



Guiding Spirit to Shipping Industry

Sagar Sandesh

Maritime Tabloid English Bi - Weekly E - Paper

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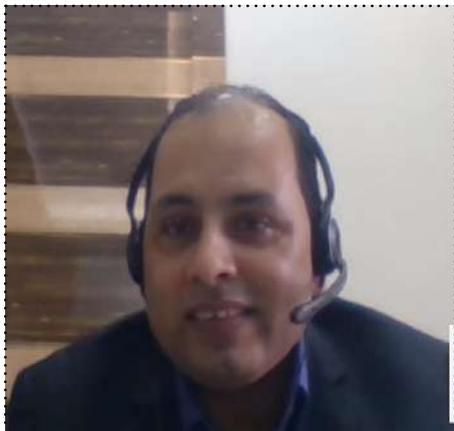
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PSA Sical terminal at VOC Port Tuticorin....

Seafarers INDIA arranged webinar on "Navigation A Seafaring Career" AND "Leadership-A Journey.."



Capt. Amresh Jha

Seafarers India, Capt. Amresh Jha arranged first-ever educational webinar on 24th July, 2021 on topics which influences to Seafarers' aspirations.

To follow this, it was important that while making big decisions, it's important to do an analysis, write it down, and ponder over it again before implementing it. He also stated that in the best circumstances as per the Statistical Confidence Bell, twenty percent of the decisions will go wrong no matter what one does. That should not stop people from taking decisions. He brought to the attention that to achieve your goal one has to work for it -nothing in this world is for free. He advised the youngsters to work hard, stay focused without bothering about getting rewards. Hard work is always recognized, though often not at the pace one would like it. Nonetheless, it always comes and for a seafarer, Sky is the limit.

phenomenon on earth". Capable, fully competent leaders are always evolving. The roles and responsibilities of a leader have changed drastically during the pandemic and the focus has shifted and challenges have been umpteen.

Leadership and Team work go hand in hand and are two sides of the same coin. A Leader is only as good or as bad as his or her team. **Even though a CMD may be leading an organisation, it is the team who actually performs the**

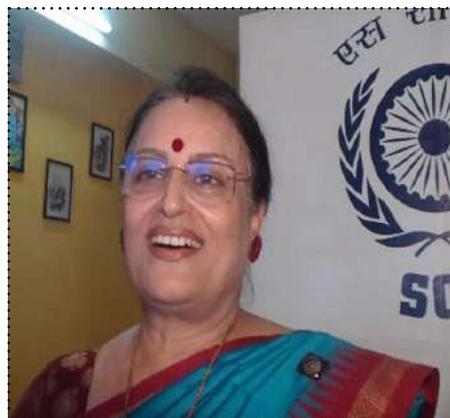


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Capt. Ashok Mahapatra

Eminent speaker Capt. Ashok Mahapatra, Ex Director (Maritime Safety Division, IMO spoke on "Navigating a Seafaring Career from scratch to success". He focused on the versatility of an international career on seafaring. While narrating his days as a cadet, he stressed upon the importance of being focused and developing constructive and achievable goals. To this end, it was necessary to recognize one's strength and work on that rather follow what everyone else is doing. He emphasized on the importance of thinking before speaking.



Mrs H.K. Joshi

Next esteemed speaker for the session was Mrs. H.K. Joshi, CMD, Shipping Corporation of India Ltd, expressed her views on "Leadership-A journey, not a mere instance". The seafarers have always been close to my heart and it is always a privilege to get an opportunity to reach out to seafarers.

A designation or a position is paid for but not leadership. It is an aptitude, a passion that drives a leader and is usually an unpaid job.

As Leadership is a journey and not a destination the position job is time bound but a leader is 24*7 and has no working time. "Leadership is one of the most observed and least understood

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Seafarers INDIA arranged webinar on....From Page : 1

work and delivers the result. However in case of failure, a true leader owns the responsibility. Thus the success is always of the Team and the failure is of the leader. The increasingly knowledge-intensive and technology-driven world of shipping calls for an effectively led Team recognizing the objectives. Teamwork and leadership which go hand in hand have to be understood, harmonised, balanced, integrated, and synergized, whether it is a corporate environment or on board a ship. Collective strength of experiences and strengths of each individual member determines the effectiveness of the team and for the team to work effectively, there must be effective leadership.

Leader is not only at the apex of an organisation or an institution but each individual at his/ her own level should take up leadership role in their own area of task and activities. Thus an organization/ institution or association could have multiple leaders. It is the attitude and mindset that defines and distinguishes a leader. There is

a need to draw out that leader in each of us, utilize and exhibit them.

The Master of vessel should possess good leadership qualities so as to make right decisions at the right time but similar qualities are expected of all officers and crew members so that they can optimally lead at their appropriate levels too. The right balance between teamwork skills and leadership qualities is highly crucial.

Addressing a question on women in leadership roles, Mrs. Joshi responded that Leadership has no gender and is "gender neutral". A leader is a leader irrespective of his gender and to be a successful leader one has to believe in oneself. In professional world there is no place for gender and men and women compete equally for same positions. Professional competency is not based on gender but on the wisdom and knowledge. The day a professional overcomes the gender bias within one's own mind half the battle is won.

Her advice to budding Seafarers was to have a healthy

mind in a healthy body. Mental, Emotional and Physical strength were all vital for a successful seafaring career.

The online webinar was attended by over 80 seafarers across the country. The Q&A sessions moderated by Capt. Amresh Jha brought forth interesting questions from the seafarers and the speakers responded very well. Capt. Amresh informed the seafarers audience that there would be many more webinars on knowledge and leadership front in coming times.



Capt Devashish Kumar

Capt. Devashish Kumar gave vote of thanks appreciating organizing team Capt. Amresh Jha, Capt. Dheeraj Kumar, Capt.

Dhananjay Kumar, Capt. Raj Sinha, Capt. Rajeev, Ch.Engr. Pramod Kumar, Ch.Engr. Varun Sharma and thanked Speakers Capt. Ashok Mahapatra and Mrs. Harjeet Joshi and all esteemed guest and seafarers for joining the webinar from across the globe.

About Seafarers INDIA- By Capt. Amresh Jha:

Seafarers India is an initiative started on 1st July 2021 by few Seafarers with an intention and selfless attitude to help each other and bring seafarers community together. It is seen that Seafarers in India are fragmented and there is a strong need to bring all of them together. Vision of this forum is to make all of us united and to be recognized globally for the uplifting and betterment of seafarers globally.

The purpose to create this forum is to assist Seafarers

- * In mental Health, and Wellbeing at sea and ashore.
- * Building Leadership qualities to lead self and others.
- * Career guidance / Options in associated filed
- * Mentoring programs for younger generations of Seafarers
- * Study related assistance

- * Technical awareness / assistance
- * Behavior, and attitude for various jobs on board and ashore
- * Skill development as per the industry Demand
- * Assist in whatever small way we can to seafarer's cause
- * And above all, to bridge the gap and brings all seafarers from different platform together.
- * Work as Catalyst between various organizations who are doing work for the same cause and assist in bringing change and creating an ideal atmosphere for seafarers not only in India but globally.

Started by fifteen keen seafarers and today we have more than 1000 members across India. Seafarers from all over India connect on this platform and work on what can they give as a Seafarer. They aim to build a robust seafaring community, which cares in giving for the fraternity and the country. Veterans as well as fresher's are thronging to join this drive to connect with each other. The core team is confident that a motion is building, and a Pan India Team is getting ready to make Seafarers matter in constructive way. Email: seafarers.india2021@gmail.com.

Cochin shipyard launches 5 vessels at one go not with standing the severe incidence of corona pandemic gripping Kerala

NEW DELHI
Sagar Sandesh News Bureau

The state owned Cochin Shipyard Limited (CSL)

launched five vessels at one go from its building dock at Kochi. The ship yard achieved this rare feat amidst severe covid 19 pandemic gripping the state of Kerala for the past six months. The state has the second high incidence of the pandemic in the country next only to Maharashtra.

This followed severe lock down restrictions imposed in the state restricting the movement of people and goods in the state.

The vessels launched are three 'Floating Border Outpost Vessels (FBOP)' for the Border Security Force and two 8000 DWT mini general cargo ships for JSW Shipping & Logistics.

In the past the ship yard had launched similar number of vessels at one go during November 2020

Floating Border Outpost vessels important as they act as strategic base stations

The three Floating Border Outpost vessels are important for the nation as it act as strategic



Cochin shipyard launches 5 vessels despite severe pandemic threat and terror

base stations at the borders. We are proud to build these vessels indigenously for the safety of the country.

The vessels manufactured for the JSW group

The vessels manufactured

for the JSW group will act as a boost for the business through coastal and inland waterways. We are glad to associate with JSW who have set in motion the most ambitious coastal and inland transportation systems in the country", a spokesman of the shipyard said.



Mumbai Office
217, Secands Road, Unique Industrial Estate, off Veer Savarkar Marg, Bombay Dyeing Compound, Prabhadevi, Mumbai - 400025
Ph: 022 - 24211583 / 24210193. Fax: 022 - 2421 2149

Chennai Office
No.6, Nungambakkam First Lane (Opp. Regional Office, Indian Oil Corporation), Nungambakkam High Road, Chennai - 600 034
Ph: 044-42664408

Admin. Office
21 "LAKSHMI", Sathya Sai Nagar, Madurai-625 003. Ph : 0452 437 8300 / +91 72000 84864

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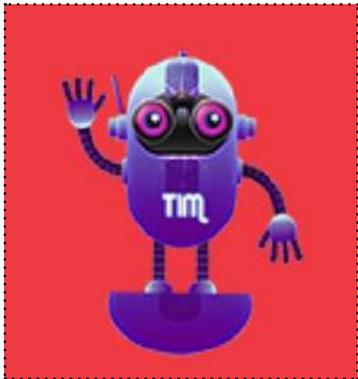
Wishing Good Luck to All Indian Athletes



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Technology in Maritime "TIM" Global Virtual Conference 2021-Inaugural Session



'Technology in Maritime' (TIM) 2021 Global Virtual Conference and Networking Meet is an annual event organised by **The Naval Connection (TNC)** in association with HSBC.

TIM is maritime industry's largest conference on maritime technology and the inaugural session of the TIM 2021 conference was held on 27th July over a mammoth 3D virtual platform. It seemed like a dream when you enter the specially created 3D virtual platform where you ride a speedboat and then enter a virtual 'TIM Ship', and then into the amazing lobby which gives you the impression of the conference happening inside a ship. The virtual ambience created by TNC for this programme is electric and shows the hard work of the team in creating a state-of-the-art 3D forum, the new genre for all large virtual events in present times. The auditorium hosts a giant screen and the audience find themselves seated at the table while watching the session on the giant display.

The platform had a dedicated networking room where all the visitors could catch up, make new contacts and network with each other for business growth, a scribble wall room where one can write their views and comments

on the wall, an exhibition arena where organisations had set up 3D stalls with Audio Visual capabilities for visitors to check out the organisation's products and services and also join in one-on-one discussions with the office staff. In total there were 8 booths; HSBC, Wartsila, StormGeo, HIMT, BloomEnergy, Scanreach, Ocean Technologies Group and one from the inhouse TNC brands.



Capt. Shoukat Mukherjee

The inaugural session started with the opening address of **Capt. Shoukat Mukherjee, Founder & CEO of The Naval Connection** where he welcomed all the speakers and guests from around the world. Over 1200 professionals and students attended the inaugural session from all parts of the world.

In his welcome note Capt. Shoukat Mukherjee, greeted the dignitaries on stage and deliberated the vision of TNC which is **'Building Value for the Future'**. He summarised the achievements of TNC over the last 2 years amidst raging uncertainty and disruption. TNC Virtual Academy has developed skills of more than 2000 seafarers in technical and non-technical LIVE workshops. He also released the dates for the TNC's upcoming annual flagship conference **'Future Skills**

Maritime' (FSM) 2021 which would be a virtual event on the 2nd and 3rd of December 2021.



Mr Umesh Sharma

He then invited **Mr Umesh Sharma, ADG Civil Defence (Comm) Directorate General Civil Defence, Ministry of Home Affairs, GoI** to speak. Mr Umesh, a young and dynamic professional gave a brief about India's growth and emergence in all sectors of business. He said that Indians are considered to be the best across the world in terms of quality and skill value. He said that communication was an essential part of all processes and India is making gigantic progress to enable the most sophisticated technology permeation into communication.



Dr. Malini Shankar

The next speaker was **Dr. Malini Shankar, Vice Chancellor, Indian Maritime University (IMU)** and

Chairperson National Shipping Board. Dr. Shankar is a prolific change leader and her experience in leading transformation across various verticals makes her one of the key persons in the maritime industry's policy making arena. Dr. Shankar welcomed each speaker and spoke about the prevailing skills gap in the maritime industry with respect to the exponential advancement in technology. She spoke of IMU's commitment on sustainable education for all and she stressed that enhanced research of the needs and expectations of the industry was the mother of all technology.



Mr Arne Jan Flolo

Mr Arne Jan Flolo, Consul General of Norway in Mumbai spoke next. Speaking from his home in Norway, Arne thanked the organisers for putting up such a gallant virtual event and said that TIM will go a long way in creating value for the industry through sharing of ideas by people from across the world, he gave a generic view on the progress of the maritime industry with respect to the growing needs for highly skilled workforce who could keep up to the emerging technologies. He spoke of the ties and trade collaborations between the Norwegian and Indian Governments and praised India for being a technology hub.



Bart De Jong

Next speaker was **Bart De Jong, Royal Consul General of Netherlands in Mumbai.** Bart played a video titled 'The Maritime Future in Now' in which the audience saw the immense contribution of the Netherlands Govt towards infusing new technology in maritime. Bart also spoke of the various avenues open to the governments of both countries to join hands and collaborate on building value and developing new skills.

Both Arne and Bart spoke about and complimented the 'Sagar Mala Project' of the Indian Government which is to enhance the performance of the country's shipping and logistics sector.

Shri Amitabh Kumar, Director General of Shipping, Govt. of India who was scheduled to inaugurate the TIM Conference could not attend the event due to last minute and urgent official commitments. Capt. Shoukat Mukherjee requested Dr. Malini Shankar to do the honours of declaring the TIM conference open, but before that he requested everyone to observe a minute's silence in honour of all the people who lost their lives to COVID-19.

After the silence period, **Dr. Malini Shankar declared the Conference open amidst round of applause and cheer.**

Detailed Press report of the full event would follow in the next publication. For more details on the conference please log in to: <https://www.thenavalconnection.com/tim/>

The New Marine Navigation bill adopted by both the houses of parliament



Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal

Both the houses of Parliament have adopted the Marine Aids to Navigation bill 2021 which aims to replace the 90 year old colonial law the Light house act of 1927 with the Rajya Sabha passing it amid din on July 27th

The bill was moved in Rajya Sabha by Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal on July 19th and it was passed on July 27th. According to the ministry, the bill will now go to the President for his assent.

This initiative repeals colonial laws and replaces them with legislations catering to maritime

industry's modern requirements Sonowal said

This initiative is part of the Union Ministry of Ports, Shipping and Waterways' proactive approach by repealing colonial laws as well as replacing them with legislations catering to the maritime industry's modern and contemporary requirements, Sonowal said.

The Union Minister said the Marine Aids to Navigation Bill 2021 aims to adopt Marine navigation's state-of-the-art technologies which were not covered under the statutory provisions of the old Lighthouse Act. The new Act will enable

effective and harmonized functioning of Aids to marine navigation as well as Vessel Traffic Services along the coastline of India.

Benefits of the new law

According to the Ministry of Ports, Shipping and Waterways, the benefits of the new law include: Better Legal Framework for issues that are related to Vessel Traffic Services as well as Aids to Navigation and also cover Marine Navigation's future developments

Vessel Traffic Services' management for enhancing efficiency and safety of shipping

as well as to protect the environment

Development of skill through training and certification for 'Aids to Navigation' as well as 'Vessel Traffic Services' operators at par with global standards

Auditing as well as Accreditation of Institutes in order to cater to the need of training and certification at par with international standards

For safe and efficient navigation, marking of "Wreck" in general waters to identify sunken or stranded vessels

Lighthouse development for education, culture, tourism purposes, which would give a boost to the tourism industry of coastal regions as well as contribute to their economy.



Demand for shipper financing grows as congestion stalls container cargoes

NEW DELHI
Sagar Sandesh News Service

Small- to medium-sized exporters by shipping container to the US increasingly have to rely on financing solutions as port congestion, ship delays and blank sailings keep their capital out at sea for longer periods.

Many shippers struggling to cover escalating freight rates

Many shippers are also struggling to cover escalating freight rates that have climbed by 165% over the past year to \$8,600/FEU on July 27 for the North Asia-to-East Coast North America route, according to S&P Global Platts data.

Small companies that export lower-margin goods to the US are often unable to take on the risk of trading in an unpredictable freight environment, which has led to a stronger uptake in the past year for trade financing as container freight rose from 10-15% of the cost of a cargo to 25% on average, said Pushkar Mukewar, CEO of trade finance provider Drip Capital.

Small businesses are conservative and want to minimize risk

"Instead of the shipper waiting 60 or 90 days to get paid, we effectively are buying the cargo," Mukewar said. "Then we can focus on finding a buyer that can pay us back. Small businesses are conservative and want to minimize risk."

Drip Capital is a Palo Alto-based company that primarily focuses on financing smaller exporters to the US from India and Mexico. Their online platform offers credit lines ranging from \$100,000 to \$2.5 million and has been

utilized by exporters of avocados or auto parts from Mexico and spices or textiles from India.

The lack of liquidity from one cargo to the next has forced many Indian shippers to plan their export schedule further in advance, said Vivek Pandit, CEO of New Jersey-based Indian Foods and Spices.

Goods ready but no empty container to ship goods; this affects sales and collection also

"At times the goods are sitting ready but for two-to-three weeks, but we can't get an empty container to have the goods shipped to us from India," Pandit said. "This has been affecting our sales and delaying our collections."

The slowdown recently slowdown at US ports also delays new procurement since many buyers need to sell a cargo of goods before buying additional ones, a Los Angeles-based coffee trader said.

"The supply chain is crumbling and goods are spending more time on the sea, and this is a problem for us. A larger chunk of our money gets tied up in transit, and this has led to disruptions in our financial planning," the trader said.

Delays at US ports are expected to get worse in August

Delays at US ports are expected to get worse in August as a new surge in shipments from South China ports delayed by a COVID-19 outbreak their make their way across the Pacific. There were 25 ships queuing at anchor near the Los Angeles-Long Beach port complex on July 27, up from 22 ships in queue on July 16, according to cFlow, Platts trade flow software.

EOI invited for operating sea plane services



Seaplane

NEW DELHI
Sagar Sandesh News Bureau

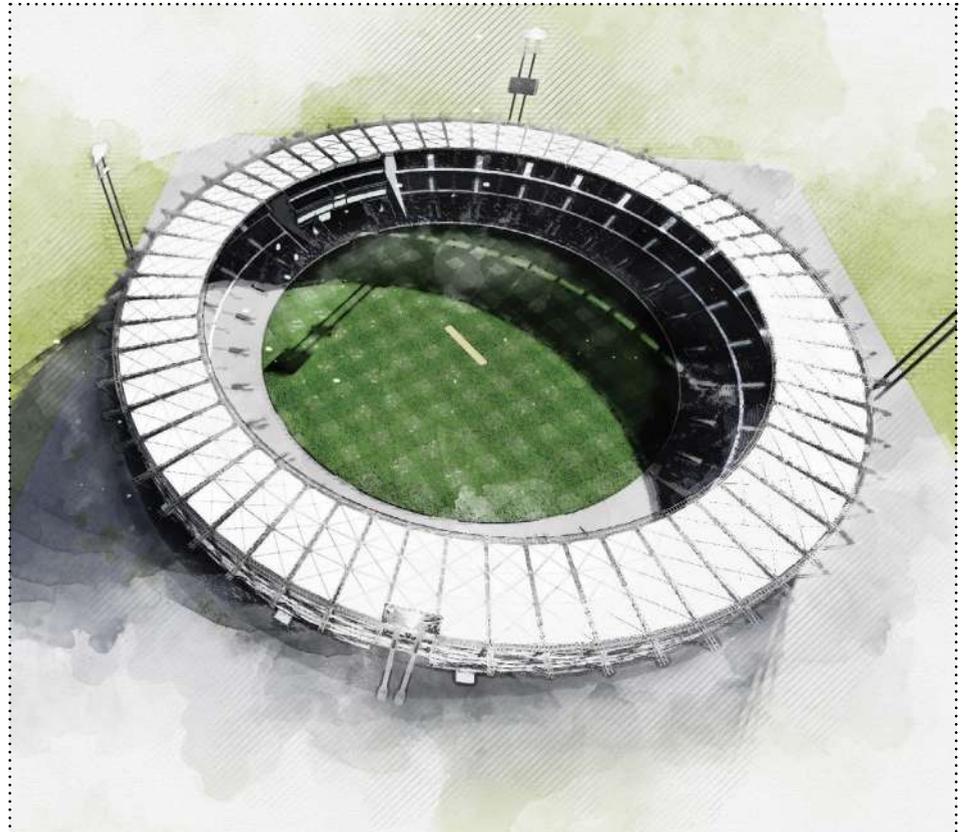
Sagarmala Development Company Limited (SDCL), a CPSE under Ministry of Ports, Shipping and Waterways (MoPSW) had invited Expression of Interest (EOI) for Seaplane

Services whereby airplane operators were invited to undertake development and operation in India, Minister for ports shipping and waterways Sarbananda Sonawal informed the lok sabha.

Cabinet approves revival of water aerodromes of the State

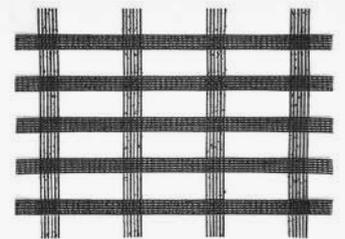
The Cabinet Committee on Economic Affairs had approved the Civil Aviation Ministry's proposal for revival of existing unserved / underserved airports/ airstrips/ heliports/ water aerodromes of the State Governments, Airports Authority of India and Civil Enclaves, on 6th March, 2017, at an estimated cost of Rs 4500 crore.

Ministry of Ports Shipping and Waterways and Ministry of Civil Aviation have signed a Memorandum of Understanding (MoU) on June 15th to jointly facilitate the development of Sea Plane Services in India under RCS-UDAN Scheme.



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PSA & ONE team up to enhance Sustainability and reduce Maritime Environmental Footprint



Both parties stand firm together and tackle this common challenge of GHG emission reduction in shipping: Mr Yasuki Iwai, Managing Director of Product and Network Division of ONE

NEW DELHI
Sagar Sandesh News Service

In support of industry-wide efforts to decarbonise and to push for sustainable maritime transport, PSA Corporation Ltd (PSA Corp), a wholly-owned subsidiary of PSA International

Pte Ltd, and Ocean Network Express Pte. Ltd (ONE) will work in tandem to take the lead on proactive environmental stewardship by advancing sustainable green solutions with like-minded partners.

PSA Corp and ONE signed an

MoU to reduce GHG emissions

PSA Corp and ONE, one of the world's top ocean carriers, today signed a Memorandum of Understanding (MOU) to reduce greenhouse gases (GHG) emissions, working towards a more responsible and greener

maritime and shipping industry of the future, and pointing the way towards embracing sustainable practices across their businesses.

The MOU brings together two like-minded and eco-conscious organisations, both established names in their fields, to share, co-create and implement solutions to reduce GHG emissions across scopes. The collaboration includes areas relating to container flow enhancement and terminal services for ONE's operations, which will lead to a reduction of carbon dioxide emissions.

We are completely en rapport with ONE to reduce GHG emissions

Mr Ong Kim Pong, Regional CEO Southeast Asia, PSA International, said, "Sustainability is at the core of PSA's business strategy and we are completely en rapport with ONE to reduce GHG

emissions, a global imperative, through our collective efforts. ONE has been a steadfast and longstanding partner of PSA and we are delighted to work with them to achieve carbon footprint reduction, combat climate change, and build a maritime and shipping industry that is resilient to environment-related uncertainties."

The bilateral relationship with PSA has been founded on mutual open-mindedness

Mr Yasuki Iwai, Managing Director of Product and Network Division of ONE, said, "As ONE, we regard green shipping not only as a target to meet, but more importantly, one of our key corporate responsibilities to our society and international community. The bilateral relationship with PSA has been founded on mutual open-mindedness and continues to thrive on our like-mindedness. We are very pleased to see this long-term partnership getting elevated to a higher level now, where both parties stand firm together and tackle this common challenge of GHG emission reduction in shipping."

Ever Given docks in Rotterdam



Ever Given at Rotterdam (video grab)

NEW DELHI
Sagar Sandesh News Service

Nearly four months later than scheduled, the 20,388 teu Ever Given docked at the port of Rotterdam at around 05.00 local time today.

The ship will spend till Monday

Carrying more than 18,000 containers, the ship will spend till Monday (2 August) offloading around half of its contents before carrying onto Felixstowe in the UK to disembark the remainder of the hugely delayed containers. Shippers have had to pay extra to

get their boxes as general average was declared months ago.

Once all containers removed, the ship to be out of service for full inspection and likely repairs

Once all the containers have been removed the ship will be taken out of service and will undergo a full inspection ahead of likely repairs.

The Shoei Kisen-owned vessel came to worldwide attention in March when it grounded and blocked the Suez Canal for six days. The ship was then arrested and it spent many weeks in the Great Bitter Lake as a compensation claim was negotiated.

CMA CGM : Digitalize Your Global Supply Chain with TradeLens

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CMA CGM as a founding member

Digitization and innovation are cornerstones of the CMA CGM Group's strategy to provide an end-to-end offer tailored to our customers' needs. TradeLens and its commitment to open standards and open governance, is a key platform to help usher in this digital transformation.

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As of today, TradeLens subscribers have the possibility

to retrieve booking information, visibility on their container tracking as well as B/L data for all the CMA CGM group carriers.

The cooperation will soon be extended to provide booking requests and shipping instructions capabilities as well as an electronic version of the bill of lading.



TradeLens is the world's largest containerized freight blockchain platform.



"If the highest aim of a captain were to preserve his ship, he would keep it in port forever"
- St. Thomas Aquinas

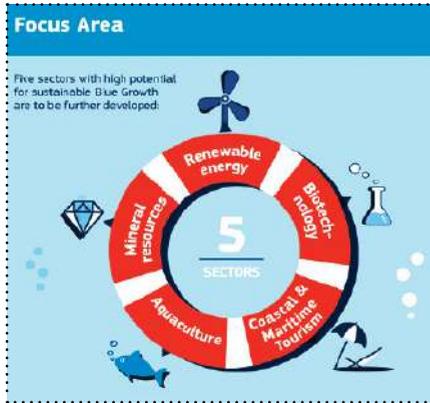
ARTICLE

Blue Economy - Wave 83

(Series on "Blue Economy" By Capt. Gajanan Karanjikar)



Capt. Gajanan Karanjikar, Blue Economy Social Activist & Multi Modal Logistics Expert



Blue Economy and National Waterways : (Cont....)

Let's look at the constraints on this so we know where we need to work.

In the main waterways, **water flow** may have decreased over the years because of increased drawing on water arising from habitation and industrial and agricultural needs. Damming may also have brought down the extent of regular flow.

River Training, Dredging, and Navigation.

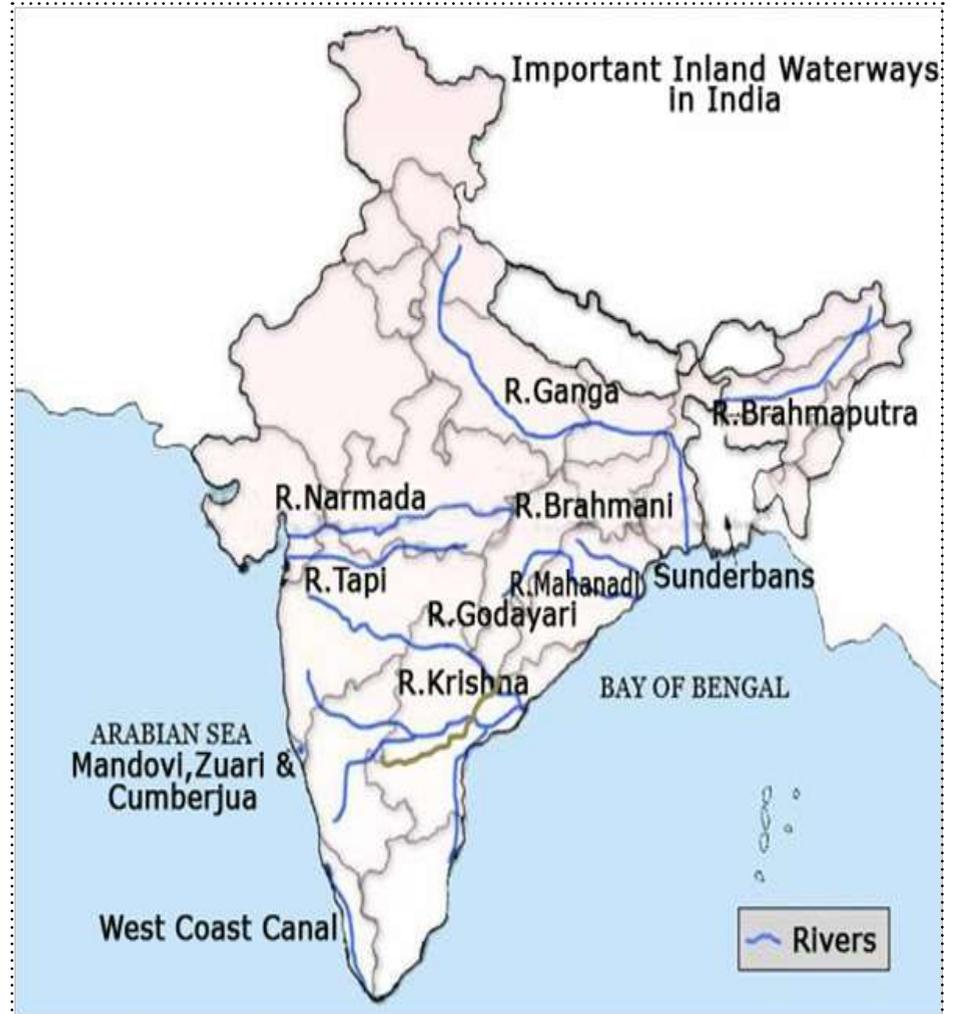
There is a need to develop a curriculum for the River Navigation courses for the local people who can take up this career and navigate these river ships in and out of River terminals. Sufficient depth of water is most important criteria including maintenance of banks and river bed dredging. From placement of the

equipment at crucial area to operating these smaller dredgers will also need a good amount of dredging equipment and of course training regime specially designed for this. Maintaining a year-round draft of 2 m is important for these vessels to ply. Shallower ships with higher beam also could be tried.

Navigation requirements are buoyed channel markings, night navigational aids—including the possible deployment of global positioning system (GPS)—and river maps and charts. The maintenance of navigational aids is quite challenging given the annual floods and irregular rains at the origins of these rivers.

The **National Inland Navigation Institute (NINI)** at Patna has been assigned the task of developing the use of appropriate technology. Locks. Where the physical drop of the river channel is excessive locks have to be provided to manage the height differential. (The Three Gorges Dam on the Yangtze has five locks for descent)

Access of Cargo. The cargo has to be



accessible to the waterway at both ends, to ensure door-to-door movement. This will need lot of collaboration and co-ordination with road and rail network. Smaller multimodal parks will work on the river bank at strategic points.

Availability of Vessels and Associated Infrastructure. This is a challenge; The appropriate vessels are need with shallow draft. We can have variety of vessels size and not look at particular type. Could be Ro-Ro / Pax / Lo-Lo.

The role of government-owned shipyards is important in this domain, including the Rajabagan Dock Yard in Kolkata owned and operated by the Central Inland Water Transport Corporation (CIWTC). CIWTC can provide repair facilities for other operators in the area as well. There is also a well-established industry of manufacture, maintenance, and repair of barges in Goa, some of which are operated by mining companies.

Relationship Management

Students Corner 208

Now, they talk of a delighted customer

Let us spend some time on databases and how they are and can be put to use.

We are focusing on customer database and not on any other databases like product database, business database; each one has its specific utility. All kinds of databases are significant and they gain priority depending on the context.

Database is one of the essential business assets and successful business intelligence makes the best use of the database. Of course, sustained success is the common motive of any business organization. Let us see what an intelligent reading of the database brings to a business. Your customer database must ultimately lead you to distinguish the

prospective customers who are different from the casual customers who make impulsive decisions to buy your product. Prospective customers are those who are already your customers in thought and feeling but without an actual purchase. And it is easy to turn a prospective customer into your actual customer. This only means your database takes you almost close to the individuals whose purchase pattern is nearly decisively understood and predictable. It means the information in the database must have been gathered by an understanding expert who gives you the behavioural pattern of the individuals found in the customer database.

Normally, how the businesses find out the prospective customers? You begin with appealing ads proclaiming the merits of your product. It is inevitable



and at present it does not pose any great hurdle excepting that of finance you can afford to allot for ads. And the ads must have some ways of eliciting feedback from the readers. To expect all readers to respond to your ads is to be blind to the reality of life though your consistent efforts will succeed in persuading some readers to respond. Readers feedback is a must and the base you need to identify

the prospective customers. Generally, ads carry some tools like business reply card or toll free phone numbers. You have to take care that the response does not cost anything in terms of money to the reader and even the time he has to spend must be very minimal.

Identification of the prospective customers is necessarily followed by contacts with the customers. The contacts can be established through emails, phone calls or even personal personnel visits. All forms of contact must be so organized or carried out that they end in making the identified individuals the customers first and later turning into loyal customers is another story. It is called focus on the identified target. You have to impress upon your marketing personnel that their marketing strategy must always end in the sale of the product or service.

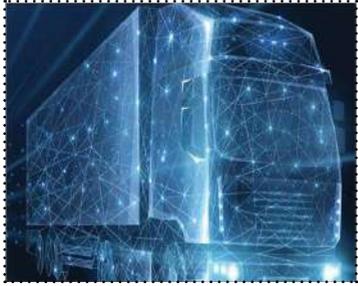
More of it we will see in our next session where we discuss steps to be taken to transform the target into your loyal customer ultimately.



LOGISTICS (ROAD/RAIL)

"The line between disorder and order lies in logistics..."
- Sun Tzu

Center launches the Secured Logistics Document Exchange as part of the push to digitalization of logistics industry



Govt launches secured logistics document exchange platform replacing obviously manual related processes

NEW DELHI
Sagar Sandesh News Bureau

Centre has launched the "Secured Logistics Document Exchange" along with a Calculator for Green House Gas Emissions with an aim to improve ease of doing business. The Digital initiative is now set to improve logistics

efficiency, reduce logistics cost, and promote multi-modality and sustainability in a big way.

The key digital initiatives under this program include creation of SLDE platform for digital exchange of logistics-related documents and a Calculator for GHG emissions for choosing sustainable and right mode of transport for freight movement, have been developed.

The SLDE platform replaces present manual processes

The SLDE platform is a solution to replace the present manual process of generation, exchange and compliance of logistics documents with a digitized, secure and seamless document exchange system.

The platform executed by banks and other stakeholders

This will enable generation, storage and interchange of logistics-related documents digitally using Aadhaar and blockchain-based security protocols for data security and authentication; it will also provide a complete audit trail of document transfer, faster execution of transaction, lower cost of shipping and overall carbon footprint, easy verification of authenticity of documents, lowered risk of fraud, etc. The proof of concept of the platform has been developed and executed with banks (ICICI, Axis Bank, State Bank of India and HDFC Bank) and stakeholders including freight forwarders, exporters, importers and vessel operators

These digital initiatives have been launched to fill the gap areas where no action has yet been taken either by private players or any of the line ministries. The Launch Event was attended by

more than 75 participants from the Central Ministries, Banks, IT companies, international organizations, logistics sector stakeholders and industry bodies.

The Event emphasized the importance of digital transformation in the logistics sector to achieve the targets of improved India's ranking in Logistics Performance Index; reduction in logistics cost and establishment of indigenous India-specific metrics for continual improvement in logistics.

The Logistics Division with the mandate of "Integrated Development of the Logistics Sector" has planned specific digital initiatives with a focus on integrating the various digital systems across ministries/departments and filling gaps so identified.

With SLDE a Green House

Gas Emission calculator also launched

Along with the SLDE, Centre also launched a Green House Gas Emission calculator as well. The GHG Calculator is an efficient, user-friendly tool and provides for calculating and comparing GHG emissions across different modes. It allows for commodity-wise comparison of GHG emissions and total cost of transportation, including their environmental cost, between movement by road and rail. The tool is intended to facilitate appropriate modal choice for all concerned.

In his opening remarks Special Secretary (Logistics), Pawan Kumar Agarwal remarked on the importance of Digital Transformation in the Logistics space and highlighted the role of Logistics Division in facilitating digital integration across the sector through such critical initiatives that have interface with more than one Ministry or Department. He further added that the initiatives launched at the event have the potential of creating a lasting and significant impact on the sector.

Letter to the Editor

India needs to become a leading HUB for manufacturing containers

In order to achieve five trillion economy, India could be the largest manufacturing hub & request the union government to support to the container manufacturing industry framing favorable policies such as reducing goods & service tax, besides other incentives to the industry to start in India in large scale considering the potential.

I am confident that India is marching ahead towards a supply chain origin to the world and in due course of time India will be the No.1 manufacturing hub for containers.

This will be a path breaking, if implemented successfully the dependence of the empty container reposition and import dependence resulted our exports to get good freight & availability of containers whenever required as well as the shifting of container manufacturing base from China

In order to achieve our Prime Minister's vision of a five trillion economy, I request the government to establish a container manufacturing one of the major focus across India in turn establishing a supply chain origin for Make in India.

J. David Raja
Senior vice President
St. John Freight Systems Ltd.

Mizoram cut off as road and rail links to the North Eastern state remain snapped

NEW DELHI
Sagar Sandesh News Bureau

After roads leading to Mizoram were blocked by the agitating Assamese curtailing the supply line to the North Eastern state, the railway connectivity to the state has also been snapped cutting off the state from the rest of the country

The railway tracks on a key railway line connecting Mizoram and Assam were tampered with on July 28th July amid growing border tensions between the two states.

Miscreants destroyed the tracks at Mohammedpur railway station and Ramnathpur railway Station in Hailakandi district in Assam essentially cutting the link to the only railway line connecting to Bairabi railway station in Mizoram, according to sources.

Clashes with police killing five policemen

This followed the bloody clashes between the policemen of Assam and Mizoram in which five policemen were killed along with a civilian.

Meanwhile Union Home



Assam Mizoram border dispute

Secretary Ajay Bhalla chaired a meeting on the row which was also attended by Assam Chief Secretary and Director General of Police their respective Mizoram counterparts. A neutral central force will be deployed along the disturbed Assam-Mizoram border.

Both state governments have agreed to the deployment of a neutral Central Armed Police Force (CAPF) at the disturbed interstate border along the National Highway 306, a Home Ministry official said. The neutral force will be commanded by a senior officer of the CAPF.

The chief secretaries and the police heads of Assam and Mizoram were called by the union

home ministry to resolve the ongoing border conflict between the two states. Later, talking to reporters, the Mizoram chief secretary said the situation along the interstate border is currently peaceful and it was agreed in the meeting that everyone will try to maintain peace and there was no point in indulging in violence.

State forces are being withdrawn from the disputed area, he said. The Assam chief secretary said the CAPF will take over the responsibility of the inter-state border. The process of withdrawal of state police forces is being worked out.

The objective of the meeting is to lower the tension, bring peace and possibly find a solution, the official said.

PORTS (REGIONAL)

"News is what somebody somewhere wants to suppress; all the rest is advertising." - Lord Northcliffe

JNPT readies tender to privatise container terminal

NEW DELHI
Sagar Sandesh News Service

Jawaharlal Nehru Port Trust (JNPT), India's biggest state-run container port, will issue a global tender in the next few days to privatise the container terminal run by the port authority after it was approved by the Ministry of Ports, Shipping And Waterways last week.

Ports move from a 'trustee'

set-up to an 'authority' model of governance under new law

The project is among the seven operational cargo berths run by government-owned major ports that will be privatised this fiscal through the public-private-partnership (PPP) route, as the ports move from a 'trustee' set-up to an 'authority' model of governance under a new law passed by Parliament in February.

Entity quoting the highest royalty per twenty-foot equivalent unit (TEU) will win the 30-year deal

The successful bidder can set rates at the terminal based on market forces, as envisaged by the new law. JNPT will only set the reference tariff for bidding purpose and the entity quoting the highest royalty per twenty-foot equivalent unit (TEU) will win the 30-year deal.

"The global tender will be

issued soon," a JNPT official added.

Adani Ports and Special Economic Zone Ltd (APSEZ), India's biggest private port operator, the Dubai government-owned global port operator DP World Ltd and APM Terminals Management BV are expected to participate in the tender.

SBI Caps to be transaction advisor for privatisation of JNPT's container terminal



JNPT

The project is estimated to cost ₹863.31 crore, including berth upgradation, and replacement and/or deployment of other equipment.

PSA Sical terminal at VOC Port Tuticorin loses the court battle on revenue sharing model



The PSA Sical terminal suffered a setback when the Supreme Court set aside a tribunal award permitting the container terminal to shift to revenue share model from a royalty format, citing change of law

NEW DELHI
Sagar Sandesh News Bureau

The PSA Sical terminal, the first container facility to come up at the VOC Port in 1998 suffered a setback when the Supreme Court set aside a tribunal award permitting the container terminal to shift to revenue share model from a royalty format, citing change of law.

The impugned award would come under the realm of 'patent illegality'

We are of the considered view, that the impugned award would come under the realm of 'patent illegality' and therefore, has been rightly set aside by the High Court," Justice R F Nariman and Justice B R Gavai, wrote in the July 28 order, while dismissing the appeal of the PSA Sical terminal.

PSA Sical Terminals had challenged the November 1, 2017, order passed by the division bench of the Madras High Court that allowed an appeal filed by VOC Port Trust under Section 37(1)(c) of the Arbitration and Conciliation Act, 1996.

The High Court set aside the arbitral award of February 14, 2014 and the order passed by the Tuticorin District Judge on February 25, 2016, rejecting an appeal filed by the VOC Port Trust under Section 34 of the Arbitration Act.

The terminal the most litigated public-private partnership (PPP) project in the Indian ports sector

PSA-Sical Terminals Ltd, the entity that runs the container terminal at VOC Port Trust since 1998, is majorly owned by PSA International Pte Ltd-- a unit of Temasek Holdings Pte Ltd, the sovereign wealth fund of Singapore. The terminal has been affected by tariff issues for many years and is the most litigated public-private partnership (PPP) project in the Indian ports sector.

It all started with the arbitration award, passed on February 14, 2014, which allowed the PSA-Sical Terminals to shift to a revenue share format from a royalty model by adopting the revenue share of 55.19 per cent, implemented for the Dakshin Bharat Gateway Terminal (DBGT) in 2012 for building a new container terminal, the second, at VOC Port Trust.

PSA-Sical at VOC Port Trust had followed the royalty model under which the terminal operator had to pay a certain royalty specified in the contract on each container handled at the terminal to the government-owned port.

Later, the government-owned ports switched to the revenue share model for port privatisation contracts. The bidder willing to share the most from its annual revenue with the government-owned port wins the contract.

PSA had argued before the arbitration tribunal that due to the earlier rate cuts ordered by the port tariff regulator, the economic/commercial viability of the project has been substantially and adversely affected. It also cited a government policy after starting operations, denying it to factor the full royalty paid by it to VOC Port Trust as a cost element, while setting rates as a change in law. Therefore, it was entitled to have the contract amended. This view was upheld by the arbitration tribunal in its award.

The apex court observed that a contract duly entered into between the parties cannot be substituted unilaterally without the consent of the parties.

VOC Port Trust not agreeable from 'royalty payment method' to 'revenue sharing method'

VOC Port Trust was not agreeable for amendment of the license agreement from

'royalty payment method' to 'revenue sharing method' as sought by PSA-Sical Terminals. However, ignoring the stand of VOC Port Trust, by the impugned award, the arbitral tribunal has thrust upon a new term in the agreement between the parties against the wishes of the port trust, the court said.

"The 'royalty payment method' has been totally substituted by the arbitral tribunal, with the 'revenue sharing method'. It is thus clear, that the award has created a new contract for the parties by unilateral intention of PSA-Sical as against the intention of VOC Port Trust," the court said.

TUTICORIN TERMINAL INDIA

DAKSHIN BHARAT GATEWAY TERMINAL P. LTD.

DBGT

Catalyst of South Indian Container trade ...



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OPERATIONS : +91 95970 88152 MARKETING : +91 77080 05972 +91 75581 85444.



PORTS (INTERNATIONAL)

Anyone who refuses to speak out off campus does not deserve to be listened to on campus. - Theodore Hesburgh

CICT proposes cargo services centre inside Colombo Port

NEW DELHI
Sagar Sandesh News Service

Colombo International Container Terminal, a unit of China's CM Ports group has proposed a 200 million US dollar cargo services centre inside Colombo Port, cabinet spokesman Minister Keheliya Rambukwelle said.

"We believe that we can

make our country a shipping hub with its geographical location," Minister Rambukwelle said.

Need to invest around 200 million dollars to gain considerable market share in Asia

"So in order to gain a considerable amount of market share in Asia, there are a few shortcomings. There is a need to

invest to clear the shortcomings. We expect an investment of around 200 million dollars for this."

The cabinet of ministers had cleared a request by the Minister of Shipping to set up a Cabinet Appointed Negotiations Committee to evaluate the proposal.

CICT has proposed setting up the centre in a 5.3-hectare plot in the Battenberg area of

the Colombo South Harbour as a public-private partnership, a statement from the state information office said.

With the building of Colombo East Terminal and Colombo West Terminal, Colombo Port's throughput is expected to go up to 10 million twenty-foot equivalent units by 2023, raising the demand for cargo services.

The Bloemendal area and also the Unity Container



Colombo Port

Terminal areas have been identified for value-added services.

Chabahar Port to come under Quad framework



Chabahar Port

NEW DELHI
Sagar Sandesh News Bureau

India, Uzbekistan, Iran and Afghanistan are likely to hold a meeting under a quadrilateral framework later this year on

the joint use of the Chabahar port, the Ministry of External Affairs (MEA) said. India also has proposed to include the Iranian port in the framework of the International North-South Transport Corridor (INSTC), MEA spokesperson Arindam Bagchi said at a media briefing.

External Affairs Minister S Jaishankar projected Iran's Chabahar Port as a key Regional Transit Hub including to Afghanistan at a Connectivity conference in Tashken last fortnight.

Chabahar port increasingly

seen as Key outlet to Central Asia

Located in the Sistan-Balochistan province on the energy-rich Iran's southern coast, the Chabahar port is being increasingly seen as Key outlet to Central Asia.

The port is being developed by India, Iran and Afghanistan to boost trade ties among the three countries in the wake of Pakistan denying transit access to New Delhi. It can be accessed from India's western coast, bypassing Pakistan.

India has taken practical

steps since 2016 to operationalise the Chabahar port

India has taken practical steps since 2016 to operationalise the Chabahar port and that its "efficacy is now clearly proven" going by the volume of business done there.

"India has proposed to include Chabahar port in the framework of International North-South Transport Corridor and has welcomed the formation of India-Uzbekistan-Iran-Afghanistan Quadrilateral Working Group on the joint use of Chabahar port," the spokesperson said.

"The meeting is likely to take place in later half of this year. Since December 2018, Chabahar port has handled 134 vessels, 14258 TEUs of containers and more than 2.08 million metric tons of bulk and general cargo," he said.

INSTC 7,200-km-long multi-mode transport project

The International North-South Transport Corridor (INSTC) is a 7,200-km-long multi-mode transport project for moving freight among India, Iran, Afghanistan, Armenia, Azerbaijan, Russia, Central Asia and Europe.

PORTS REGIONAL NEWS

Highest handling of bauxite by Gangavaram Port

VISAKHAPATNAM
Sagar Sandesh News Service

Gangavaram Port the deepest and the most modern port in the country has achieved yet another historic milestone by setting a National Record by discharging 125,380 tons of Bauxite within 24 hours using the Mechanical Unloading System.

Fastest Bauxite discharge rate in the history of any port in India

The vessel M V. Berge Apo carrying 165,598 tons of Bauxite was berthed at the Port on account of M/S Vedanta Limited. This achievement stands out as the fastest Bauxite discharge rate in the history of any port in India and possibly in the world. Vedanta Limited expressed



Gangavaram Port

their gratitude and appreciated the port management and staff who helped in achieving this milestone of bauxite discharge.

By changing loading pattern, highest iron ore loading in difficult grade of Iron Ore Fines

The Port recorded another milestone in iron ore loading target by changing its loading pattern. The team achieved the highest loading in difficult grade of Iron Ore Fines. The vessel MV Night Sky which was berthed at GPL used MHC (Mechanical and Ship loader simultaneously.

The vessel was berthed at 09:40 hrs on July 27, 2021 and commenced her loading at 14:05 hrs on July 27, 2021 by engaging manual MHC mode as well as Mechanical through Ship Loader mode to help customer to achieve their goal.

Record discharge affirms port's superior infra and operational efficiency

Speaking on the occasion Gangavaram Port management said "We are extremely delighted at this dual achievement by our team. The record discharge rate yet again reaffirms our superior port infrastructure and operational efficiency. Gangavaram Port offers substantial economic benefits to Indian importers in terms of reduced ocean freight, highly

efficient operations, advanced material handling and evacuation system, vast storage areas for all types of cargo, extensive ancillary facilities, and faster turnaround time & delivery. We are extremely happy to see the trade derive benefits of modern deepwater infrastructure at Gangavaram Port." The port has been recently taken over by the Adani group.

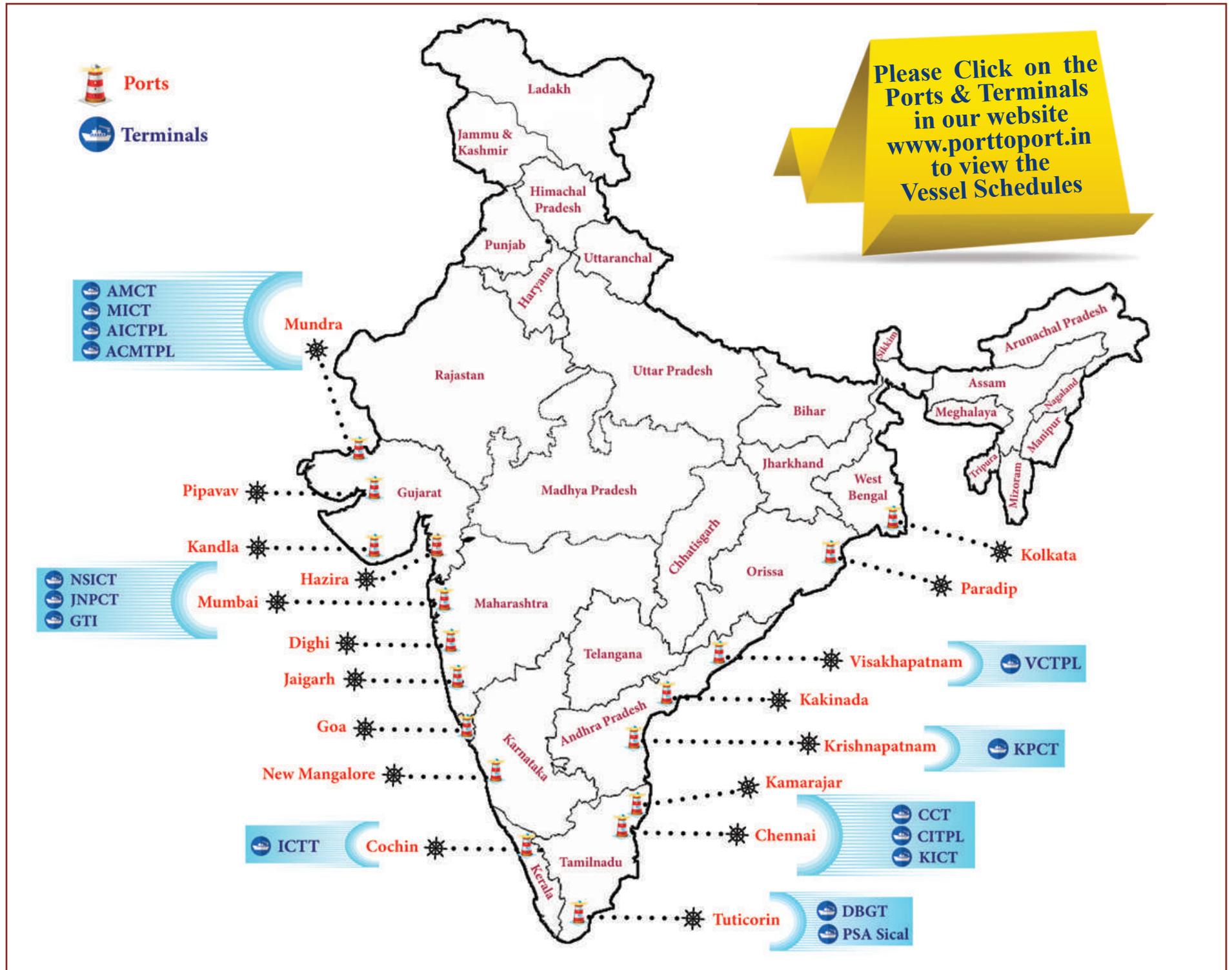
Gangavaram Port in the past has accomplished numerous such operational milestones and has redefined the economics of Cape Size Vessel Handling at Indian Ports. Over the last years of operations, GPL has handled numerous vessels with a broad spectrum of cargo including coking/non-coking coal, iron ore, fertilizers, agri-products, project cargo, industrial raw materials like alumina, bauxite.

Vessel Schedules

 The "Vessel" Schedules will not be continued in the existing format, but to the benefits of our Readers these Schedules will continue to be available in the form of a comprehensive map with a hyperlink to the web portals of Respective Ports and their Terminals.

 To know the details for any Port or Terminal, You are just required to log on to www.porttoport.in

 For any further information, feel free to contact us
 Mob : +91 7200084864 | Ph: 0452-437 8300
 Email Id : admin@porttoport.in , admin@sagarsandesh.in



WEST ZONE

- AMCT - Adani Mundra Container Terminal
- AICTPL - Adani International Container Terminal Pvt. Ltd.
- MICT - Mundra International Container Terminal
- ACMTPL - Adani CMA Mundra Terminal Pvt. Ltd.
- NSICT - Nhavasheva International Container Terminal
- NSIGT - Nhavasheva International Gateway Terminal
- JNPCT - Jawaharlal Nehru Port Container Terminal
- GTI - Gateway Terminals India
- BMCT - Bharat Mumbai Container Terminals
- ICTT - International Container Transshipment Terminal

EAST ZONE

- VCTPL - Visakha Container Terminal Pvt. Ltd.
- KPCT - Krishnapatnam Port Container Terminal
- CCT - Chennai Container Terminal Pvt. Ltd
- CITPL - PSA's Chennai International Terminals Pvt Ltd
- KICT - Kattupalli International Container Terminal
- DBGT - Dakshin Bharat Gateway Terminal Pvt. Ltd.
- PSA Sical - PSA SICAL Terminals Limited

MARITIME INSTITUTION NEWS



"Worrying will never change the outcome"

Exmar and fertilizer giant aim to put ammonia-fueled ship on water by 2025

NEW DELHI
Sagar Sandesh News Service

Antwerp, Belgium, headquartered gas carrier operator Exmar is partnering with Canadian fertilizer producer Nutrien to deploy an ammonia-fueled vessel by as early as 2025. The vessel would be fueled by low-carbon ammonia produced at Nutrien's Geismar, La., facility that employs carbon capture and sequestration technology to reduce the carbon intensity of the ammonia it produces.

The two companies 30-year-partners in transporting ammonia globally

The two companies have been partners in transporting ammonia globally for over 30 years. Both support the decarbonization of shipping and IMO's Green House Gas (GHG) strategy to reduce emissions. Their new collaboration aims to significantly reduce Nutrien's maritime transportation emissions and enable the

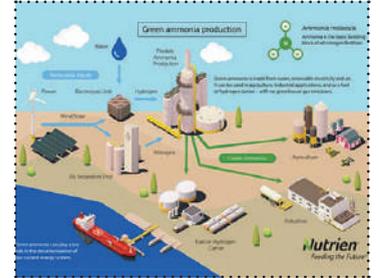
commercial development of an ammonia-fueled vessel.

Under a just-signed collaboration agreement, Nutrien and Exmar will, among other things, collaborate on the following:

- select an ammonia engine and supply system manufacturer;
- select a shipyard capable of building an ammonia-powered vessel ;
- use Nutrien's existing low-carbon ammonia supply from Geismar as a fuel ;
- deploy an ammonia-fueled vessel as early as 2025

Nutrien is one of 15 organizations working to create low- and zero-carbon ammonia for use in agriculture, electricity generation and/or as a fuel.

Nutrien is one of 15 organizations involved in the U.S. Department of Energy-funded Renewable Energy to Fuels through Utilization of Energy-Dense Liquids (REFUEL) integration and testing program, which is working to create a



Source: Nutrien

carbon-free process for creating low- and zero-carbon ammonia for use in agriculture, electricity generation and/or as a fuel.

SEAFARER NEWS



The latest responses showed that if people know when they are going home, there is hope.

NEW DELHI
Sagar Sandesh News Service

The Mission to Seafarers has published the latest Seafarers Happiness Index report for the second quarter of 2021, painting a grim picture of seafarer welfare with overall happiness dropping to an all-time low since the beginning of the COVID-19 pandemic.

Seafarers frustrated due to the lack of shore leave

The report, which is carried out with support from Wallem Group and the Standard Club, revealed that seafarers were becoming frustrated of being constantly in the same environment due to the lack of shore leave.

This quarter's report has reflected the need for wider vaccination programmes via three core themes; the ban of shore

Industry and Governments urged to boost vaccination drive as seafarer happiness drops to an all time low since the beginning of Covid-19

leave in ports, the continued delay in keyworker status and, minimal movement for crew.

The absence of freedom of movement and continued extended contracts has dashed all the positive thoughts seafarers once had as boredom and irritation about many aspects of life at sea increase

Furthermore, the ban of shore leave and being constantly in a ship for a prolonged period has meant that physical wellbeing is being neglected. Seafarers who had been motivated to stay active during the earlier stages of their trips expressed feelings of lethargy, apathy and physical exhaustion months into their assignments

The maritime industry has started putting its vaccination plans into action with leading flag states and big seafaring nations including Cyprus, Singapore, Philippines, Germany and the USA leading the way at their respective seafarer centres. However, with happiness levels down to 5.99 out of 10, it is time for the industry to ramp up international progress

Lack of keyworker status, a year on, despite rising work demands

While momentum for designating seafarers as key workers was once the topic of conversation, seafarers feel like this has been put on the backburner and they're no longer 'flavour of the month'. As a result, concerns over wage rises, key worker status and the fact that seafarers have been indispensable to the world economy during the pandemic have been now brought back to the fore.

Responses from seafarers also reveal a worrying trend with reports of companies – namely manning agents – lying to crew, withholding pay, underpaying, and even threatening seafarers – despite longer hours and rising workload for seafarers. Some seafarers reported having to work 11-12 hours daily, compared to 8-9 hours before the COVID-19 pandemic.

Minimal movement and crew change delays

In previous Seafarers Happiness Index reports, it was possible to see a rising tide of optimism as crews thought that either the pandemic was receding, or that vaccinations would lift the pall of the crew change crisis. The latest responses

showed that if people know when they are going home, there is hope. However, if there is doubt, fear and uncertainty, then everything becomes a problem, and the pressures on board seem to be ramping up.

Andrew Wright, Secretary-General of The Mission to Seafarers said: "As vaccination programmes in many countries have progressed, seafarers have once again been left behind. This quarter's Seafarer Happiness Index results are not only concerning but they suggest that the situation is going backwards after the progress that had been made in the last quarter.

John-Kaare, Interim CEO at Wallem Group added: "The crew change crisis is far from over."

This is not the time to be letting our seafarers down!

Captain Yves Vandeborn, Director of Loss Prevention at the Standard Club, commented: ". After all, without the seafarers, we would not have ships plying the oceans or food on our shelves...This is not the time to be letting our seafarers down!"

MINISTRY NEWS

NEW DELHI
Sagar Sandesh News Service

The 12th edition of exercise INDRA NAVY, a biennial bilateral maritime exercise between Indian Navy and Russian Navy was held in the Baltic Sea from 28 to 29 July 2021. Initiated in 2003, Ex INDRA NAVY epitomises the long-term strategic relationship between the two navies. This exercise was undertaken as part of the visit of INS Tabar to St Petersburg, Russia to participate in the 325th Navy Day celebrations of the Russian Navy.

INDRA NAVY has matured over the years

INS Tabar participates in exercise 'INDRA NAVY - 21'

INDRA NAVY has matured over the years with increase in scope, complexity of operations and level of participation. The primary aim of this year's edition is to further consolidate inter-operability built up by the two Navies over the years and also to enhance understanding and procedures for multi-faceted maritime operations. The scope of this edition includes wide-ranging and diverse activities across the spectrum of maritime operations.

The Indian Navy was represented by the stealth Frigate INS Tabar whilst the Russian Federation Navy was represented

by Corvettes RFS Zelyony Dol and RFS Odintsovo of the Baltic Fleet.

The exercise was progressed over two days

The exercise was progressed over two days and included various facets of fleet operations such as anti-air firings, underway replenishment drills, helicopter ops, boarding drills and seamanship evolutions.

Exercise INDRA NAVY-21, being conducted despite the constraints imposed by the pandemic, enables further strengthen mutual confidence, inter-operability and

enable sharing of best practices between both Navies. The exercise is another milestone in strengthening cooperation between the two navies and reinforces the long-standing bond of friendship between the two countries.



INS Tabar participates in Indra Navy-21



EXIM TREND

"News is what somebody somewhere wants to suppress; all the rest is advertising." - Lord Northcliffe

India logs 86 per cent growth in Merchandise Exports in April-June 2021, as compared to same period last year

NEW DELHI
Sagar Sandesh News Bureau

Merchandise exports of the country has touched a record figure of 95.39 billion US dollars during the first three months of the current financial year (April-June 2021) registering a positive growth of nearly 86 per cent over the corresponding period last year.

The increase flows across

commodity groups like engineering goods, petroleum products, Gems and Jewellery, Organic and Inorganic chemicals, textiles and garments, plastics and linoleum from across the country including Gujarat said minister of state for commerce Ms Anupriya Patel

In a written answer to Lok Sabha last week she said the Government has taken a number of steps, including strengthening of domestic manufacturing and

promoting trade ties, with a number of trading partners, so as to ensure reliable and adequate supply chains. This is an ongoing process, based on the changing requirements in a dynamic world.

A review of some of the existing Agreements has been initiated

The existing Trade Agreements also ensure seamless supplies for the

domestic manufacturing sector on preferential terms. Further, a review of some of the existing Agreements has been initiated.

SCRI with Japan and Australia

In addition, bilateral trade negotiations with a number of countries have been initiated. We have entered into a Supply Chain Resilience Initiative (SCRI) with Japan and Australia to enhance

the resilience of supply chains in the Indo-Pacific Region.



Merchandise exports register positive growth in April-June 2021

Rice exports to Bangladesh on the rise



New Delhi
Sagar Sandesh News Service

Recently, Bangladesh has become India's fourth biggest export destination in the current calendar year. India's exports to the neighbouring country have increased 46 per cent on an annual basis at \$3.16 billion during January-March 2021. Bangladesh has secured the fourth position as top export destination for India, after the US (\$15.41 billion), China (\$5.92 billion) and UAE (\$5.34 billion). Bangladesh has achieved the status as one of the top export destinations for India largely

due to New Delhi's diplomatic efforts, logistical ease and robust demand for Indian farm produce in that country.

The growing demand for rice a big boost for exporters of the commodity in India

The surge in farm exports to Bangladesh for FY21 is driven by record-high sales of rice i.e. 13.9 million tonnes of non-basmati and 4.6 million tonnes of basmati... The growing demand for rice is expected to be a big boost for exporters of the commodity in India. Even though Bangladesh is the third-biggest rice producer in the world with 35 million tonnes a year, it depends on imports from other countries to deal with shortages caused by natural disasters like floods and drought. Bangladesh has invited seven global tenders

for the import of 3.10 lakh tonnes of rice in January 2021 including two 50,000 tonnes and one 10,000 tonnes orders. Apart from these tenders, Bangladesh is set to import another 2.5 lakh tonnes of rice from India, which includes 1.5 lakh tonnes through government-to-government deals and others through exporters.

Indian firms have won five tenders

Indian firms, including a subsidiary of the Singapore-based company, have won five tenders, quoting rates between \$405 and \$418 a tonne on cost, insurance and freight (CIF) basis. While the lower bids are for non-basmati parboiled rice, the higher quotes are for white rice.

The state-owned National Agricultural Cooperative Marketing Federation of India Ltd. (NAFED) has decided to supply one lakh tonnes of the

non-basmati parboiled rice to Dhaka, as part of this bilateral deal.

Bangladesh has recently allowed private traders to import one metric tonne of rice; competitive prices compared Thailand and Vietnam, reason for growth in India's export

As the momentum continues, other rice exporters from India have risen up to the occasion to grab the opportunity, and there is a steady growth in terms of exports from India to Bangladesh over the recent years. Bangladesh has recently allowed private traders to import one metric tonne of rice, apart from reducing the rice import duty. The reasons for India clearly emerging as the obvious choice for rice exports to Bangladesh include competitive prices compared to Thailand and Vietnam, the second and third largest exporters, and freight charges are cheaper as

India is a neighbouring country to Bangladesh. Rice from Thailand and Vietnam is exported at over \$400 for a tonne, whereas rice produced in India has remained at a reasonable level with a record production of the grain. Moreover, Myanmar, another leading exporter of rice in the world in recent times has been grappling with internal unrest following a coup, which made it out of the market

"As you are aware we have the contract to transport the commodity to Bangladesh. Currently, we are doing two shipments of 12,000 tonnes each per month via our handysize vessels Tvisha and Tuhina", said Ranjit Singh, CEO, Essar Shipping.

"Our operations have been smooth and we are grateful to the governments of India and Bangladesh and the port authorities for their constant support for flawless execution of this contract", Ranjit Singh added.

Cotton and Cotton Yarn Exports to China flourish despite the border skirmishes

NEW DELHI
Sagar Sandesh News Bureau

The Export of Cotton and Cotton yarn from India to China have not stopped due to virtual break down of political relations between the two countries due to border skirmishes and the COVID-19 pandemic.

During current cotton season 2020-21 (October 2020 to September 2021) as on April

2021, 21.97 lakh bales of cotton were exported from India to China out of the total exports of 54.83 lakh bales. China was the second largest importer of cotton from India after Bangladesh.

China was the largest importer of yarn from India.

Regarding export of yarn, during the year 2020-21 from Apr, 2020 to Mar, 2021, 275 million kg of cotton yarn were exported from India to China



Minister of State for Textiles Ms. Darshana Jardoshin

out of the total exports of 980 million kg. China was the largest importer of yarn from India. The country-wise data on export of cotton and cotton yarn of 2020-21 is annexed.

Country-wise data on Export of Cotton for the cotton season 2020-21 from Oct, 2020 to Apr, 2021

Export of Cotton (in lakh bales) BANGLADESH PR 22.09, CHINA P RP 21.97, VIETNAM 6.40, INDONESIA 2.70, THAILAND

0.39, OMAN 0.31, TURKEY 0.27, ITALY 0.14, MAURITIUS 0.12, Others 0.44, Grand Total 54.83

Country-wise data on Export of Cotton Yarn for the year 2020-21 from Apr, 2020 to Mar, 2021 in million Kgs

CHINA P RP 275.00 million Kgs, BANGLADESH PR 225.19, VIETNAM 55.62

PERU 53.49, PORTUGAL 44.44, EGYPT 42.74, SOUTH KOREA 32.31

COLOMBIA 23.17, TURKEY 21.03, Others 207.01, Grand Total 980.00

The information was given in a written reply by the Minister of State for Textiles Ms. Darshana Jardoshin in the Rajya Sabha



Dadri Private Freight Terminal resumes operation easing the availability of cement in National Capital Region

NEW DELHI
Sagar Sandesh News Bureau

The Private Freight Terminal in Dadri near the national capital region has become operational post conversion from the status of Inland container depot.. Cement loading has started in the terminal ten days ago easing the pressure on availability of the key construction material in Noida and Greater Noida.

Dadri is the most important loading point for NCR yielding significant revenues for Railways.

A cement rake was loaded from dadri terminal for the first time

A cement rake was loaded from dadri terminal for the first time since its conversion for Alwar ten days ago. Cement bags were loaded as a bagged consignment in 21 BCN wagons providing a freight revenue of Rs 4.61 Lakh to the North Central Railway.

As a result of marketing efforts of NCR Business Development Unit (BDU), Inland Container Depot Dadri (ICDD) of Prayagraj Division received the nod from Railway Board to commence outward loading of cement thereby fulfilling the long-standing requirement of a cement loading point near the industrial hub of NOIDA and Greater NOIDA.

The average monthly revenue to Railways from the loading of container rakes is approx 17.5 crores

Dadri has been an important loading point for NCR with an average loading of 6 container rakes per day. The average monthly revenue accrued to Railways from the loading of container rakes is approx 17.5 crores.

In view of demand explored as a result of aggressive marketing by North Central Railway for loading of other commodities in addition to the containerised traffic, ICD Dadri was given the status of Brownfield Private Freight Terminal on March 12th this year. This has paved way for the



Railways start loading of cement from Dadri

loading of non containerized traffic also.

Hitherto, local cement merchants who used to transport cement through roads will now be able to transport their products to far off destinations with lesser transit time and reduced transport costs.

Commencing of outward loading of cement from Dadri is not only a significant success gained by the Business Development Unit of NCR but is also expected to generate additional local employment in the construction industry in the area.

Chennai becomes the last city in the country to acquire piped gas supply



Tamil Nadu CM MK Stalin inaugurates 25 CNG stations

CHENNAI
Sagar Sandesh News Bureau

Thirty years after major cities in the country had piped gas supply for domestic consumers and compressed natural gas for fuel to automobile sector, Chennai will be the last city to have the facility.

The Gujarat based Natural gas major Torrent Gas has opened up the Compressed Natural Gas (CNG) market in Chennai,

the only metro in the country where CNG and petroleum natural gas (PNG) was not available on retail so far.

Chennai has an added advantage of having a 10 million ton LNG terminal at Ennore port whose capacity is underutilized because of lack of demand.

With retail CNG market in Chennai, now, CNG vehicles to ply easily

The opening up of the retail CNG market in Chennai makes it possible for CNG vehicles to more easily ply in the city — especially for commercial taxi operators, a segment which is predominantly powered by CNG in locations such as Delhi-National Capital Region where strong CNG pump infrastructure exists.

25 CNG stations and 1 City Gate Station of Torrent Gas inaugurated by TN CM M K Stalin

25 CNG stations and 1 City Gate Station of Torrent Gas was inaugurated by Tamil Nadu Chief Minister M K Stalin. Torrent Gas also announced that it is planning to spend Rs 5,000 crore in Tamil Nadu towards the creation of CNG stations and city gas distribution (CGD) infrastructure to bring piped natural gas to domestic, industrial, and commercial customers and setting up CNG stations.

Torrent Gas has been authorised by the Petroleum and Natural Gas Regulatory Board (PNGRB) for establishing and operating CGD network and providing CNG and PNG in 33 districts across 7 states and 1 UT. There were only 12 CNG stations in the entire state of Tamil Nadu until now.

Access to Compressed Natural Gas, a felt need of the people of Tamil Nadu for over three decades

“Access to Compressed Natural Gas, which is a cheaper and cleaner alternative to petrol and diesel has been a felt need of the people of Tamil Nadu for over three decades. Widespread availability of CNG and significant savings will encourage consumers to adopt it, thereby having a positive impact on the environment,” Stalin said in a statement.

Torrent Gas has priced its CNG offerings at a competitive level, at Rs 51.35/kg for CNG in Chennai and Tiruvallur - the second lowest CNG price in the country after the NCR region. At this price, the adoption of CNG as a fuel will help customers in Chennai save up to 66 per cent vis-a-vis petrol, 61 per cent vis-à-vis diesel and 42 per cent vis-à-vis Auto LPG. CNG prices are also much more stable as compared to those of petrol and diesel, which undergo frequent changes, Torrent said.

Railway track doubling project between Goa and North Karnataka faces opposition in Goa Assembly

PANAJI
Sagar Sandesh News Service

The doubling of railway track project between Goa and North Karnataka rocked the proceedings of the Goa assembly with the opposition questioning the government against going ahead with the project in the light of Supreme Court's empowerment committee raising serious environmental concerns if it was implemented.

Environmental groups and the Opposition parties are opposed to the doubling of railway line from Castle rock in Karnataka to Kulem in Goa, four laning of a national highway between the two states and the Goa-Tanmar Transmission project. The expansion of the railway lines is planned for smooth movement of both thermal and coking coal from Goa

Port to thermal and steel plants situated in Northern Karnataka.

The case to be presented before the empowered committee of the court

Defending the implementation of these projects the state chief minister Pramod Sawant said it will present its case before the empowered committee of the court. While the CEC had raised objections to the railway double-tracking project, it had not said the same about the other two projects.

The government of Goa will file its say in the SC, the CM said

The CEC report has recommended that the land acquisition for double-tracking of railways be scrapped. They have allowed

the construction of the power lines on the old alignment. These recommendations are before the Supreme Court. The SC has not taken a decision on this yet. The government of Goa will file its say in the SC, the chief minister said

The opposition members however maintained that the CEC had stated that it did not find any justification in doubling the railway track from Castle Rock in Karnataka to Kulem in Goa as it “will destroy the fragile eco-system of the Western Ghats which is an internationally recognised biodiversity hotspot and also one of the most important wildlife corridors of the country”.

The chief minister however stuck to the government's stand that this was an important project for strengthening infrastructure and to improve connectivity.

The project is also important from a defence strategic point of view.

land acquisition for the double-tracking project was being carried out by the Centre and the state government was only facilitating it he said.

The infra projects that will pass through the Bhagwan Mahaveer Wildlife Sanctuary (BMWS) and the Mollem National Park (MNP) in South Goa had been cleared by the Centre last year despite red flags being raised.

The total land to be acquired for the double-tracking of the railway project is 153.17 hectares.



Track doubling

CONTAINER TERMINAL NEWS

"Failure is a lesson learned; success is a lesson applied."

DP World reports 17.1% volume growth in 2Q, 2021

Growth rates to moderate in the second half of 2021

NEW DELHI
Sagar Sandesh News Service

DP World Limited handled 19.7 million TEU (twenty-foot equivalent units) across its global portfolio of container terminals in the second quarter of 2021, with gross container volumes increasing by 17.6% year-on-year on a reported basis and 17.1% on a like-for-like basis[1].

Our terminals in India delivered a strong performance in 2Q21, especially

Growth in 2Q21 accelerated with all regions delivering a strong performance, especially our terminals in India, Europe, Australia and Americas. Jebel Ali



Looking ahead, the near-term outlook remains positive, but we do expect growth rates to moderate in the second half of 2021: Group Chairman and Chief Executive Officer Sultan Ahmed Bin Sulayem

(UAE) handled 3.4 million TEU year-on-year on a reported basis and 4.2% year-on-year. On a 1H2021 gross basis, DP World handled 38.6 million TEU, with gross container volumes increasing by 13.9%

increasing 18.2% on a reported basis and up 17.3% on a like for like basis.

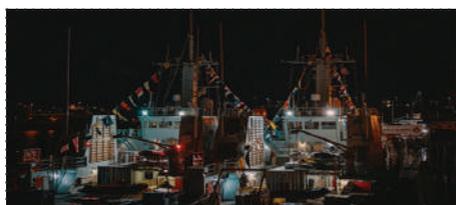
Group Chairman and Chief Executive Officer Sultan Ahmed Bin Sulayem commented:

We are delighted to report another strong volume performance with 2Q2021 growth accelerating to 17.1% year-on-year, and up 7.3% compared to 2Q2019, which highlights the strength of the underlying market. Growth continued to be broad based with all our regions delivering a robust performance, with India being exceptionally strong. Encouragingly, the recent volume improvement at our flagship port of Jebel Ali (UAE) continued into 2Q2021 with throughput growth accelerating to 4.2% year-on-year.

Looking ahead, the near-term outlook remains positive, but we do expect growth rates to moderate in the second half of 2021. Furthermore, we remain mindful that the Covid-19 pandemic and geopolitical uncertainty could once-again disrupt the global economic recovery. Overall, we continue to make good progress on our strategy to deliver supply chain solutions to beneficial cargo owners and are focused on growing profitability while managing growth capex. The strong start to 2021 leaves us well placed to deliver an improved full year performance and we remain focused on delivering our 2022 targets.

IMO NEWS

Building support for fishing safety in the Pacific region: IMO



(Pic: IMO)

NEW DELHI
Sagar Sandesh News Service

IMO Member states in the Pacific Region were part of an active discussion exploring the national and regional benefits of ratifying and implementing the 2012 Cape Town Agreement (CTA), which aims to boost safety for fishing vessels and their crew.

The event was the latest in a series of virtual webinars aimed at engaging decision-makers from maritime

administrations and fishery authorities on the topic, and was organized in cooperation with the Pew Charitable Trusts, Pacific Regional Environment Programme (SPREP) and Pacific Community (SPC) Secretariats.

Lack of an effective internationally binding regulatory regime, bad for the safety of the fishing industry

Joseph Westwood-Booth, Senior deputy director for IMO's Maritime Safety Division said, "While a number of factors may have contributed to the bad safety record of the fishing industry, there can be no doubt that the lack of an effective internationally binding regulatory regime for the safety of fishing vessels plays a significant part.

"The 2012 Cape Town Agreement will provide a much-needed mandatory regulatory framework for the safety of fishers, help combat illegal, unreported

and unregulated (IUU) fishing, and create more sustainable working conditions in the sector. Upon entry into force, the IMO agreement will act as an additional legislative pillar, supporting the important measures in place via the STCW-F Convention, ILO's Work in Fishing Convention and FAO's Agreement on Port State Measures," he added when opening the webinar.

The 2012 Cape Town Agreement sets out minimum safety standards for vessels

The 2012 Cape Town Agreement sets out minimum safety standards for vessels of 24-meters in length and over that are flagged with a contracting State. It will come into force 12 months after being ratified by at least 22 States, with an aggregate 3,600 fishing vessels meeting the length requirements operating on the high seas. It has 16 Parties to date.

Among other important issues, the webinar attendees were given insight into the major principles of the Agreement, ratification process, the effects of fisheries management policies on fishing safety, benefits of ratifying the Agreement from labour, insurance, search and rescue, and marine environment perspectives. The webinar featured positive impacts of the Agreement on combatting Illegal, Unreported and Unregulated (IUU) fishing.

Two panel discussions took place with speakers from UN Specialized Agencies, Member States and industry representatives, which were followed by question and answer sessions with engaging discussions

Participants agreed a statement encouraging States to become a party to the Cape Town Agreement.

TRADE BODY NEWS

ECSA and ETF welcome WHO decision to prioritise seafarers' vaccination

NEW DELHI
Sagar Sandesh News Service

The World Health Organisation has included seafarers that should be prioritised for Covid-19 vaccination in the context of limited supplies.

On July 16, the World Health Organization (WHO) has released its updated guidance for the organisation's vaccine roadmap in order to provide a framework for overall programme priorities, listing seafarers on cargo ships as a key group that should be prioritised in the case of limited supplies. The International Maritime Organization (IMO) - which had repeatedly advocated for a fair global distribution of vaccines

as to include seafarers - praised the WHO recommendations.

ECSA and ETF are urging the remaining EU Member States to follow suit

ECSA and ETF welcome the WHO updated guidance, in line with their previous calls for seafarers' priority access to vaccination and praise the initiatives already in place in a number of European countries. However, more needs to be done and ECSA and ETF are urging the remaining EU Member States to follow suit.



More needs to be done and ECSA and ETF are urging the remaining EU Member States to follow suit.

Seafarers all over the world are still facing severe restrictions

Seafarers all over the world are still facing severe restrictions which are forcing many of them to be stuck at sea, risking serious issues to their physical and mental well-being that might impede ships' operations. Yet, global seaborne supply chains supply the world with 90% of everything we consume as well as so much needed medical equipment, personal protective equipment, medicines and vaccinations to combat Covid19.

MARINE NEWS



"Failure is a lesson learned; success is a lesson applied."

India would focus on Maritime Security in the UN

NEW DELHI
Sagar Sandesh News Service

As India assumes the rotating presidency of the UN Security Council in the next few days, it has urged the Council to take holistic approach to the issue of Maritime Security that safeguards common prosperity and security interests.

India will assume the rotating presidency of the UN Security Council on 1 August, the country's first presidency during its 2021-22 tenure as a

non-permanent member of the Security Council.

Maritime security has always received a very high priority in India's foreign policy.

The country has been a net provider of maritime security, particularly in the Indian Ocean region. Consequently, we believe that it is time for the Security Council to take a holistic approach to the issue of maritime security that safeguards common



Three major areas that the country would like the UN body to focus include Maritime security, peacekeeping and counter terrorism said the India Permanent representative to UN T S Tirumuthy said an interview to a wire agency

prosperity and other security interests," he said.

India has placed its naval and coastguard personnel along the

Indian ocean region to provide security to cargo vessels and crude tankers passing from the Gulf region to the South east asian countries for the past several decades.

The focus on the theme of Maritime security is significant as this will be the first time that there will be a special discussion on the issue in the top UN body.

Security Council has passed resolutions on different aspects of maritime security and maritime crime, "we feel that it is time that these are brought together and discussed it in a holistic manner." he said.

Petroleum Minister clears ONGC of its responsibility for the barge disaster in which 86 persons perished off the Mumbai coast during cyclone Tauktae

NEW DELHI
Sagar Sandesh News Bureau

The Barge P 305 hired by the Oil and Natural Gas corporation which sank in the Arabian sea in May killed 86 persons on board was advised by the ONGC to move to safety before cyclone Tauktae struck the Mumbai high area but its captain decided to stay put, Minister of state for Petroleum and Natural gas Rameshwar Teli informed the Rajya Sabha on July 28th.

On May 16, Cyclone Tauktae – a storm with the intensity of a category 3 hurricane – tore apart the Barge Papaa 305's anchors and slammed it into an offshore platform, taking down 261 people on board. Many of them were rescued.

A Total 86 personnel lost their lives due to the sinking of vessels



Cyclone Tauktae; ONGC Barge P-305 Rescue Mission

A Total 86 personnel lost their lives due to the sinking of vessels deployed for ONGC projects during cyclone Tauktae," Mr.Teli said in a written reply to a question in the Rajya Sabha. A cyclone warning was issued on May 13 and most vessels were moved to safety.

"ONGC had advised all the vessels including Barge P-305 to move out of the field to a safe location," he said. "The Barge also confirmed it." He said the "Barge Master decided to position the vessel at nearby

location" keeping in view "safety of vessel and persons on board." But "the anchors of the vessel gave way leading to stranding and subsequent submerging of the vessel," he added. The ministry has ordered an investigation into the accident and the sequence of the events leading to the stranding of vessels.

Members of the panel for investigation

The panel including Amitabh Kumar, Director General of Shipping, SCL Das, Director

General, Directorate General of Hydrocarbons and Nazli Jafri Shayin, Joint Secretary, Ministry of Defence investigated the sinking of at least two barges including P 305 that caused maximum casualties

The barge was hired by Afcons Infrastructure, an engineering company owned by billionaire Pallonji Mistry's Shapoorji Pallonji Group. Afcons was the main contractor for the jobs of fixing decays and painting rusted pipes and metals in order to protect the structures from the corrosive onslaught of the sea.

Another two-member committee consisting of Director General-Shipping and Additional Secretary(Exploration) Ministry of Petroleum and Natural Gas has been constituted to look into reforms required in terms and conditions for hiring vessels and amendments, if required, he added.

ONGC is discussing with the Indian Met Department for providing weather forecasts specific to its fields in offshore to avoid recurrence of such incidents.

A single-point authority, Marine Cell for marine operations created

Also, a single-point authority, Marine Cell, has been created for vessel information, management and safety related to the marine operation. SOP (Standard Operating Procedure), ERP (Emergency Response Plan) and DMP (Disaster Management Plan) are being revised to suitably address severe cyclone emergency response, he said adding health, safety and environment (HSE) practices are being benchmarked through a consultant of international repute.

NEWS IN BRIEF

(To Read Full News Please go to www.sagarsandesh.in)

LPG transportation through RORO barges commence. The first barge from Haldia reaches Kolkata port

LPG transportation through coastal barges became a reality when the RORO barge Shanker Dev embarked on a maiden voyage carrying three LPG tankers from Haldia complex on July 25. It reached the Khidderport docks in Kolkata port the next days



Inland Vessels bill 2021 passed in Lok Sabha

The Inland Vessels Bill 2021 that seeks to incorporate unified law for the country instead of separate rules framed by the states was passed in Lok Sabha on July 29th. It was introduced in the House by Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal last week.



NEWS AT A GLANCE

(To Read Full News Please go to www.porttoport.in)

Container manufacturing yet to catch up with demand



Gangavaram Port extends tariffs for steel cargo vessels (export) up to Sept. 30



Southern Railway Signal and Telecom Workshop at Podanur bags the prestigious Integrated Management Systems for five Certifications



Andhra MPs urge the Railway Minister to Operationalize the South Coast railway zone



LOGISTICS (AVIATION)



A Smooth Sea Never Made a Skilled Sailor. - John George Hermanson

Centre has sanctioned two greenfield airports in Noida near Delhi and another in Arunachal Pradesh

NEW DELHI
Sagar Sandesh News Bureau

Government of India has accorded 'in-principle' approval for setting up of two Greenfield Airports across the country namely Jewar (2018) (Greater Noida) in Uttar Pradesh and Hollongi (2019) in Arunachal Pradesh during the last three years, Minister of state for civil aviation General V K Singh informed the rajya sabha.

In a written answer to the house he said as many as 59 airports including two water aerodromes in Gujarat and five heliports have been operationalised as on

July 20th under the Udan scheme. The scheme is meant for providing air services to unserved areas and underserved airports

During the last five years nearly rs 17,784 crores spent in renovating and building airports

The central government had spent a sum of nearly rs 17,784 crores in renovating and building airports during the last five years

Six airports awarded by AAI for 50 years under PPP; during this period, AAI not required to incur CAPEX and OPEX

Airports Authority of India (AAI) has recently awarded six airports namely Ahmedabad in Gujarat, Jaipur in Rajasthan, Lucknow in Uttar Pradesh, Guwahati in Assam, Thiruvananthapuram in Kerala and Mangaluru in Karnataka for Operations, Management and Development under Public Private Partnership (PPP) for a period of 50 years.

AAI will get back their investment in these six airports to the tune of Rs. 2299 Cr. as upfront payment. AAI will also get Per Passenger Fee, indexed to the Consumer Price Index (CPI), from the PPP Partner. Post PPP, the estimated net benefits accruing to AAI are more than the net benefits that AAI would have got



The central government had spent a sum of nearly rs 17,784 crores in renovating and building airports during the last five years

had it operated the six airports on its own. AAI is not required to incur any CAPEX and OPEX at these airports during the lease period.

Puducherry chalks out a plan to have an all weather airport



Puducherry airport

NEW DELHI
Sagar Sandesh News Bureau

Puducherry government has started the initiative to revive

the airport and take steps to make it an all weather airport

More scheduled flights besides revival of flights on the existing routes

The initiative is to go in for operation of more scheduled flights besides revival of flights on the existing routes. Spice jet the only airline operating scheduled flights from the airport stopped its services in March this year. As of now no flight either lands or takes off from the airport.

The state PWD minister K Lakshminarayanan held a review meeting with the Director of the airport and other officials and made an inspection of the airport. He said that initially attempts will be made to get a temporary licence from the Directorate General of Civil Aviation (DGCA) by complying with the requirements to the extent possible.

Around 70 percent of the

requirements for an all-weather airport have already been fulfilled

Around 70 percent of the requirements for an all-weather airport have already been fulfilled and efforts are being made to fulfil all the requirements by providing land around the runway to an extent of 70 acres and by acquiring land from Tamil Nadu for extension of the runway. This is to ensure that flights are able to land as well as take off under all weather conditions as well as for operation of larger flights.

The Puducherry government will provide the available land

The Puducherry government will provide the available land around the runway to AAI to fulfil the requirement to

the extent possible and get a temporary licence.

The present runway length of 1502 metres is planned to be extended to 3330 metres for operation of bigger crafts. In the first phase, the government will try to acquire 104 acres of land from Tamil Nadu and later 270 acres.

Govt to have a meeting with the budget carriers

The operation of scheduled flights from Puducherry Airport by its only flight operator Spice Jet stopped in March 2020. The Puducherry government has invited budget carriers for a meeting in an effort to persuade them to start flights from the Union territory.

Indian Carriers share in International cargo business increased from 2% to 19% : Civil Aviation Minister

NEW DELHI
Sagar Sandesh News Service

Minister for Civil Aviation Jyotiraditya Scindia informed the Rajya Sabha that the share of Indian carriers in the international cargo business has increased from 2% to 19%.

Speaking during the Question Hour, Scindia said the cargo business in the domestic sector, which was 800,000

metric ton in 2010-11, has increased to 1.4 million metric ton, an increase of 75%.

Cold chain logistics plus new cargo hubs causes for the increase in the share

Scindia said efforts such as providing cold chain logistics and new cargo hubs have been made to increase the share of Indian carriers in the international market. He said India's share in the international cargo business was worth Rs. 1,686 crore

in 2019-20, which rose to Rs. 2,644 crore in 2020-21 despite the Covid-19 pandemic.

To a question on whether his ministry was considering extending the 50% subsidy for agri-perishables for transportation from the North-east and four Himalayan states to other parts of the country, the minister said that the Centre was contemplating how this could be turned into a pan-Indian scheme.



Minister for Civil Aviation Jyotiraditya Scindia



Central Govt plans to renovate as many as 152 railway stations in Uttar Pradesh



Barauni station to be renovated

NEW DELHI
Sagar Sandesh News Bureau

The Central government is planning to renovate 152 railway stations in Uttar Pradesh as model stations with modern amenities. The Railway Ministry has started the work for redevelopment of the identified stations and most of these stations are at the last leg of renovation. The work on remaining stations will be completed by next year.

At these model stations modern facilities will be available.

After completion the passengers will enjoy a lot of convenience. Railway Minister Ashwini Vainshnav in reply to a question in the Lok Sabha said that work has been completed for 131 out of the 152 stations. Work on the remaining 21 stations will be completed by March 2022. All facilities like that of big stations will be available at these stations.

All these stations will have restrooms, waiting rooms with bathing facility, separate waiting room for women,

computerized announcement, indicators, water coolers, elevated platforms, ramps in circulating areas and ramps at the platform entrance for the senior citizens and differently abled among other facilities.

Five more stations of East Central Railway additionally to be renovated

Five more stations of East Central Railway including Sitamarhi, Darbhanga, Barauni in Bihar and Dhanbad in Jharkhand, and Pandit Deen Dayal Upadhyay Junction in Uttar Pradesh, would be renovated apart from the already selected five stations of Bihar.

Indian Railways has already started work for redevelopment of Gaya, Rajendra Nagar Terminal (Patna), Muzaffarpur, Begusarai and Singrauli stations. Following the selection of five more stations, the East Central Railway will now have a total of ten stations that will be renovated and provided with state-of-the-art facilities. The Rail Land Development Authority will be in charge of the redevelopment of these stations.

Three Tier transport system is needed to tackle traffic congestion in Bengal says the state chief minister during her meeting with Union transport Minister Gadkari

NEW DELHI
Sagar Sandesh News Bureau

West Bengal Chief Minister Mamata Banerjee has requested Union Minister for Road Transport and Highways Nitin Gadkari for a three-tier transportation system to tackle the traffic congestion in West Bengal and a manufacturing unit for Electrical auto spare parts in the state.

Ms. Banerjee, who is on her first visit to Delhi after the state assembly elections, met Gadkari and discussed issues related to road, transport and infrastructure in Bengal.

Upgradation of the road from North Bengal town of Siliguri to Sikkim

Upgradation of the road from North Bengal town of Siliguri to Sikkim which now takes nine hours travel was taken up by the West Bengal government. I requested him to upgrade road connectivity from Sevoke in North Bengal to Rangpo in Sikkim and from Siliguri to Sevoke. The chief minister said while addressing the media after the meeting.

Banerjee also discussed with Mr Gadkari widening of National Highways 35, which connects Bongaon to Barasat near Bangladesh border. National Highways Authority of India (NHAI) scrapped the proposal of its four-lane in 2012 due to unavailability of land. The NH 35 stretch leads to the India-Bangladesh border at Petrapole,

which is the largest trade gateway between India and Bangladesh and accounts for 60 per cent of the business volume of around Rs 8,000 crore.

Widening of NH35 good for India and B'desh, CM said

"I discussed the matter (widening of NH35) because it will be better for both India and Bangladesh as far trade is concerned. To renew the project, we will chalk out some solution for them (the encroachers) she said.

Ms Banerjee termed her discussion with Gadkari "fruitful" and productive. "I requested him for a bridge at Ganga Sagar in South 24-Parganas and widening and repairing of various important roads from Digha (East

Midnapore) to Barasat (North 24-Parganas), from Barasat to Bongaon in North 24-Parganas district.

Besides better road connectivity, she urged Mr Gadkari for a three-tier transportation system due to the state's population density. The three-tier transportation system enables vehicles to travel under the ground, on the surface and over a flyover simultaneously in a congested area.

Setting up of industrial units discussed

On new industries in Bengal, she said, "We also discussed setting up of industrial units where spare parts of electric scooters, auto and buses can be manufactured in Bengal. The



West Bengal Chief Minister Mamata Banerjee

meeting was very fruitful and our state administrative officials will meet the Transport Ministry officials to prepare a report on how and when to start the developmental plans which were identified during the discussions.

Unusual travel advisory within the country



Victims of Assam-Mizoram border violence

NEW DELHI
Sagar Sandesh News Bureau

Four days after six Assam Police personnel were killed in violent clashes at the Assam-Mizoram border, the Assam government has issued an unusual travel advisory asking people not to travel to Mizoram citing a "threat to personal safety".

Mizoram, meanwhile, objected to a large contingent of Assam Police personnel being mobilised at the interstate border.

The people of Assam advised not to travel to Mizoram

Assam's advisory, from the state's Home and Political Department, said: "Given the critical prevailing situation, the people of Assam are advised not to travel to Mizoram as any threat to personal safety of people cannot be accepted." It also advised people of Assam, who stay in Mizoram for work, to "exercise notice said there had been several cases of violent skirmishes in the border area, and that the latest incident had led to indiscriminate firing on police personnel as well as civilians in Cachar district.

"Even after this incident, certain Mizo Civil society, students and youth

organisations are constantly issuing provocative statements against the state of Assam and its people. It has been reliably learnt from video footage available with Assam police that many civilians are heavily armed with automatic weapons, etc. In view of the above and with the purpose of ensuring safety and security, a travel advisory is hereby issued to all the people of Assam," it said.

In Mizoram, Home Secretary Lalbiakhsangi wrote in a letter to the Centre's Additional Secretary in-charge of Northeast that "armed personnel of Assam Police were moving to Dholai and Hawaithang areas, which are along the interstate border".