Sevenseas Delhi



.....Team Delhi soaking into spirituality on the occasion of the Festival of Lights – Diwali (Deepavali), Invoking blessings for all. A quiet occasion before they got down to the Noise and lights of crackers and lamps.

Snapshot taken from the office.....

Festivals they say are occasions to get together and rejoice. It could be with family, friends or family and friends. Sevenseas has believed in this concept not as a rule but as an initiative from its Team across India. All the teams indulge in celebrating festivals which are in abundance in India and form the crux of this diversified culture. What better way than taking some time for friends with whom we spend the maximum time at our work places. It is not just about the formality, it is very much about the feeling of togetherness and Team spirit.

It can be rightly said – Teams that work together, Stay together. After all likes and dislikes are siblings that love to hate.

The need is to create occasions to celebrate togetherness and growth

SEVENSEAS – Consistent Achievements Over the last 12 months

Jan 2012 – Sevenseas Delhi handles a Helicopter from Bell Canada by Air and delivers to the Hangar under special permission

Feb 2012 – Sevenseas Pune & Chennai handle Break Bulk movements

March 2012 – Sevenseas Hyderabad moves to Bigger and better premises

April 2012 – Sevenseas Mumbai moves Bulk Agricultural vehicle on wheels to S. America

May 2012 – Sevenseas Cochin moves to Bigger and better premises

June 2012 – Sevenseas Mumbai moves ODC cargo of machinery under trying circumstances

July 2012 – Sevenseas gets featured in the July 2012 edition of the Cargo connect Magazine under the category – FAST & FURIOUS FORWARDERS

Aug 2012 – Sevenseas brings out the 1st Anniversary edition of its Newsletter

Sept 2012 – Sevenseas Bangalore Warehouse gets the opportunity of storing the prototype of the Formula 1 HRT racing car on promotional duty

Oct 2012 – Sevenseas Vizag moves project of 17 x 40' HC. Sevenseas also opened its 15th Office at Nagpur and opened its own office at the growing hub Kolkata

Nov 2012 – Sevenseas Nagpur takes credit for moving the first container a 1 x 40' from the new private CFS at Nagpur – CFS FREIGHT STAR

News from India

India set to reduce import duties in five years

As part of the Broad-based Trade & Investment Agreement (BTIA) with the 27-nation bloc, India will reduce import duties on several items. The government may lower the import duty on cars to 30% by 2017 and scale it down further to 20% in 2020

Similarly, customs duty on 'high-end' wine is proposed to be slashed to 30% from near 150% levels now. The current tariff for import of automobiles is 100%, although the notified rate, which is applied to new cars, is 60%.

A reduction in customs duty is expected to be more beneficial for high-end cars, which are imported as completely built units given the low volumes. Smaller cars are usually manufactured locally using local parts although some components are imported. But there is a fear that several European car makers who do not have manufacturing facilities in India may opt for the import route and would refrain from setting up plants here.

In return, EU has agreed to phase out import duty on cars by 2020 and allow Indian textiles to enter the member countries on payment of concessional rate duty. Officials said a deal to boost export of Indian farm products such as banana, rice and sugar has also been clinched

Krishnapatnam port commissions cranes to handle export of cars

Krishnapatnam, Nov. 21, The privately-run Krishnapatnam Port in Andhra Pradesh is likely to compete with Chennai and Ennore ports to handle export of cars that are manufactured in the Chennai and Bangalore regions.

The port, located 180 km north of Chennai, is constructing a roll-on roll-off berth in the south terminal.

"We hope to have the berth ready to handle cars by the first quarter of 2013-14," said Anil Yendluri, Chief Executive Officer, Krishnapatnam Port and Director, Krishnapatnam Rail Co Ltd.

The port is in discussion with all the car manufacturers, he said but did

not divulge names of the manufacturers. Hyundai, Ford, Nissan and Renault are the ones who make cars in the Chennai region. Many officials of the manufacturers have already visited the port, he said.

The Chennai port annually handles over three lakh cars while at Ennore Port, the cumulative car handling has crossed over two lakhs. The Ennore port commenced car handling in September 2010.

Yendluri claimed that being a private port, there is an advantage for customers in getting flexibility in rates.

However, since there is a space constraint in Chennai and Ennore ports, for manufacturers, the next available option is

Krishnapatnam, which is accessible through both rail and road. The port has nearly 45 km of railway line inside the campus, he said.

He felt that distance was not an issue that will stop the manufacturers looking at Krishnapatnam. If they want space and cost advantages, they will consider this port, he said.

The port is promoted by the Hyderabad-based C.V.R. Group. The group's flagship company Navayuga Engineering Company Ltd is the EPC contractor for the port.

Meanwhile, the port has commissioned five super post Panamax rail-mounted quay cranes in its container terminal.

The all-weather terminal's capacity is to annually handle 1.2 million TEUs (twenty foot equivalent units).

With a draft of 18 metres, the port is capable of handling largest container vessels, he said.

The cranes were commissioned for the container vessel Buxhill, a MSC-operated weekly service vessel connecting Krishnapatnam port and Colombo.

Yendluri said that there is a plan to increase the container handling capacity to six million TEUs in the next four years – making it one of the largest container terminals on the East Coast.

The big win for logistics: Strategies to move automotive India into the premier league

Automotive is a sector with tremendous growth potential, including for export. But few issues offer as many obstacles to achieving that potential as logistics.

For the past six years, one of the best forums for bringing together all parties to focus on what do about the country's under-performance has been the Automotive Logistics India conference. Always significant and thought-provoking, last year's meeting included the revelation from government officials that the idea of private sector involvement in rail auto hubs had been put "on hold".

The conference is attended by executives from OEMs, suppliers and service providers, along with government officials. It creates networking and allows informal discussion as well as providing formal presentations with Q&A follow-up. "An enriching experience," commented Ravi Singh, General Manager of Logistics at the country's biggest carmaker, Maruti Suzuki, after 2011's event. "The sessions were...interactive, meaningful, relevant and thought-provoking. I will attend next year." Almost 300 delegates heard then that considerable investment, partnership and patience are all needed for logistics to keep up with market demand which is expected to see car sales double to 6m per annum by 2015-16. The meeting this year has a theme intended to capture that opportunity: 'The big win for logistics: Strategies to move automotive India into the premier league'. It will be held in Pune from 5-7 December.

Both global and Indian players will be present, from both customers and suppliers. Included will be senior executives like: Prem Verma, CEO of TML Distribution (the logistics arm of Tata Motors), who is also co-chair of the logistics committee of India's Association of Automakers, SIAM; Shailesh Hazela, Director, Global SupplyChain for General Motors India; Achal Paliwal, Head of Logistics at Honda India; and Joerg Biesemann, Director of Automotive Logistics for Asia Pacific for Tier 1 Supplier Continental. The conference is also the opportunity to delve into the practical issues, including areas as diverse as warehousing, IT, packaging, inventory management, synchronised delivery, truck capacity, rail and multimodal transport options. There is a conference stream dedicated to finished vehicle logistics. "It gives a platform to meet, interact, share thoughts, and generate new ideas and the enthusiasm to implement them," said Anil Sharma, Head of Supply Chain Management of Tenneco Automotive after 2011's conference, which was held in Delhi. "This is a conference which is a must-attend," added Raphael Lim, Regional Customer Manager for DHL Express.

The conference is structured as a pre-event cocktail reception followed by two days of meetings and presentations, split up with generous lunch and tea breaks for networking and private discussions, and including a mid-conference gala dinner. Presentations are available in soft copy to delegates after the event. All the benefits are included in a single delegate fee. Automotive Logistics India is part of a global series, which sees other annual events in the USA, Europe (held in Germany), Russia, China and Brazil. At each one the regional issues are addressed in the vital context, for the automotive industry, of increasingly-global vehicle platforms and already-global supply chains

Evolving HR Industry Trends during troubled times

No booze is Good news

The days of alcohol-fuelled lunches and business meetings are long gone, alcohol-fuelled lunches and business meetings with little or no formal structure, are no longer common practice in the air cargo industry, a specialist employment veteran reveals. After 25 years experience in the air cargo jobs placement business, Kevin Theobald knows a thing or two about industry trends and traditions. As a former airfreight worker, Theobald now understands the workplace inside and out – and in two and a half decades of successfully placing clients in air cargo jobs he has seen the freight forwarding world evolve into a much more sophisticated industry.

In the earlier days there was this drinking culture and everyone knew everyone. People were offered jobs after discussions in the pub. That doesn't happen anymore . "One of the other big changes has been the security checks and the referencing system." Today's forwarders carry out stringent background checks on prospective employees. Theobald admits that business is not easy in the current, depressed market, although the situation is improving. "It is not brilliant," he says. "It could be a lot better".

So with evolving trends and professionalism in our Industry one can no longer booze their way to the top.. Habits die hard but in the present scenario, to survive Die hard habits needs to perish. It is all about Experience and professionalism.....

It is often said that -

The only time success comes before work is in the dictionary

In these lean times when work itself is less, it calls for a massive effort to stay afloat and then get to the golden throne called success.

Hoping that 2013 has something good for all of us. Here is wishing 2012 a goodbye at least from the Newsletter Desk and see you all in 2013.....

TEAM SEVENSEAS - INDIA