US gas exports to India likely to become reality

The introduction of a bill in the US Congress that seeks to accelerate exports of the US natural gas, is expected to help India to import gas. Close on the heels of the new development, the US Secretary of Energy, Ernest Moniz came to India to take part in the US-India Energy Dialogues which included discussions on gas imports by India. The proposed legislation removes the requirement of an FTA with the importing country, and instead would allow exports to any countries listed under the WTO, of which India is a member.

Rapid advances in technology and extraction of shale gas and oil over the past few years have helped the US produce surplus liquefied natural gas (LNG), giving impetus to the prospect of LNG exports to countries such as India, Ukraine, and Japan.

However, exporting LNG is complicated by the fact that US law does not allow exports of LNG to countries with whom it does not have a Free Trade Agreement (FTA), unless with special exceptions. This leaves out important partners like India, which do not have a FTA with the US. It also leaves out Ukraine, a country that the US would like to see less dependent on Russian gas.

> We welcome introduction of the legislation H.R. 6, the "Domestic Prosperity and Global Freedom Act", to remove archaic bottlenecks on American exports. Having pursued this matter on Capitol Hill since over a year, we shall continue to stay engaged with lawmakers such as Congressman Ted Poe to ensure that our efforts meet the desired result of heralding a new era in US-India LNG trade without restrictions
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> **Sanjay Puri**
> Chairman, US India Political Action Committee

At a time when the price of gas has become a burning issue in India's elections, the country is actively looking at additional and newer sources of gas. It presently imports from Qatar and Australia, with several other suppliers in consideration to feed India's voracious appetite for energy security.

Allcargo inks pact with Scania to provide trailers

Integrated logistics major Allcargo Logistics Ltd, part of the Avvashya Group, has partnered with Sweden-headquartered Scania, leading manufacturer of heavy transport vehicles, to provide world-class trailers on operating lease basis for its clients based in India. Under the signed agreement, Allcargo will be utilising the trailers on operating lease from Scania to bring in more productivity, time-saving and efficient transportation services for its customers within the hinterlands of India. Allcargo is already engaged with Scania for clearing and port services. With this agreement, the association has further strengthened to create a new benchmark across India's logistics space. With Allcargo's world-class services and Scania's advanced technology, customers' consignments transported through these trailers will be safe and reach destinations before time without any transit delays, thus increasing productivity and efficiency of transportation for customers in India.

Allcargo currently owns and operates one of the largest owned fleet of over 1,000 equipments comprising trailers, complete range of cranes including crawler, truck lattice and all-terrain, and fork-lifts, reach stackers, barges, coastal vessels etc.

RiskMap Maritime 2014

A 5 per cent global decline in reported incidents of piracy and armed robbery at sea is outweighed by the changing threat the maritime community is facing in the Gulf of Guinea, according to the RiskMap Maritime analysis, Control Risks' authoritative guide to risks for the maritime community in 2014. Although improved ship security measures and naval coordination have been successful in preventing Somali pirates from hijacking large commercial vessels, groups continue to launch attacks and political tension in Somalia highlights how easily the region could see another rise in pirate activity. While the RiskMap Maritime 2014 analysis states that the number of incidents in the Horn of African piracy continues to decline, ongoing violent unrest and instability onshore in Somalia means that the risk of resurgence is real. Most importantly, individuals will be more likely to return if the offshore situation changes, if ship security levels drop or naval forces draw down. On the other side of the continent Control Risks registered a 30 per cent increase in piracy incidents and armed robbery at sea in the Gulf of Guinea. The number of product tanker hijacks for cargo theft decreased by 12.5 per cent, but 2013 also saw these criminal groups continue to expand their operational area south of Nigeria for the first time.

"The centre of maritime piracy has been shifting west for a number of years, and the decline in activity off East Africa in 2013 has seen the Gulf of Guinea emerge as the global hotspot for maritime crime. But although piracy continues to dominate the headlines, further key factors such as port and anchorage crime, domestic instability and civil unrest, political violence, territorial disputes and migration can pose a similar level of reputational, operational and security risk for the shipping and offshore oil and gas industry," Tom Patterson, head of Control Risks' Maritime Risk Analysis department said in a release. The report also mentions additional five key factors affecting maritime security.
They are: Port and anchorage crime, domestic instability and civil unrest, political violence, territorial disputes and migration.