



**Samsara Group**  
Success in Service



ISO 9001:2015 Certified Group

**India's most Comprehensive Shipping Solution Network**

# INDIA GROWTH NEWS

A WEEKLY UPDATE ON CURRENT BUSINESS & SHIPPING HAPPENINGS

[www.samsaragroup.com](http://www.samsaragroup.com)

Week 16, 2024 (Apr 13 – Apr 19)

## Policy & Economy News



**India fastest growing economy during last 3 financial years: Sitharaman**

**India's outward FDI rises to \$3.91 billion in March, shows RBI data**

## Business News – The India Boom Factor



**India allows onion export to Sri Lanka, gives additional quota to UAE**

**India's FY24 pulses imports hit 6-year high as red lentil purchases jump**

**India's US bound pharma exports surge by 15% to \$7.83 billion in FY24**

**India's oilmeal exports in 2023-24 fiscal hit record high**

**TN tops in electronics exports with a record \$9.6 billion tally in FY23-24**

## Shipping News



**Ghogha-Pipavav-Mumbai ferry service under consideration**

## Logistics News



**Auto, infra sectors give boost to logistic business**

**Industrial and Warehousing sector booms with record leasing activity in Q1 2024**

## Indian Port News



**Paradip Port set to handle 300 mn tonnes in 3 years**

**At 449 MMT, cargo handled by GMB ports peaked in FY24**



### **India fastest growing economy during last 3 financial years: Sitharaman**

**Business Standard - April 16**

Union Finance Minister Nirmala Sitharaman said here on Tuesday that India has been the fastest growing economy in the last three consecutive financial years and this growth can continue in the coming years as well.

She said the next 25 years will be critical for India. In the financial year 2023-24, India witnessed a growth rate of eight per cent in three quarters and is expecting a similar level of growth in the fourth quarter, she said, adding it has been a sustainable growth.

"India has been the fastest growing economy in the last three consecutive financial years and this growth can continue in the coming years as well. The next 25 years will be very critical for India," Sitharaman said in a dialogue programme with industrialists and businessmen.

She said that foreign investors are coming to invest in India due to the credibility of its economy.

"Due to the economic policy, larger macroeconomic stability, stable government, stable taxation policy, transparent tenders and procurement, there has been immense credibility of India's economy abroad. So, the investors are coming here to invest," she said.

### **India's outward FDI rises to \$3.91 billion in March, shows RBI data**

**Business Standard -April 16**

India's outward foreign direct investment (FDI) commitments rose significantly to \$3.91 billion in March 2024, compared to \$2.63 billion in March 2023. Sequentially, they were also higher than \$3.67 billion in February 2024, according to Reserve Bank of India (RBI) data.

Outbound FDI, expressed as a financial commitment, comprises three components: equity, loans, and guarantees. The equity commitments grew more than twofold to \$2.03 billion in March 2024 from \$758.22 million in March 2023. It was also higher than the \$616.46 million recorded in February 2024.

Debt commitments almost doubled to \$1.04 billion in March 2024, from \$517.98 million a year ago. However, it was much higher than \$254.24 million in February 2024. Guarantees for overseas units declined to \$839.16 million in March 2024 from \$1.36 billion in March 2023. They were down substantially compared to \$2.80 billion in February 2024, RBI data showed.



## Business News – The India Boom Factor

### **India allows onion export to Sri Lanka, gives additional quota to UAE**

**The Economic Times – April 16**

India has permitted limited onion exports to the United Arab Emirates (UAE) and Sri Lanka, despite ongoing restrictions on outward shipments of the vegetable.

The Ministry of Commerce and Industry, through the Directorate General of Foreign Trade (DGFT), announced the allowance of an additional 10,000 metric tons (MT) of onions to both the UAE and Sri Lanka, facilitated by the National Cooperative Exports Limited (NCEL).

India has allowed a limited quantity of onion exports to the United Arab Emirates (UAE) and Sri Lanka, at a time when the staple vegetable's outward shipments have been kept under restrictions.

The Ministry of Commerce and Industry, through the Directorate General of Foreign Trade (DGFT), issued a notification late Monday evening, permitting the export of an additional 10,000 metric tons (MT) of onions to the UAE (above 24,000 tonne already allowed) and 10,000 tonne to Sri Lanka, facilitated through the National Cooperative Exports Limited (NCEL).

In March, the centre allowed the export of 50,000 tonne onions to Bangladesh.

The government has extended the ban on the export of onions until further orders.

Initially, India had in early December 2023 prohibited the export of onions till March 2024. The DGFT notification said the export of onions will be, however, allowed based on permission granted by the central government to other countries based on the request made by the countries.

In August, the government imposed a 40 per cent duty on the export of onions to check price rise and improve supplies in the domestic market until December 31, 2023.

The central government subsequently set a Minimum Export Price (MEP) of USD 800 per tonne on a free-on-board basis for the export of onions with effect from October 29.

The central government had, though, exempted the export of 'Bangalore rose onion' from the export duty, with a small rider -- goods meant for export shall be allowed to be exported subject to the exporter furnishing a certificate from the Horticulture Commissioner, Government of Karnataka, certifying the item and quantity of Bangalore Rose Onion to be exported.



Bangalore rose onion is a variety of onion grown in and around Bengaluru, Karnataka. It got the coveted Geographical Indication tag in 2015.

Faced with rising onion prices, the central government has been releasing the staple vegetable from its buffer stock. The central government had earlier decided it would maintain 3 lakh tonne of onions in the 2023-24 season as buffer stock. In 2022-23, the government maintained 2.51 lakh tonne onion as buffer stock.

Buffer stock is maintained to meet any exigencies and for price stabilisation if rates go up significantly during the lean supply season.

Rabi onion harvested during April-June accounts for 65 per cent of India's onion production and meets the consumer's demand till the Kharif crop is harvested in October-November.

### **India's FY24 pulses imports hit 6-year high as red lentil purchases jump**

#### **Reuters – April 18**

India's pulses imports in fiscal 2024 surged 84% year-on-year to their highest level in six years after lower production prompted India to allow duty-free imports of red lentils and yellow peas, government and industry officials said on Thursday.

Higher imports by India, the world's biggest importer, producer and consumer of protein-rich pulses, have been supporting global prices and helping bring down stocks in exporting countries such as Canada, Australia, and Myanmar.

India imported 4.65 million metric tons of pulses in the year ended March 31, 2024, the highest since fiscal 2018, and up from 2.53 million tons imported a year ago, according to provisional data shared by a government official who declined to be named.

In value terms, imports in the year jumped 93% to \$3.75 billion, he added.

Lower production and the government's decision to scrap import taxes in an attempt to bring down prices before the election led to a surge in imports, said a Mumbai-based dealer with a global trade house.

"There was a massive surge in imports of red lentils and yellow peas last year. Imports of black gram also rose," the dealer said.

India red lentil's imports from Canada more than doubled in the year to around 1.2 million tons despite diplomatic strains over the murder of a Sikh separatist leader, the government official said.

Yellow peas imports from Russia and Turkey have been rising in recent months after New Delhi allowed duty-free imports in December, said a New Delhi-based trader.



India also imported pigeon peas and chickpeas to overcome a shortfall in production, the trader added.

The South Asian country usually imports pulses from Canada, Myanmar, Australia, Mozambique and Tanzania.

### **India's US bound pharma exports surge by 15% to \$7.83 billion in FY24**

#### **India Shipping News -April 18**

India's pharmaceutical exports to the United States, which accounts for nearly a third of the country's total pharma exports, have rebounded strongly after a period of stagnation.

According to estimates by the Pharmaceutical Export Promotion Council (Pharmexcil), exports to the US surged by 15 per cent to USD 7.83 billion in the first 11 months of the last financial year, more than doubling the 6.18 per cent growth rate seen in the same period of the previous year.

This upswing comes despite the industry grappling with regulatory challenges from the US Food and Drug Administration (USFDA) and rising pricing pressures in the US market.

R Uday Bhaskar, Pharmexcil's Director General, attributed the robust growth to a recovery after negative export figures in 2022.

"Until FY16, India's exports were growing at more than twice the rate as we were getting faster approvals of Abbreviated New Drug Applications," Bhaskar explained.

"However, the USFDA later not only slowed down its approval rate but the US local market was also sluggish," he added.

Overall, India's total pharmaceutical exports increased by 9.34 per cent to USD 25.04 billion in the April-February period, compared to USD 22.9 billion in the corresponding period last year. The US market remains a crucial destination, absorbing around 30 per cent of India's total pharma exports.

### **India's oilmeal exports in 2023-24 fiscal hit record high**

#### **Economic Times - April 18**

India's oil meal exports in 2023-24 fiscal have touched record high levels in both value and quality terms, shows data compiled by industry body Solvent Extractors's Association (SEA).

The overall export of oilmeals during April 2023 to March 2024 has increased to 4,885,437 tons valued at Rs. 15,370 crores (Rs.153.7 billion) compared to 4,336,287 tons valued at Rs. 11,400 crores (Rs.114 billion) during the same period of previous year; which is up by 13% in terms of quantity and 35% in term of value.





This is highest export of oilmeals since 2013-14 in term of quantity and value. Previously during 2013-14, India had exported 43.81 lakh tons of oilmeals valued at Rs 11,500 crores (Rs.115 billion).

The export of soybean meal revived during the year and reported at 21.33 lakh tons compared to 10.22 lakh tons during the same period of last year as Indian soybean meal was most competitive in the international market. "However, from mid April onwards, Indian soyameal is facing strong competition from Argentine origin and the export is likely to slow down in coming months," said SEA.

The export of oilmeals for the month of March, 2024 has been provisionally reported at 395,382 tons compared to 575,958 tons in March 2023; down by 31%.

The export of rapeseed meal during the year has been reported at 22.13 lakh tons compared to 22.97 lakh tons during the same period of last year.

According to SEA, rapeseed processing in India likely to stay below the potential in coming months due to disparity in crushing. The export sale of rapeseed meal has slowed down owing to growing competition from soya meal in the international market.

SEA's data shows that Bangladesh has become the largest importer of Indian oilmeals and reported 8.92 lakh tons consisting of 4.34 lakh tons of rapeseed meal, 4.31 lakh tons of soybean meal and 0.28 lakh tons of DE oiled rice bran. South Korea has become the second largest importer of Indian oil meals and reported at 8.32 lakh tons of oil meals consisting of consisting of 547,763 tons of rapeseed meal, 226,407 tons of castor seed meal and 57,899 tons of soybean meal. Thailand was the third largest importer of Indian oil meals and reported at 6.33 lakh tons of oilmeals out of which 6.16 lakh tons rapeseed meal.

Iran has turned out to be largest importer of Soybean meal from India (including shipment via Dubai) and imported a record quantity of soybean meal of 8.64 lakh tons during the financial year 2023-24.

## **TN tops in electronics exports with a record \$9.6 billion tally in FY23-24**

### **Times of India - April 19**

Tamil Nadu has achieved a record breaking \$9.56 billion in electronics exports in FY23-24. That formed nearly 33% of the total national share of electronics exports.

The share of electronics exports have nearly doubled from \$5.37 billion in FY22-23. State industries minister Dr TRB Rajaa tweeted that the "electronics sector in the state is just beginning to flex its capabilities" and Tamil Nadu is "racing towards another all-time next year".



The state's share of electronics exports is more than double that of Karnataka, which at \$4.6 billion and just under 16% national share is number two on the list of top electronics exporting states. Karnataka is almost neck and neck with Uttar Pradesh which clocked \$4.46 billion and captured 15.32% of the electronics export national pie.

Maharashtra, Gujarat and Delhi, with just over \$3 billion, \$2.75 billion and \$1.51 billion occupy the next three positions respectively and with their share of the electronics export pie being – 10.62%, 9.43% and 5.18%.

Haryana and Telangana at just over \$698 million and \$610.62 million are placed next in that order and with 2.4% and 2.1% share.

Electronics is TN's second biggest export category behind engineering goods which clocked nearly \$ 17 billion in exports in FY23-24. Readymade garments at \$4.7 billion, cotton yard and fabrics at \$2 billion and leather and leather goods at \$1.66 billion bring up the top five export categories for the state.

Tamil Nadu's total exports were worth \$43.55 billion in FY23-24 of which electronics and engineering goods comprised nearly 62%. TN is the third biggest exporter state in India after Gujarat (\$134.4 billion) and Maharashtra (\$67.2 billion).

## Shipping News

### **Ghogha-Pipavav-Mumbai ferry service under consideration**

#### **India Seatrade News - April 13**

To alleviate the burden on road, rail, and air transport and to leverage India's extensive coastline of 7500 kilometers, extensive surveys are underway to promote water transport. The Ghogha-Hajira Ro-Pax ferry service currently stands as India's largest water transport project. Encouraged by its success, discussions are underway to initiate a Ro-Pax ferry service between Pipavav and Mumbai to further develop the Saurashtra waterway. With terminal facilities available at both Ghogha and Mumbai, the Ghogha-Pipavav-Mumbai route is also under consideration.

Under the Sagarmala project of the Government of India, the first phase of survey work commenced last year to initiate 45 ferry services for the coastal areas of the country. Studies are also ongoing to evaluate the transportation benefits of ferry services starting from Pipavav and



Muldwarka in Gujarat. The necessary infrastructure for a Ro-Pax ferry service is already in place at Mumbai and Ghogha. If common infrastructure is established at Pipavav as well, a Ro-Pax ferry service connecting Ghogha-Pipavav-Mumbai can be launched in the near future.

Since the inauguration of the Ro-Pax ferry service from Ghogha in Bhavnagar district to Hazira in Surat, two ships operate daily, offering convenient transportation options. Following the success of Ghogha-Hajira in the pilot project, discussions regarding Pipavav-Mumbai have commenced. Given the lengthy road distance, Mumbai's accessibility by water is advantageous. A recent survey was conducted to assess the infrastructure requirements for a Ro-Pax ferry service near Pipavav Port. Adequate facilities are available at both Mumbai and Ghogha.

The distance between Pipavav and Mumbai can be traversed in 7 hours by ferry ship, as opposed to the 14- hour road journey covering 537 kilometers. Utilizing water transport offers the potential to save both time and fuel, making it a more efficient mode of transportation

## Logistics News

### **Auto, infra sectors give boost to logistic business**

#### **India Seatrade News - April 15**

Fuelled by rising demand from the automotive and infrastructure sector, the logistic movement has gone up by over 10 per cent and seen rising further on increased orders for container deliveries to port.

Rise in exports from the land-locked state Madhya Pradesh has boosted the logistic industry , eyeing for a double digit jump during the peak demand period from April to June.

Indore is a major trading and business center with an estimated movement of around 4,000 commercial vehicles every day, according to truckers.

Amrit Madan, president, All India Motor Transport Congress said, "Logistic sector is growing because of encouraging demand from the automotive and infrastructure industry. Transport from across most sectors have picked up but automotive led by the EV segment and infrastructure is leading the growth. We are anticipating around a 10-15 per cent rise in the logistic movement from the previous year."

The All India Motor Transport Congress, a body of truckers and transporters, said the scrapping of notified check posts will cut down travel time and may bring down freight charges.

The new season harvest of the rabi crops and a pickup in the demand for grocery items has also led to a surge in bookings for trucks from Indore to other parts of the country.

Vijay Kalra, former vice president, All India Motor Transport Congress (West Zone) said, "This is the peak season for the logistic industry and this season has started on a very good note. There is a sharp rise in the movement of automobiles, grains and other commodities from Indore to South, Maharashtra and other parts of the state.





## **Industrial and Warehousing sector booms with record leasing activity in Q1 2024**

### **India Seatrade News - April 18**

The industrial and warehousing sector in India experienced a notable surge in leasing activity during the first quarter of 2024, marking the highest supply increment in the last two years. According to data from Colliers India, new supply reached close to 7 million square feet, with approximately one-third of Grade A developments concentrated in the Delhi NCR region.

Key industrial and warehousing hubs across the country witnessed buoyant leasing activity, totaling 7 million square feet. Mumbai and Chennai emerged as frontrunners in demand, accounting for about 55% of the total share. Of particular interest was Chennai, which saw robust leasing activity, nearly doubling its uptake compared to the same period last year.

Bhiwandi in Mumbai emerged as the most active market for Q1 2024, with 1.7 million square feet of Grade A demand, followed closely by Oragadam in Chennai, surpassing leasing activity in Chakan Talegoan in Pune.

Third-party logistics players (3PL) continued to dominate industrial and warehousing space occupancy, contributing over 40% to the total demand. Chennai stood out with about 43% of the overall 3PL activity in the top five cities. Retail players also made a significant impact, accounting for 16% of the demand nationwide, followed by engineering and automobile sectors with 12% each.

Vijay Ganesh, Managing Director of Industrial & Logistics Services at Colliers India, highlighted the evolving consumption patterns, noting that the combined share of retail, engineering, and automobile sectors rose from 26% in Q1 2023 to 40% in Q1 2024, indicating shifting dynamics and emerging opportunities in the sector.

The e-commerce segment witnessed a remarkable surge, with leasing activity soaring 2.3 times compared to the same period last year. This growth trajectory is expected to continue as the focus on digital infrastructure and changing consumer behaviors drive demand for warehouse spaces. Additionally, the rise of Quick Commerce (Q-commerce) players is anticipated to further stimulate demand for larger hub warehouses.

Retail players also demonstrated heightened interest in warehousing space, with demand more than doubling from a year ago. This expansionary activity is fueled by strong retail performance across cities, particularly in large department stores, signaling a favorable consumption pattern and promising demand for warehousing space in the coming quarters.

Large-sized deals, defined as those exceeding 200,000 square feet, accounted for over 50% of the industrial and warehousing space demand in Q1 2024. While 3PL companies continued to dominate this segment, the rise in large deals was propelled by retail and e-commerce players, particularly in Chennai and Mumbai.

Vimal Nadar, Senior Director & Head of Research at Colliers India, expressed optimism regarding the sector's performance in 2024, citing an upbeat start to the year and improved developer confidence. With a Grade A supply pipeline of approximately 23-25 million square feet for the year, Nadar expects supply to closely align with demand trends across the top five cities.



Despite rising supply and healthy demand, vacancy levels saw a slight increase to 11% by the end of the first quarter, attributed to churn and exits in the industrial and warehousing space. However, amidst this backdrop, rental rates remained range-bound, experiencing an 8% rise in select micro markets of Chennai and Pune.

As the industrial and warehousing sector continues to evolve and adapt to changing market dynamics, stakeholders remain optimistic about its growth trajectory in the coming quarters, driven by sustained demand diversification and robust leasing activity

## Indian Port News

### Paradip Port set to handle 300 mn tonnes in 3 years

#### India Seatrade News - April 16

Buoyed by its phenomenal success by emerging numero uno major port in India during 2023-24 snatching away the coveted position from Deendayal (Kandla) Port, Paradip Port Authority (PPA) is gearing up with grandiose plans to join the elite list of ports handling over 300 million metric tonnes in next three years.

Paradip Port with its present handling capacity of 289 million metric tonnes has set a target to cross the 300 million metric tonnes capacity mark in another three years with the commissioning of Western Dock project.

The work of Western Dock project with 25 million metric tonnes capacity is in full swing by the PPP operator M/s JPPL. The project envisages increasing the draught, enabling it to hand fully laden cape vessels by 2026, according to its Chairman P L Haranadh.

On emerging first, he said “meticulous planning and hard work by the workforce and wholehearted support from the stakeholders and patronage from the Ministry of Ports, Shipping and Waterways have enabled us to excel our performance and achieve the significant milestone.”

In an interview, Haranadh, a 1994 batch IRTS officer, who earlier had a successful stint as the Deputy Chairman of Visakhapatnam Port Authority (VPA) for five years, said their remarkable journey reached new heights with the recent record-breaking achievement of clocking incredible 145.38 MMT cargo in FY 2023- 24 by overtaking Deendayal Port, to emerge as the highest cargo handling major port of India.

A cursory look at the provisional financial results reveals an operating revenue crossing Rs 2,300 crore (Rs.23 billion) against Rs 2,074 crore (Rs.20.7 billion) in comparison to previous fiscal, resulting in an increase of 14.30 per cent. The operating surplus has crossed Rs 1,510 crore (Rs.15.1 billion) against last year's Rs 1,300 crore (Rs.13 billion) with a growth of 16.44 per cent. The net surplus before tax has crossed Rs 1,570 crore (Rs.15.7 billion) against the previous year's Rs 1,296 crore (Rs.12.9 billion) exhibiting growth of 21.26 per cent. Net surplus after tax has also crossed Rs 1,020 crore (Rs.10.2 billion) against Rs 850 crore (Rs.8.5 billion) last year, which is a 20 per cent increase. The operating ratio has also improved to 36 per cent against 37 per cent last year.



The port is located at the confluence of Mahanadi and the Bay of Bengal, about 390 km south of Kolkata and 480 km north of Visakhapatnam, Paradip Port set up in Odisha on March 12, 1966 has an ambitious plan ahead to further scale up.

For the first time in its 58 years history of operation, PPA has surpassed previous records, set by Deendayal Port. Paradip Port has also recorded growth of 10.02 million metric tonnes (7.4 per cent) of traffic on Y-o-Y basis. During the financial year the port achieved its highest ever coastal shipping traffic of 59.19 million metric tonnes, with a growth of 0.76 million metric tonnes, which is 1.30 per cent over the previous year.

Giving details on their achievements, Haranadh said the thermal coal coastal shipping has reached 43.97 million metric tonnes that is 4.02 per cent over the previous year cargo handling. Thus, Paradip Port is emerging as a hub for coastal shipping in the country. The port has been able to improve its berth productivity to 33,014 MT from 31,050 MT of previous financial year, thus registering 6.33 per cent growth.

Significantly, the berth productivity achieved by Paradip Port is the highest among all the ports of the country.

During the financial year, the port handled 21,665 rakes, registering a growth of 7.65 per cent over the previous financial year. The port has handled 2,710 ships, registering an increase of 13.82 per cent over the previous financial year.

The Chairman said the increased performance in cargo handling has been driven by various system improvement measures undertaken by the port during the financial year, which includes improved system of operation at mechanised coal hand plant to reduce idle time, simultaneous handling of one cape, and one panamax at coal handling berths.

### **At 449 MMT, cargo handled by GMB ports peaked in FY24**

#### **India Seatrade News - April 19**

Cargo handled by ports administered by the Gujarat Maritime Board (GMB) has hit an all-time high of 449 million metric tonnes (MMT) in the 2023-24 financial year, up from 416 MMT in the previous year.

According to experts, growth in cargo handling came from the improved performance of private ports including Mundra. Crude, coal and containers contributed the most to cargo handled.

GMB has 48 non-major ports in Gujarat.

According to sources, crude oil, coal, containers, LNG, iron ore, cement and clinker account for 82% of total cargo traffic at GMB ports. Private ports handled 247.51 MMT of cargo or 55% of total traffic at non-major ports in Gujarat in FY24. This was 14.42% higher than in the previous financial year.

In FY23, private ports handled 216.32 MMT and accounted for 52% of total traffic handled by non-major ports in Gujarat.

Mundra handled the most cargo, 172.50 MMT in FY24, an 18% annual increase.



Cargo handled at Dahej grew by 8% to 34.59 MMT. Pipavav port handled 12.94 MMT, 13% more than in the previous year.

According to officials, captive jetties handled 167.84 MMT or 37.4% of total traffic at non-major ports in FY24.

In FY23, captive jetties handled 164.43 MMT which was 39.5% of the total traffic. In FY24, cargo handling at captive jetties grew by 2.08%.

GMB-operated jetties handled 23.19 MMT in FY24, 8.34% lower than in the previous financial year.

“Global supply chains were disrupted by Covid and this had affected ports. After that there was a speedy recovery and due to improvement in cargo handling services, Gujarat ports are seeing significant growth,” an official said.





**Samsara Group**  
Success in Service



ISO 9001:2015 Certified Group

## THE LARGEST SHIP AGENCY NETWORK IN INDIA



**Samsara Group**  
Success in Service



ISO 9001:2015 Certified Group

### INDIA'S MOST COMPREHENSIVE SHIPPING SOLUTION NETWORK

Corporate Office: 106/107, Technopolis Knowledge Park, Mahakali Caves Road, Chakala, Andheri (E), Mumbai - 400 093. (India)

Tel.: +91-22-66775000 | Email : [corporate@samsaragroup.com](mailto:corporate@samsaragroup.com)

**Disclaimer:**

Above information is only indicative and given in good faith. We have collected the above information from various secondary sources. We have tried our best to be as correct as possible. However, we cannot guarantee 100 % accuracy in the above data. Our company / group will not be responsible for any mistakes / inaccuracies which might have crept in inadvertently.

[www.samsaragroup.com](http://www.samsaragroup.com)

