



THE SAGARMALA POST

January-February, 2018



Maharashtra : A Sea Change



India at the IMO

2



Events Detour

15



A Tale of Two Ports

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- A Tale of Two Ports



From the SECRETARY'S

DESK



The Sagarmala Programme has evolved since its inception in 2015 and has made significant achievements in this short span of time. It gives me immense pleasure to share the fourth edition of The Sagarmala Post. This edition focuses on the coastal state of Maharashtra which is home to two of our Major Ports - Mumbai Port and Jawaharlal Nehru Port. Under the Sagarmala Programme, 101 projects worth more than ₹2.5 lakh crore have been identified and are under various stages of implementation and development in the state. Mumbai Port is being transformed into the 'Gateway to International Cruise in India' and a modern cruise terminal is under construction at the port to promote cruise tourism in India.

On the other hand, Jawaharlal Nehru Port, one of the most modern ports in India, has adopted new technologies to its advantage. The country's largest container port - the Jawaharlal Nehru Port - is a key cog in the wheel for propelling India's economic growth. The Direct Port Delivery System adopted by the Port has induced operational efficiency and helped reduce dwell time and improve the Ease of Doing Business. This edition also takes a look at the history of these two ports and their evolution into the leading ports on India's west coast.

The Maharashtra Maritime Board (MMB) has taken great strides in promoting movement of passengers and freight along the state's coastline. The MMB is constructing new

passenger jetties and initiating Ro-Pax ferry services along Maharashtra's coast with an aim to reduce traffic congestion on roads

in the coastal areas and also provide eco-friendly alternative for movement of passengers and freight.

With a sense of great pride, I also take this opportunity to inform our readers about India's re-election to the Council of the International Maritime Organization (IMO) under Category-B at the 30th session of the Assembly of the IMO held in London on 1st December, 2017.

An important international initiative that shall help our trade relations with Afghanistan, Russia, Central Asia and Europe is the recently inaugurated Chabahar Port in Iran. This Port has opened up a strategic trade route and is expected to develop as a major hub in the International North South Transport Corridor.

As with every edition of The Sagarmala Post, we eagerly look forward to receiving feedback from you. I invite you to connect with the Sagarmala Programme through social media on Facebook and Twitter - as well as our website: www.sagarmala.gov.in to provide your thoughts and suggestions to realize the grand vision of this programme.

GOPAL KRISHNA, IAS
Secretary, Ministry of Shipping

THE SECOND COMING

India gets re-elected as the member of International Maritime Council



Hon'ble Minister of Shipping, Shri Nitin Gadkari addressing the 30th IMO Assembly in London

INDIA WAS RE-ELECTED TO THE COUNCIL of the International Maritime Organization (IMO) under Category 'B' at the 30th session of the Assembly of the IMO held in London on 1st December, 2017. The IMO Council consists of 40 member countries. In Categories 'A' and 'B' there are 10 members each and in

Category 'C' 20 members, which are elected by the IMO Assembly. The IMO Council plays a crucial role in deciding various important matters within the mandate of the IMO, in relation to the global shipping industry, including its work programme strategy and budget.

Unlike in the past when India had been re-elected to the IMO Council unopposed, this time for the 10 seats under Category 'B', two new entrants – United Arab Emirates, a non-member of the IMO Council and Australia, presently a member of the IMO Council under Category 'C', had filed their nominations, which necessitated the need for an election. India, however, emerged a winner in the keenly contested election.

The 30th session of the IMO Assembly was held at the IMO Headquarters in

London from 27th November to 6th December, 2017. The Assembly session was attended by a high-level Indian delegation led by Shri Nitin Gadkari,

India secured 144 votes, the second largest number after Germany's 146 votes.

Hon'ble Minister of Shipping, Road Transport & Highways, Water Resources, River Development and Ganga Rejuvenation; Shri Gopal Krishna, Secretary (Shipping); Shri Amitabh Kumar, Additional Director General of Shipping; Capt. Jayakumar, Deputy Nautical Advisor, Directorate General of Shipping and representative of the Indian Register of Shipping. ■

GATEWAY TO NEW PROSPECTS

The inauguration of Iran's Chabahar Port opens a strategic transit point for India's trade and commerce

A \$ 1 BILLION EXTENSION OF CHABAHAR PORT TAKES PLACE on the Sistan Baluchestan Province of the Iranian seacoast. Chabahar Port which is geographically Iran's closest sea link to the India Ocean has the potential to be an essential economic and strategic corridor linking India to Afghanistan and to open a new route to the land-locked countries of Central Asia and on to Russia and Europe.

On December 3, 2017, the Iranian President H.E. Hassan Rouhani inaugurated the extension of the South-eastern Chabahar Port. An Indian delegation led by Shri Pon Radhakrishnan, Hon'ble Minister of State for Shipping and Finance attended the event.

India has committed to equip and operate two terminals at

Shahid Behesti Port Phase-I, Chabahar with an investment of up to USD 85.21 million for the purchase of all equipment required to operationalize the two terminals and to incur annual revenue expenditure of USD 22.95 million to support the operational activities of the Indian Joint Venture for a period of 10 years.

A contract was signed for the said operationalization of two terminals between the two countries on May 23, 2016. Due to delay in the activation of the contract, a Lease Contract for Part of Shahid Beheshti Port Phase-I during the interim period has been signed on February 17, 2018 to take over the commercial operation of the existing port facilities at Shahid Beheshti - Chabahar Port within 3 months from the date of signing the contract.

India has also committed to develop a free trade area around the port and to construct the Chabahar-Zahedan Railway line with an investment of \$ 1.6 billion.

While India and Iran are signatories to the Chabahar Port Development Project, another Trilateral Agreement on Establishment of International Transport and Transit Corridor has been signed by Afghanistan, India and Iran to facilitate movement of goods through the respective territories of Iran, Afghanistan, including providing freedom of traffic in transit for Afghanistan through the territory of Iran and to facilitate freedom of traffic in transit for goods to and from India through both Iran and Afghanistan to other countries.

The development of ports, road and rail connectivity will open up new opportunities, leading to new jobs and prosperity in all the three countries. As trade is recognized as a driving force behind economic growth and development, the implementation of the Agreement will provide the eco-system for the private sector to seize the



Hon'ble Minister of State for Shipping Shri P. Radhakrishnan at the Inauguration of Chabahar Port, Iran

business opportunities emerging due to substantial reduction of logistic costs for trade among the three countries.

India has already sent its first shipment of 15,000 tons of wheat to Afghanistan through Chabahar Port in October, 2017 which reached Zaranj in Afghanistan in November, 2017. ■

CULTURE OF I.T. FOR THE TRADE

Port Community System (PCS)

AFTER YEARS OF PUTTING UP WITH multiple procedures and documentation involved in export and import of goods through India's seaports, the country's maritime community is mustering its collective strength to lobby for a common information technology (IT) platform to facilitate ease of doing business at ports.

With more than 80% of world trade transported by sea, efficient operation of ports is critical. A seamless and holistic electronic flow of trade documentation is thus central to India's growth via these ports. As a part of Electronic Commerce/ Electronic Data Interchange (EC/EDI) implementation, a centralized web-based Port Community System (PCS) was envisaged to reap the maximum benefits of EC/EDI and move towards a paperless regime. The Indian Ports Association (IPA), being the nodal agency for all Indian Major Ports, has taken the initiative to establish a

centralized/uniform Port Community System covering all the Major Ports for the benefit of all the members of the Indian Port Community. It was also intended to provide a single-window system for the port communities in India to exchange, in a secure manner, documents and information electronically with their stakeholders involved in the maritime transport and logistics chain including the trading partners and government agencies. The discussion in the maritime industry these days revolves around the urgent need to roll out the pan-India Port Community System.

FUNCTIONALITY OF PCS

Today, ports and maritime authorities can use various user-friendly mobile and web-based applications to conduct their business more efficiently. Still, some sectors of the maritime industry have not, when compared to other industries, been early adopters of the new

technology. Many ports still operate with legacy systems and manual processes, yet wish to define themselves as the hubs of a modern port community system (PCS). Web-based technologies offer the technical infrastructure to ensure faster pace and greater efficiency. As more ports use technology to connect with their stakeholders, PCS provides an electronic platform that connects multiple communication systems of each of its members. In the Indian Port Community, exchanging data, getting status updates from trading partners or transacting business with other members of the community takes place manually, resulting in the re-entry of data into their internal systems at the cost of speed and accuracy affecting service levels offered to customers. As dominant players of the community such as customs, ports, banks and other institutions have begun to adopt electronic exchange of data and

e-commerce practices, other members of the community have to move with the change.

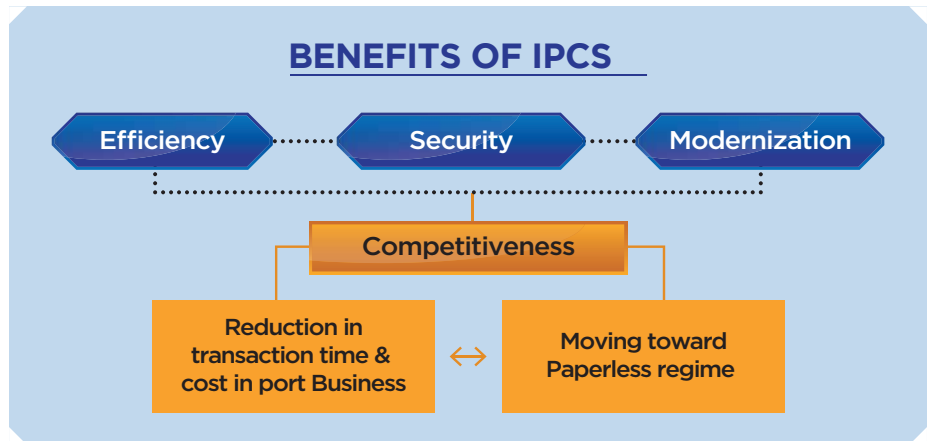
Centralized Web-based Port Community System (PCS) is an initiative intended to integrate the electronic flow of information and function as the centralized hub for Indian ports and other stakeholders like Shipping Lines/Agents, Surveyors, Stevedores, Banks, Container Freight Stations, Government regulatory agencies and others through a common interface.

TOWARDS A PAPERLESS REGIME

Due to the electronic nature of the system, most of the information is now available in the real time. Submission of information in a well-designed workflow helps speed up the regular process. Centralized Web-based Port Community System (PCS) at all Major Ports was envisaged to reap the maximum benefits of EC/EDI and move towards a paperless regime.

CURRENT STATUS OF PCS

After the implementation of PCS in the Indian Major Ports, there has been a sea change in the operations of ports from antiquated ports to modern ports by bringing in a paperless regime. All the



vessel, container, transport, cargo, Mercantile Marine Department, Public Health Organisation, finance-related messages and e-payment module have been made online.

Presently, eleven customs-related messages (2 ports to customs, 9 customs to ports) have been made live. PCS, the one-of-a-kind platform to facilitate e-trade, has added many feathers to its cap. The Indian Port Community System (PCS) has been awarded the Silver Prize by International Association of Ports and Harbors (IAPH) at IAPH World Port Conference, Genoa, Italy held on May 28, 2009. It has also won the eASIA-2009 Awards in the Trade Facilitation Category.

IMPLEMENTATION OF PCS AT NON-MAJOR PORTS

Mundra, Dahej, Pipavav, Cuddalore at Chennai, Krishnapatnam and Kakinada Ports have been migrated under the ambit of PCS. Integration with four ports of Gujarat Maritime Board (Jamnagar, Sikka, Bedi and Magdalla) is at an advanced stage.

With the above Non-Major Ports, around 22 ports will be online with PCS that cover around 92% of total EXIM trade in volume. Efforts are being made to bring other Non-Major Ports, namely Gangavaram, Nagapattinam (as per custom roll-out list) under the ambit of PCS.

Case study after the implementation of PCS: Stakeholder: Kolkata Port Trust (Kolkata Dock System)

Messages	Time taken before PCS implementation	Time taken after PCS implementation
Vessel Profile (submission and Approval)	2 days (48 Hrs)	Average 1-2 Hrs
Voyage Registration and VCN Allocation	2 days (48 Hrs)	Average 1-2 Hrs
Berth Request and Berth Allocation	Next day in the berthing meeting	Immediate without any manual intervention
Container Related Messages	Physical Submission	All the documents are submitted by the Users for their office and these are uploaded in the system with very less time
Cargo Related Messages - Delivery Orders	5-6 Hrs	ONLINE within 1 Hrs of submission

With the introduction of Port Community System (PCS), Kolkata Port Trust (Kolkata Dock System) initiated a regime of paperless transaction at its container terminal. It has created a new benchmark in the area of environment responsibility. The measures have not only resulted in substantial savings of paper but also in the simplification of processes. With efforts geared towards environment-friendly practices, the hard copy of the documents was discontinued in phases and was replaced by electronic messages. The number of pages that could be saved per annum can be massive, even according to a modest estimation, as reflected in the table.

It is worthwhile to note that due to the elimination of the hard copy, there has been savings of 2,69,638 pages which in turn would save 30 trees annually. This is considered an important step towards the reduction of carbon

Port/Customers	Documents	No of Documents
Port Documents	Landing Tally	58,600
	Shipment Tally	46,900
	Export Generation Summary	8,760
	Container Generation List	11,720
Customer Documents	Container Advance List	54,000
	Carting Order	87,900
	Export Opening Letter	1,758

footprint and reflects concern about global warming and climate change.

WAY FORWARD

The Ministry of Shipping has taken the initiative to improve the current PCS. It aims to implement the next version of PCS (Version 2.0) by bringing even Non-Major ports into the ambit of PCS, interoperability of ERP at all ports, constant improvement in PCS on life-cycle basis and, thus, transforming Indian ports to world-class e-ports and

creating a paperless maritime trade in India. In a bid to reduce high logistics costs that have dented the competitiveness of the manufacturing sector, embracing a standardized technology to automate trade logistics business processes is not an option for India any more. And, for that, the crucial need is PCS – a common platform where all port users can log on to and conduct business. ■

TAKING SHIP-BUILDING TO A NEW LEVEL

Center of Excellence in Maritime & Ship-building (CEMS)

A NEW INITIATIVE TOWARDS ACHIEVING A HIGH MARK IN THE sphere of marine and ship engineering has taken shape as the Center of Excellence in Maritime and Ship Building (CEMS) comes into being. The inception of CEMS, a venture of Siemens in association with the Ministry of Shipping, was announced on 17th November, 2017 by Shri Nitin Gadkari, Hon'ble Minister of Shipping, during 'Build the Ship' Conference at Kochi. An agreement between Ministry of Shipping, Siemens and India Register of Shipping was exchanged along with the launch of the CEMS website www.cemsindia.org and the CEMS logo. CEMS will have its campuses at Vishakhapatnam and Mumbai and



will provide industry-relevant skill development, equip students with employable engineering and technical skills in the port and maritime sector and contribute to the Government of India's ambitious Sagarmala Programme.

CEMS is being set up to meet the domestic skills requirement in ship design, manufacturing, operating and Maintenance, Repair and Overhaul (MRO) and aims to become an international nodal centre in South Asia, attracting students from neighboring countries like Sri Lanka, Bangladesh, Thailand, Malaysia and Indonesia for skill development in the port and maritime sector.



Hon'ble Minister of Shipping, Shri Nitin Gadkari at the CEMS launch at Kochi

This initiative also adds to the Make in India and Skill India efforts in the maritime sector. CEMS will provide skilled manpower to make vessels for inland waterways, ships, fishing boats and other ancillary manufacturing sectors.

Siemens, a private sector entity, is playing an important role by providing technology, expertise as well as 87% of funding for the Center, which is being executed at an outlay of ₹766 crore. This is for the first time that such an in-kind grant is being made by Siemens in India. Siemens has also worked with state governments in Gujarat and Andhra Pradesh on skilling initiatives.

The Ministry of Shipping's financial contribution is towards capex for the procurement of machinery, creation of classrooms, workshop and labs and other facilities and is a one-time non-recurring grant of ₹50.07 crore. An equivalent amount has been raised by Indian Register of Shipping (IRS). The land and building for Vishakhapatnam campus has been provided by Indian Maritime University (IMU) and that for Mumbai campus by IRS.

CEMS will be run by Siemens for 2 years and thereafter by a Special Purpose Vehicle (a Section-8 non-profit company) promoted by IRS. Siemens will handhold this SPV in the third year. CEMS will have a unique hub-and-spoke delivery model providing the industry-relevant courses and creating a self-sustaining platform. The training will be of two types: full time and co-curricular training (i.e. along with regular courses in ITI and polytechnics and engineering colleges). The Centre will operate on an open technology platform and provide scalable, modular and independent self-learning interactive modules based on a digitally advanced interactive system. The total capacity of the Center of Excellence is 10,512 students per year and the Centre will offer paid courses for both domestic and international students, but at fees much lower than those prevailing in the market.

It is expected that CEMS will become the hub for quality skill development efforts in the port and maritime sector and provide the much-needed push to the development of skilled manpower for ship-building and repair in India. ■

SAGARMALA PROJECTS IN MAHARASHTRA

FOR MAHARASHTRA, A TOTAL OF 101 PROJECTS worth over 2.5 lakh crore have been identified under the Sagarmala Programme across different

themes of port modernization, port connectivity, port-led industrialization and coastal community development. Four of these projects have already been

implemented and the remaining projects are at various stages of development and implementation.

Sl. No.	Projects	Year of Award of Contract	Theme	Project Cost (Rs. Cr.)	Status
1	Capital dredging of 5th Oil Berth – Mumbai	2015-16	Port Modernization	66	Work Completed
2	Construction of passenger boat landing jetty at Kanhoji Angre Island	2015-16	Port Modernization	14	Work Completed
3	Construction of break water at Mandwa	2015-16	Port Modernization	72	Work Completed
4	JNPT Container Terminal-4 – Phase-I	2015-16	Port Modernization	4,719	Work Completed
5	Procurement of 15 RTYGCs at port owned Container Terminal (10 in Phase-I and 5 in Phase II) – JNPT	2015-16	Port Modernization	200	Under Implementation
6	Restructuring of JNPT Yard for Optimal Yard Utilization	2016-17	Port Modernization	200	Under Implementation
7	Deepening and widening of JNPT and Mumbai Channel Phase-II	2016-17	Port Modernization	2,029	Work Completed
8	Construction of Central Truck Parking Terminal at JNPT	2016-17	Port Modernization	200	Under Implementation
9	Additional Crude Oil Jetty at Jawahar Dweep JD5 including capital dredging	2015-16	Port Modernization	811	Under Implementation
10	Bunkering Terminal at Jawahar Dweep	2015-16	Port Modernization	50	Under Implementation
11	Grant of Licence for deployment of floating cranes at port lighterage area- MbPT	2015-16	Port Modernization	35	Tenders being invited
12	Integrated Common Rail Yard at JNPT	2016-17	Port Modernization	243	Under Implementation
13	Construction of Coastal Berth at JNPT	2017-18	Port Modernization	170	Under Implementation
14	Redevelopment/Facelift of Indira Dock - Mumbai Port (Dry Docking Facility at Indira Dock)	2017-18	Port Modernization	55	Under Implementation
15	Upgrading and modernization of Cruise Terminal at BPX (Indira Dock) - Mumbai	2017-18	Port Modernization	130	Under Implementation
16	Ro-Ro service at Mandwa (Phase-II of Mandwa Port Development)	2016-17	Port Modernization	63	Under Implementation

Sl. No.	Projects	Year of Award of Contract	Theme	Project Cost (Rs. Cr.)	Status
17	Construction of jetties at Malvan, Singhudurg	2017-18	Port Modernization	10	SEIAA clearance awaited
18	Setting up of a Floating Storage & Regasification Unit (FSRU) - Mumbai	2017-18	Port Modernization	2,740	Project under Sanctioning
19	Construction of jetties at Gorai	2018-19	Port Modernization	7	SEIAA clearance awaited
20	Construction of jetties at Vasai	2018-19	Port Modernization	7	CRZ & SEIAA clearance received
21	Construction of jetties at Bhayander	2018-19	Port Modernization	14	CRZ & SEIAA clearance received
22	Construction of jetties at Narangi (Virar)	2018-19	Port Modernization	7	CRZ & SEIAA clearance received
23	Construction of jetties at Kharwadeshwari (Palghar)	2018-19	Port Modernization	13	CRZ & SEIAA clearance received
24	Construction of jetties at Manori	2018-19	Port Modernization	7	CRZ & SEIAA clearance received
25	Construction of jetties at Borivali	2018-19	Port Modernization	15	SEIAA clearance awaited
26	Offshore Container Terminal - Mumbai Port	2018-19	Port Modernization	600	Project under re-structuring
27	Construction of jetties at Ghodbunder	2018-19	Port Modernization	8	CRZ & SEIAA clearance received
28	Capital dredging in Navigational Channel for Ro-Ro Pax Services at Mandwa	2018-19	Port Modernization	18	DPR Prepared
29	Capital dredging at Versova	2018-19	Port Modernization	39	DPR Prepared
30	New Port at Vadhavan	2021-25	Port Modernization	9,267	DPR under Preparation
31	Handling of Steel Cargo at OCT-Mumbai Port	2018-19	Port Modernization	100	DPR to be Prepared
32	Floating dry docking facility at Indira Dock - Mumbai Port	2018-19	Port Modernization	50	DPR Prepared
33	Additional liquid bulk terminal – Phase-I – JNPT	2019-20	Port Modernization	796	DPR to be Prepared
34	JNPT Container Terminal-4 – Phase-II	2019-20	Port Modernization	3,196	DPR Prepared
35	JNPT North Anchorage at JNPT	2021-25	Port Modernization	50	DPR to be Prepared
36	Development of Marina at Victoria and Princess Dock – Mumbai	2018-19	Port Modernization	200	DPR to be Prepared
37	Extension of Offshore container terminal berth by 300 m - Mumbai	2021-25	Port Modernization	150	DPR to be Prepared
38	Tourism Jetty at Durgadi (Kalyan) in Thane District	2018-19	Port Modernization	9.12	DPR to be Prepared
39	Tourism Jetty at Belapur in Navi Mumbai	2018-19	Port Modernization	8.31	DPR to be Prepared

Sl. No.	Projects	Year of Award of Contract	Theme	Project Cost (Rs. Cr.)	Status
40	Tourism Jetty at Diveagar in Raigad District	2018-19	Port Modernization	8.48	DPR to be Prepared
41	Tourism Jetty at Underi in Raigad District	2018-19	Port Modernization	9.12	DPR to be Prepared
42	Additional liquid bulk terminal – Phase-II – JNPT	2021-25	Port Modernization	385	DPR to be Prepared
43	Terminals in Nhava Creek at JNPT	2025-35	Port Modernization	600	DPR to be Prepared
44	JNPT 5th Container Terminal	2025-35	Port Modernization	5,500	DPR to be Prepared
45	JNPT Multipurpose Cargo Terminal in Uran Mudflats	2025-35	Port Modernization	1,000	DPR to be Prepared
46	Tourism Jetty at Kashid in Raigad District	2018-19	Port Modernization	85.91	DPR to be Prepared
47	Tourism Jetty at Padmadurg in Raigad District	2018-19	Port Modernization	8.3	DPR to be Prepared
48	Tourism Jetty at Bhatye in Ratnagiri District	2018-19	Port Modernization	8.48	DPR to be Prepared
49	Tourism Jetty at Suvarnadurg in Ratnagiri District	2018-19	Port Modernization	8.8	DPR to be Prepared
50	Tourism Jetty at Veldur in Ratnagiri District	2018-19	Port Modernization	7.99	DPR to be Prepared
51	Tourism Jetty at Guhagar in Ratnagiri District	2018-19	Port Modernization	8.46	DPR to be Prepared
52	Tourism Jetty at Chivla in Sindhudurg District	2018-19	Port Modernization	9.46	DPR to be Prepared
53	Extension of Offshore container terminal berth by 600 m at MbPT	2025-35	Port Modernization	200	DPR to be Prepared
54	Flyover for GTI Entry/Exit Over the Rail Tracks at JNPT	2017-18	Port Connectivity	70	Work Completed
55	Dry Port at Wardha	2017-18	Port Connectivity	400	Under Implementation
56	Dry Port at Jalna	2017-18	Port Connectivity	400	Under Implementation
57	Flyover at JNPT Y Junction	2016-17	Port Connectivity	200	Under Implementation
58	JNPT - 6 to 8 laning of NH-4B, SH-54 and Amra Marg	2016-17	Port Connectivity	3,000	Under Implementation
59	6 laning of Pune-Satara section of NH 4	2016-17	Port Connectivity	1,725	Under Implementation
60	2 to 4 laning of Panvel to Indapur section of NH 17 (Phase 3)	2016-17	Port Connectivity	943	Under Implementation
61	3rd line rail connectivity from Jasai to JNPT	2016-17	Port Connectivity	126	Under Implementation

Sl. No.	Projects	Year of Award of Contract	Theme	Project Cost (Rs. Cr.)	Status
62	JNPT: Part I Development of DFC compliant Common Rail Yard JNPT: Part- II Development of DFC compliant Common Rail Yard; Modification to ROB	2016-17	Port Connectivity	228	Part1: Under Implementation Part2: Under Tendering
63	Rail Connectivity to 4th Terminal being developed by BMCTPL (PSA)	2016-17	Port Connectivity	50	Under Implementation
64	Upgrading SH-164 from Jaigad Port to NH-17 at Nivali	2017-18	Port Connectivity	333	Under Implementation
65	Upgrading SH 92, 96, 97 from NH17 to North and South banks of Dighi Port	2017-18	Port Connectivity	600	Under Implementation
66	Rail Connectivity to Dry Port at Jalna	2017-18	Port Connectivity	50	Under Implementation
67	Rail Connectivity to Dry Port at Wardha	2017-18	Port Connectivity	50	Under Implementation
68	Evacuation road for Container Terminal (330m extension to DPW terminal) at JNPT	2017-18	Port Connectivity	54	Under Implementation
69	Dry Port at Niphad in Nashik District	2018-19	Port Connectivity	500	DPR to be Prepared
70	Connectivity of Vadhavan to NH-8 through Tarapur-Boisar or Chinchani-Vangaon or Dahanu	2018-19	Port Connectivity	200	DPR under Preparation
71	Dry Port at Ranjani Village in Sangli district	2018-19	Port Connectivity	500	DPR under Preparation
72	Indore-Manmad And Manmad-Mumbai/ JNPT Rail Connectivity	2021-25	Port Connectivity	5,600	DPR under Preparation
73	New electrified double line from Jaigad port to Dighni railway station	2017-18	Port Connectivity	775	DPR under Preparation
74	SH-78: Karad- Chipun, SH-78:Chiplun-Modka Agar, SH-4 Modka Agar to Jaigad Port	2018-19	Port Connectivity	1,543	DPR under Preparation
75	Linking of NH-4 & NH-8 by-passing Mumbra	2018-19	Port Connectivity	72	DPR to be Prepared
76	Expressway from Ahmedabad to JNPT	2019-20	Port Connectivity	18,000	DPR to be Prepared
77	Expressway from Dighi Industrial Cluster (Pune) to JNPT	2021-25	Port Connectivity	4,500	DPR to be Prepared
78	Expressway from Sanathnagar industrial cluster (Hyderabad) to JNPT	2021-25	Port Connectivity	22,000	DPR to be Prepared
79	6 laning for NH-4 from Kalamvoli to Mumbra	2018-19	Port Connectivity	45	DPR to be Prepared
80	Rail connectivity to proposed Vadhavan Port	2021-25	Port Connectivity	700	DPR to be Prepared
81	Rail connectivity from Dighi port to Roha	2017-18	Port Connectivity	721	DPR to be Prepared

Sl. No.	Projects	Year of Award of Contract	Theme	Project Cost (Rs. Cr.)	Status
82	Rail Connectivity to proposed MMLP near Palghar-Boisar	2018-19	Port Connectivity	300	DPR to be Prepared
83	SEZ at JNPT	2016-17	Port led Industrialization	476	Under implementation
84	Port-based Mega food processing park in Southern Maharashtra (Satara Mega Food Park)	2015-16	Port led Industrialization	139	Under implementation
85	Refinery and petrochemical cluster in Maharashtra	2018-19	Port led Industrialization	26,000	DPR under Preparation
86	Development of an export based apparel cluster in Vidarbha	2018-19	Port led Industrialization	3,321	DPR to be Prepared
87	Development of an export based electronic cluster in North Maharashtra	2018-19	Port led Industrialization	3,542	DPR to be Prepared
88	Development of CEZ in Maharashtra (North Konkan)	2018-19	Port led Industrialization	2,500	DPR to be Prepared
89	Development of CEZ in Maharashtra (South Konkan)	2021-25	Port led Industrialization	3,000	DPR to be Prepared
90	Steel cluster in Southern Maharashtra/Goa	2021-25	Port led Industrialization	77,000	DPR to be Prepared
91	Power cluster in Maharashtra	2021-25	Port led Industrialization	32,350	DPR to be Prepared
92	Development of Fishing Harbour at Karanja in Raigad District	2017-18	CCD	144	Under implementation
93	Development of lighthouse in Kanhoji Angre Island	2015-16	CCD	47	Under implementation
94	Coastal Districts Skill Development Program – Phas-I (Maharashtra)	2016-17	CCD	6	Under implementation
95	Stage II expansion of Mirkawada Fishing Harbour in Ratnagiri District	2016-17	CCD	72	Under implementation
96	Modernisation of Sassoon Dock Fishing Harbour	2017-18	CCD	52	Under Tendering
97	Centre of Excellence (COE) in Maritime & Shipbuilding (6 out of 24 Labs)	2017-18	CCD	191	Under Tendering
98	Development of Fishing Harbour in Anandwadi, Sindhudurg District	2017-18	CCD	88	DPR Prepared
99	Development of Fishing Harbour at Versova in Mumbai Suburban	2018-19	CCD	300	DPR under Preparation
100	Fishermen development projects at Vadhavan (fishing harbour, fish processing centre, Deep sea fishing vessels)	2018-19	CCD	80	DPR to be Prepared
101	Development of Sindhudurg coastal tourism circuit	2017-18	CCD	82	DPR to be Prepared

*CCD – Coastal Community Development

COST SAVINGS AND CONGESTION REDUCTION

JNPT leads the way through Direct Port Delivery (DPD)

INTERNATIONAL TRADE IS A POWERFUL ENABLER OF ECONOMIC development. Increased participation in international trade can spur economic growth, which itself is a necessary condition for broader development outcomes to be realized. As India's leading container port, Jawaharlal Nehru Port (JNPT) is fully focused on creating even a better environment for international trade.

Recently, it has inducted the facility of Direct Port Delivery (DPD) in its operations. DPD is widely practiced at the global level and the Ministry of Shipping was keen that JNPT too introduced DPD model with a view to reduce costs and also decongest the port. The Ministry is keen that JNPT achieves a target of 70 percent DPD delivery.

CFS-based port model for speedy evacuation

JN Port has been designed on a Container Freight Station (CFS) based port model, confining to terminal activity and assigning customs examination and clearance to CFS, where stuffing and de-stuffing operations are conventionally performed. This has the advantage of optimum utilization of container yards, ensuring high productivity and speedy evacuation of containers.

DPD allows importers and consignees to take delivery of the containers directly from the port terminals and haul them to factories without taking them first to a CFS and from there to factories. An importer is thus assured of the clearance of the cargo in less than 48 hours under DPD as against an average of seven days if routed through a CFS. In February 2016, JNPT took a major step of eliminating the minimum volume criteria and opened up DPD facility to every eligible importer. To enhance the volume of DPD, the JNPT customs extended benefit to 1,100 major importers and enlarged the list of eligible customers.

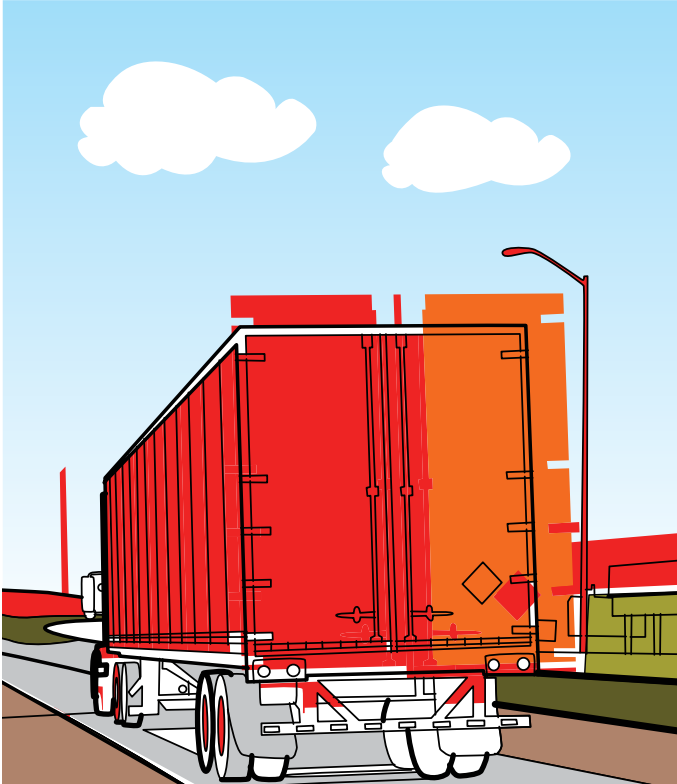
DPD: one concept, many solutions

The DPD facility gives a range of advantages to the importer. Delivery is available 24x7. The importer saves an approximate CFS expenditure between ₹8,000 to ₹20,000 under various heads on each box. The time taken in clearance of the cargo is far less as compared to that in case of CFS, saving many days. This further results in the reduction of inventory cost as the delivery period is shortened. Port roads get decongested as frequent 'to and fro' movements to the CFSs are avoided. The



A panoramic view of JN Port

DPD model is fast becoming popular and around 31 percent of the import cargo was handled under DPD facility in the first six months of the current financial year.



Challenges and the way forward

JNPT has limitations in achieving higher percentages of DPD

due to constraints in yard area, equipment and manpower for segregation of large number of heaps for each client. Also the first and foremost challenge is to maintain the high efficiency in port operations along with keeping the roads decongested. Currently, there is no advanced and transparent logistic solution at place in the system for providing end-to-end solution. Trade and market forces have failed in offering any answer to the need of efficient transport solution for DPD.

Out-of-box solution that cuts time and cost

JNPT has recently floated tenders to attract transporters who will transport the cargo from JNPT to the point of delivery. The transport system is divided into 5 routes to cater to all areas to facilitate trade. All leading logistics companies have shown interest and JNPT is confident of implementing this new facility according to the schedule. The entire process of taking out cargo becomes transparent with end-to-end facilitation.

Focus on trade-friendly measures

JNPT is constantly and consciously implementing many trade-friendly steps to contribute to the 'ease of doing business' and promote international trade from India. Along with strengthening the existing infrastructure, JNPT is also creating new infrastructure for the benefit of trade and introducing steps which are at par with the standards and services being offered by well-known international ports. With continuous improvement in the standards of services available, JNPT is confident of maintaining and further consolidating its position as a preferred port in India. ■



Docking of a container ship at JN Port

MUMBAI PORT TO BECOME THE HUB OF CRUISE TOURISM

FLANKED BY THE SEA ON THREE SIDES and having a rich heritage, Mumbai has always been an ideal destination for cruise tourism. However, till recently there was no opportunity for the Indian tourist to board luxury cruise lines for international cruises.

A slew of various initiatives launched by the Ministry of Shipping, Government of India, Government of Maharashtra and Mumbai Port Trust will make international luxury cruise tourism a reality, realizing the long-awaited aspiration of making Mumbai the 'Gateway to International Cruise in India'. So far, flying to other countries to take international cruises was the only option to the Indians.

The dream of making Mumbai the 'Gateway to International Cruise in India' started with the Cruise Ship 'Genting Dream', an 18-deck luxury cruise docking on 29th October 2016 with 2,000 passengers. Many more luxury cruises

will be available to the Indians to cruise from the Mumbai Port.

Cruise tourism contributes significantly to the local economy but the economic impact due to the 'Home Porting' of cruise ships has a tremendous multiplier effect. This has been possible due to various steps taken by the Mumbai Port Trust to attract cruise ships.

Major initiatives to boost cruise tourism

Mumbai Port authorities have taken a number of initiatives that will stimulate the growth of cruise tourism and draw more tour operators as well as the traffic.

- Certainty of berths for cruise ships.
- Priority to cruise ships over the cargo ships though revenue to the Mumbai Port Trust from cruise ships is less attractive than cargo ships.
- The port charges have been reduced and all Major Ports now charge a comprehensive uniform single rate of \$0.35 per Gross Register Tonnage

(GRT) for the first 12 hrs. of stay. It is effective from November 3, 2017 and will remain in force for a period of three years.

- Removal of 'ousting' charge on cruise ships.
- Process simplification in the form of Standard Operating Procedure (SOP).

The measures taken have begun to show positive results. During the year 2016-17, as many as 55 cruise ships visited Mumbai Port carrying 67,000 passengers. For the year 2017-18 so far, 38 cruise ships have confirmed their arrival to Mumbai Port.

In addition, the construction of a modern cruise terminal has been undertaken at an estimated cost of Rs. 300 crore, out of which Rs. 200 crore is funded by the Mumbai Port for creation of infrastructure and the remaining Rs. 100 crore will be provided by the private operator who will take up the operations and management of the terminal. It is estimated that the terminal will be ready by December, 2019.

This will increase the floor space in the new cruise terminal building from 3,000 sq. meters to nearly 30,000 sq. meters, complete with all international level facilities like separate arrivals, departures, retail, duty-free shops, restaurants, hotels and various other facilities. Besides, during the off-cruise days and season, the local citizens will have access to this terminal for recreation and entertainment.

Mumbai Port is focusing on this segment targeting to receive near 100 cruise ships in a couple of years. ■



'Genting Dream' Cruise Liner at MbPT

76-MILLION-DOLLAR LOAN DEAL WITH JICA FOR ALANG-SOSIYA SHIP RECYCLING YARDS

THE GOVERNMENT OF INDIA SIGNED A LOAN DEAL of \$76 million with Japan International Cooperation Agency (JICA) on 15th September, 2017 for a project to upgrade the environment management plan at Alang-Sosiya ship recycling yards.

The total cost of the project will be \$111 million, out of which \$76 million will be provided as soft loan by JICA. Out of the remaining amount, \$25 million accounting for taxes and fees will be borne by the Government of Gujarat and the balance \$10 million will be shared by Ministry of Shipping and the Government of Gujarat. The project will be executed by Gujarat Maritime Board (GMB) and is likely to be completed by 2022.

The project will help the Alang-Sosiya ship-recycling yards comply with international safety and environmental regulations. This will attract more business at the recycling facilities at Alang, thereby further consolidating India's share in the global ship-recycling industry.



A view of Alang-Sosiya Ship Recycling Yard

The project will also help in safeguarding the marine and coastal environment. The use of advanced decontamination technology will rule out the possibility of fire accidents in oil and chemical tankers, thereby ensuring the safety of workers. The project is expected to boost direct employment from 50,000 to 92,000 people and indirect employment from 1.5 lakhs to 3 lakh people. ■

SEA ROUTE TO BARATANG ISLAND INAUGURATED

Foundation stone laid for various shipping projects in the Andaman & Nicobar Islands

HON'BLE HOME MINISTER SHRI RAJNATH SINGH and Minister of Shipping, Road Transport & Highways and Water Resources, River Development and Ganga Rejuvenation, Shri Nitin Gadkari inaugurated an alternate sea route to Baratang Island and laid the foundation stone for extension of dry dock in Port Blair, extension of wharf in Hope Town and construction of an additional jetty along with extension of Berthing Jetty in Neil



Hon'ble Home Minister Shri Rajnath Singh & Hon'ble Minister of Shipping, Shri Nitin Gadkari inaugurating an alternate sea route to Baratang Island



Home Minister Shri Rajnath Singh & Hon'ble Minister of Shipping, Shri Nitin Gadkari at the inauguration ceremony

Island at an event in Port Blair in A&N Islands on 6th October, 2017. Also present at the event were Hon'ble Minister of State for Home Affairs, Shri Hansraj Gangaram Ahir and Lt. Governor of A&N Islands, Prof. Jagdish Mukhi.

Speaking on the occasion, Shri Gadkari said that the new projects will now make it possible for repairing ships in A&N Islands itself instead of sending them to faraway places for repair which increases the cost. He said that these islands have a huge potential for propping up ship-building and ship repair industry. Saying that innovation, technology, research and entrepreneurship are the need of the hour, he urged for private investment for developing ship-building industry in the islands, for which Ministry of Shipping is ready to extend necessary assistance. He said that the Ministry is focussing on 'Make in India' programme under the Sagarmala Project.

Shri Gadkari also announced that 14 new ships would be added in A&N Islands by 2020. The Minister further stated that under the Sagarmala Programme, nearly ₹4 lakh crore has been earmarked for improving the port-road and port-rail connectivity as well as modernisation and mechanisation of existing ports and creation of new ports in India. He also said that India's 7,500 km-long coastline and 22,000 km rivers have potential for large-scale development of

cost-effective waterways transportation that can significantly bring down logistics cost and also provide a convenient and environment-friendly mode of transportation. Shri Gadkari also said that the development of cruise terminals will further boost tourism in A&N Islands. He urged private investors for developing cruise tourism in the islands. The Minister said that tourism could also further be boosted through Sagarmala, which would ultimately generate employment. He assured of exploring ways to make cruise tourism part of the Sagarmala Programme.



The sea route to Baratang which was also inaugurated will provide an alternative to the National Highway-4 that links Baratang to Port Blair, passing through the Jarawa Tribal Reserve. The sea route will, thus, help promote tourism without disturbing the tribal areas.

The project for the extension of wharf in Hope Town will facilitate berthing of bigger vessels. The wharf is used for the movement of petroleum products, and the berthing of bigger vessels will increase the availability of products and bring down the overall logistics cost. The project is expected to be completed by December, 2018.

The construction of the additional approach jetty and extension of existing jetty at Neil Island will help in accommodating more than one ship, which was not possible earlier. Dredging up to 5m would help in berthing larger draft vessels, especially cargo ships. This will enable abundant supply of vegetables and other cargo to and from the island. The project will, hence, help in economic development of the area by promoting tourism and will also help in the optimal utilization of available resources. The project is expected to be completed by January, 2019.

The extension of Dry Dock-II at Port Blair will help augment the available ship building and ship repair facilities and is expected to be completed by September 2019. ■

KANDLA PORT GETS A NEW IDENTITY

The Union Cabinet chaired by Hon'ble Prime Minister Shri Narendra Modi has given its ex-post facto approval to rename Kandla Port as Deendayal Port with effect from 25th September, 2017. By renaming Kandla Port as Deendayal Port, a grateful nation remembers the invaluable contributions of one of the greatest sons of India, Pandit Deendayal Upadhyay. The decision to rename Kandla Port as Deendayal Port was taken as part of the birth anniversary celebration of the great national leader.

FIRST STEEL CARGO FLAGGED OFF FROM COASTAL SHIPPING ROUTE

The share of water-based transport in India's modal mix expected to double by 2025 under Sagarmala

HON'BLE MINISTER OF SHIPPING, ROAD TRANSPORT & HIGHWAYS, Water Resources, River Development & Ganga Rejuvenation, Shri Nitin Gadkari digitally flagged off a consignment of 230,000 tonnes of steel cargo from Vizag Port to Ahmedabad, Mumbai and Kochi through coastal shipping route on 1st November, 2017. Speaking on the occasion, the Minister informed that Rastriya Ispat Nigam Ltd. (RINL) was till now transporting its products to 22 stockyards through road and rail mode. Coastal transportation of these products will now help save 380 million tonne-km of rail transportation annually and bring down logistics costs, he said. This is especially significant since RINL has doubled its production capacity to 6.3 million tonnes per annum, and to cater to these increased volumes it is important to economise transportation costs to be globally competitive. The Minister further urged all other manufacturers to make use of coastal shipping for transporting goods as this can be a key enabler for reduction of logistics costs for India's domestic and EXIM trade.

The movement of cargo through coastal shipping has inherent advantages over land-based modes of transport such as road and rail as it is more cost-effective, causes much less pollution, reduces congestion on land and can cater to huge parcel sizes. In view of this, the Government of India has initiated several measures for promoting coastal movement. The Sagarmala programme is one of the strategic and customer-oriented initiatives to modernize India's ports to augment coastal movement so that ports become drivers of the country's economic growth. Globally, countries such as China and Netherlands have

achieved a modal share of as high as 24% for coastal shipping and inland water navigation. Increasing the share of coastal shipping and inland navigation in the transport modal mix is one of the key objectives of the Sagarmala. The programme envisages to double the current share of coastal shipping in India's overall modal mix from 6% to 12% by 2025. The Government has taken several steps to promote coastal shipping. Vishakhapatnam Port Trust has totally removed CHD levy on steel cargo from earlier 265% to boost shipment of steel cargo.

A concession of 40% on vessel-related and cargo-related charges is applicable for such coastal movement. For coastal movement through Ro-Ro vessels, a concession of 80% on vessel-related and cargo-related charges is applicable in Indian Ports. As a result of these efforts by the Government, container tonnage has increased from 351,276 DWT in 2015 to 654,883 DWT as on 31st October, 2017 – a positive increase of 86%. A fleet of 14 Indian flag containers with DWT of 31,846 has been added after the tax on bunker fuel for Indian flag container vessels was abolished in 2015. As many as 26 projects worth ₹1,207 crore have been provided the financial assistance of ₹266 crore under the Coastal Berth Scheme in Sagarmala to promote the development of dedicated infrastructure for coastal shipping of goods and passengers across India's Major and Non-major ports.

Shri Gadkari said that this new era of transport would give boost to the economy, encourage industrial growth, create more employment and raise the GDP of the country. ■



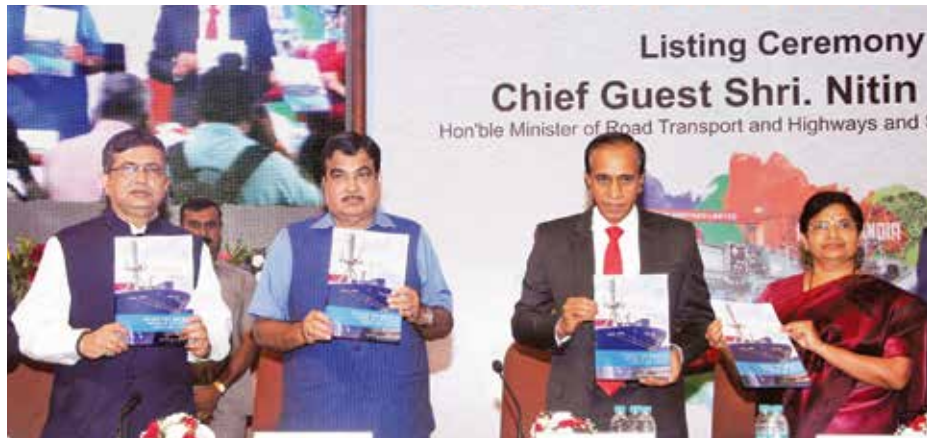
Hon'ble Minister of Shipping, Shri Nitin Gadkari flagging off steel cargo from Vizag Port through coastal shipping route

COCHIN SHIPYARD IPO SUBSCRIBED BY 75 TIMES

COCHIN SHIPYARD LIMITED WAS LISTED on the Bombay Stock Exchange and the National Stock Exchange on 11th August, 2017. The company has raised ₹1,442 crore from the IPO through the fresh issue and offer for sale in the ratio of 2:1. The IPO was oversubscribed by over 75 times with more than ₹1.11 lakh crore being raised against the offer of ₹1,442 crore.

The Issue witnessed a strong interest from retail segment with over 20 lakh applications, the highest in the last decade. After listing the shares on the exchange, they opened at a 20% increase despite the markets being low. The company undertook very detailed roadshows in India, Far-East, Europe and US. Overall there was a very positive market sentiment towards the IPO.

The proceeds of the fresh issue part of



Hon'ble Minister of Shipping, Shri Nitin Gadkari at the listing ceremony of CSL IPO

the IPO, totalling approximately ₹961 crore will be used by CSL for part funding two expansion projects costing around ₹2,800 crore. These projects include constructing a dry dock at the Cochin Shipyard premises to accommodate bigger ships for building and repair and a ship repair facility in the

adjacent Cochin Port Trust premises by setting up a ship lift and transfer system.

Cochin Shipyard Limited was incorporated in 1972 as the first green field shipyard of India. As on date, Cochin Shipyard Limited (CSL) is the largest public sector shipyard in India in terms of dock capacity. CSL caters to clients engaged in the defence sector in India and commercial sector worldwide for shipbuilding and ship repair. In addition to shipbuilding and ship repair, CSL also offers marine engineering training.

The company has exported around 45 ships to overseas customers and has the pride of building the first Indigenous Aircraft Carrier for the Indian Navy. The company's diversified business profile and presence in multi-maritime segments have resulted in strong financial fundamentals. The company's turnover for FY 2017 was ₹2,059 crore as against a turnover of ₹1,404 crore for the FY 2012. The Profit After Tax (PAT) for FY 2017 was ₹322 crore as against a PAT of ₹172 crore for FY 2012. The net worth of the company as on March 2017 was ₹2,031 crore against ₹1,051 crore at end of FY 2012. ■



An euphoric moment: Hon'ble Minister of Shipping, Shri Nitin Gadkari at the Bombay Stock Exchange

A 'GLOBAL SHIP REPAIR HUB' IN THE MAKING

Foundation stone ceremony of Cochin Shipyard's ₹970-crore International Ship Repair Facility



Hon'ble Minister of Shipping Shri Nitin Gadkari at the foundation stone laying ceremony of Cochin Shipyard's International Ship Repair Facility

"COCHIN IS ALL SET TO BECOME A GLOBAL SHIP REPAIR HUB," said Shri Nitin Gadkari as he laid the foundation stone for the ₹970 crore International Ship Repair Facility (ISRF) at Cochin Shipyard on 17th November, 2017.

Built over 40 acres of land, ISRF will be a state-of-the-art facility that can handle a major chunk of small and medium-sized vessels plying in India. CSL will set up a ship lift system of 130x25 m dimensions with a powerful lifting capacity of 6,000 tonnes and 6 sprawling work stations. The facility would be able to repair up to 85 vessels, which is twice the present capacity.

Speaking about the immense prospects that ISRF opens, Shri Gadkari said that while the new repair facility would help boost India's share in commercial ship repair market, the industry would also generate about 6,000 direct and indirect jobs and give rise to a number of ancillary industries in the state, thus having a multiplier effect on employment and the economy.

Shri Gadkari also inaugurated the conference 'Build the Ship-2017' organized by the Ministry of Shipping in Kochi. The event deliberated upon the recommendations of a study regarding the growth strategies for the promotion of shipbuilding, ship design, ship repair and marine ancillaries in India. ■

A GAME-CHANGER FOR DOMESTIC AND INTERNATIONAL TOURISM

Conference on promoting cruise tourism held in Mumbai, Standard Operating Procedure (SOP) and road-map laid out

“THE GOVERNMENT IS COMMITTED TO creating the right environment for promoting cruise tourism in the country.” These were the words spoken by Hon’ble Minister of Shipping at the ‘Dawn of Cruise Tourism in India’, an international conference organized by the Ministry of Shipping at Mumbai Port on 8th August, 2017. He said that India had a huge potential of hosting nearly 40 lakh cruise tourists, and given the right impetus, the number of tourist ships visiting India could go up from the present 158 to nearly 955 per year. The

Union Minister expressed optimism that the cruise tourism sector would be a game-changer for domestic as well as international tourists. The sector is estimated to have a revenue potential close to ₹35,000 crore, and is expected to create over 2,50,000 jobs.

Shri Gadkari spoke at length about the hurdles in the growth of cruise tourism and the crucial initiatives taken by the government to address these problems. Absence of world class infrastructure and lack of a smooth clearance process

for cruise vessels and tourists are some of the major hurdles. To address the problems, a task force comprising all relevant agencies such as port, immigration, customs, port health authorities and security agencies was formed to study the present environment and procedures.

Shri David Dingle, Chairman of Carnival (UK), the biggest cruise line in the world, which has started home port operations from Mumbai Port, presented the Carnival’s plans for India. Shri Ravikant,



Hon’ble Minister of Shipping, Shri Nitin Gadkari sharing the forum with other speakers and participants at the conference



Secretary (Shipping) highlighted India's recent development initiatives in cruise tourism. Smt. Rashmi Verma, Secretary (Tourism) spoke on the growth and future of India as an international tourism hub. Shri J. Rawal, Hon'ble Minister of Tourism, Government of Maharashtra; Shri Arvind Sawant, Member of Parliament; Shri Sumit Mullick, Chief Secretary to Government of Maharashtra and other senior officials were also present at the event.

On the occasion, Shri Nitin Gadkari also released three reports – 'Road Map for Sea Cruise Tourism', 'Mumbai Port SOP for Cruise Operations' and 'Cruise Terminals in India'. These are aimed at bringing uniformity in procedural formalities to revolutionize the cruise tourism in India.

The studies undertaken suggest that the success of cruise tourism needs a number of measures – creating and developing the right market atmosphere, easy immigration process, security procedures that do not impede movement, taxation regime that allows a smooth platform, quick customs procedures, internationally comparable

tariffs, port and tourism infrastructure that meets the needs of the cruise-lines and visitors today.

To achieve this, the studies have recommended single window system for all pre-cruise requirements for cruise operators to save time, separate dedicated approach road and entrance to the cruise terminals, uniform and consistent security procedures by CISF at all ports, coordination between immigration authorities and CISF, training all departments dealing with cruise tourism with SOP for better handling of passengers, use of technology in clearances, providing passenger manifest to CISF, implementation of green lane/red lane at existing terminals with random custom checking at airports, declaration of only limited items of inventory of the cruise ships in place of the existing requirement of having the complete inventory for all the stocks in the ship.

Based on the findings of the study, the Ministry of Shipping has taken various steps to stimulate the growth of cruise tourism.

- The SOPs for handling cruise ships and passengers have been revised for the hassle-free handling of cruise passengers. Since November, 2017, they are in force at the five Major Ports handling cruise tourism.
- The port charges have been cut down and all Major Ports now charge a comprehensive uniform single rate of \$0.35 per Gross Register Tonnage (GRT) for the first 12 hrs. of stay. The uniform single rate is effective from November 3, 2017.
- E-Visa and e-Landing Cards.
- In order to ensure a speedy immigration clearance, cruise tourists with e-visa are now exempted from the requirement of biometric enrolment for a period of three years, which is till December 31, 2020.
- New infrastructure is being created at Mumbai at a cost of ₹300 crore to promote cruise tourism. Additional activities are underway to develop more port destinations besides the five ports at Mumbai, Goa, New Mangalore, Kochi and Chennai. ■

NATIONAL WATERWAY-4 INAUGURATED

The 315-km National Waterway-4 involves development of a water channel from Muktyala to Vijayawada on the Krishna River in Andhra Pradesh

HON'BLE VICE-PRESIDENT SHRI M. VENKAIAH NAIDU LAID THE FOUNDATION stone for the development of Muktyala to Vijayawada stretch of Krishna River (National Waterways-4), along with Shri Nitin Gadkari, Hon'ble Minister of Shipping, Road Transport & Highways and Water Resources, River Development & Ganga Rejuvenation at a function in Vijayawada on 3rd October 2017.

Shri N. Chandrababu Naidu, Chief Minister of Andhra Pradesh was also present on the occasion.

The first phase of the project involves development of a 82-km long waterway from Muktyala to Vijayawada on Krishna River. The project costs around ₹96 crore.

On the occasion, Shri Gadkari said that the project would provide an efficient logistics solution to boost the economic growth of the region and facilitate rapid development of the new capital city of Amravati by ensuring efficient transportation of construction materials.

The Minister also said that under the Sagaramala programme,



Vice-President Shri M. Venkaiah Naidu, Hon'ble Chief Minister of Andhra Pradesh, Shri N. Chandrababu Naidu and Hon'ble Minister of Shipping, Shri Nitin Gadkari at the inauguration

several port-related projects would be taken up in the state. The capacity of the Visakhapatnam port would be expanded. Visakhapatnam-Chennai industrial corridor was another major project which would benefit the state enormously and it would be taken up expeditiously, he added.

Shri Venkaiah Naidu emphasised the crucial importance of waterways, saying that linking of rivers was the need of the hour. ■

185 TRUCKS TRANSPORTED BY RO-RO VESSEL FROM CHENNAI TO BANGLADESH

Transport by sea to save 15-20 days of travel time

HON'BLE MINISTER OF SHIPPING, SHRI NITIN GADKARI, on 28th October 2017, flagged off a Roll-on-Roll-off (RoRo)-general cargo vessel 'MV IDM DOODLE' carrying 185 trucks from

Chennai Port to Mongla port in Bangladesh.

Digitally flagging off the vessel from Nagpur, Shri Gadkari said that such

consignments were being transported through the land route, involving a long travel time, but transportation through the sea route would save about 15 to 20 days. "Transport by sea not only reduces

cost, it also saves time and reduces carbon footprint," he said.

The present trip marks a beginning of the transportation of such consignments of trucks and vehicles through the sea route. It is estimated that more than 3 lakh vehicle km of road travel will be saved as the land route is longer and much time is lost at the congested Petrapole-Benapole check point at the Indo-Bangladesh border. Besides saving

time, coastal transport will also be more cost-effective.

The trucks being exported to Bangladesh have been manufactured by Ashok Leyland. The Hon'ble Minister called upon all automobile manufactures to use coastal shipping mode for transporting their vehicles.

Chennai Port started coastal Ro-Ro voyage on 5th August 2016 when 800

Hyundai cars were shipped on RoRo vessels from Chennai to Pipavav for local distribution. Such initiatives are aimed at providing innovative logistic chain solutions under Sagarmala. The ultimate objective is to save logistic costs, reduce time of transportation and boost trade by making Indian goods competitive in International markets. ■

INAUGURATION OF GHOGHA-DAHEJ FERRY SERVICE

ON 22ND OCTOBER 2017, HON'BLE PRIME MINISTER SHRI NARENDRA MODI inaugurated the first phase of the Ghogha-Dahej Ferry Service that will ply in the Gulf of Khambhat and connect Saurashtra and South Gujarat.

The first of its kind in India, the ferry will be able to carry up to 100 vehicles – cars, buses and trucks – and 250 passengers between the two ports. The Ferry Service will use vessels designed to carry wheeled cargo that are driven on and off the ferry on their own wheels or by using a platform vehicle. The wheeled cargo includes cars, trucks, semi-trailer trucks, trailers and railroad cars.

Developed at a cost of around ₹614 crore, the ferry services will reduce the travel time between Ghogha in Saurashtra and Dahej



Hon'ble Prime Minister, Shri Narendra Modi Inaugurating Ghogha-Dahej Ferry Service

in South Gujarat from around seven or eight hours to just over an hour. The distance between the two places will be reduced to 31 km from the current distance of 360 km. ■



Ghogha-Dahej Ferry service connecting Saurashtra and South Gujarat

HON'BLE MINISTER OF STATE SHRI MANSUKH MANDAVIYA REVIEWS PORTS AND INLAND WATER TRANSPORT PROJECTS AT KOLKATA

DURING HIS VISIT TO KOLKATA AND HALDIA, Hon'ble Minister of State for Shipping, Road Transport and Highways and Chemicals and Fertilisers, Shri Mansukh Mandaviya reviewed the facilities and ongoing projects at Netaji Subhas Dock in Kolkata Port Trust and GR Jetty of Inland Waterways Authority of India (IWAI). He also inaugurated the newly renovated Birsa Munda Sarani and Sonapur Road of the Port and took part in the tree plantation programme organised by the Port Authorities. He was on a two-day tour to West Bengal on January 12 and 13, 2018.

Shri Mandaviya later flagged off the state-of-the-art Seagoing Survey Launch (River Pearl-1) of KoPT. The launch is fitted with hull-mounted inboard transducers and equipped with modern survey software for online data acquisition and processing along with Automatic Identification Systems (AIS) and radar. At the G.R. Jetty of Inland Waterways Authority of India, he flagged off the IWAI's tug vessel which has a capacity for towing 2 vessels of 1,000 tonnes each. He also surveyed the ongoing work on National Waterway-I (NW-I) from G.R. Jetty to Howrah Bridge.

Speaking to the media later, Shri Mandaviya said that the Ministry was going to start Ro-Ro Ferry Services from BISN Jetty to Botanical Garden/Falta and BISN Jetty to Sankrail Jetty which would

be a boon for the people of the twin cities of Howrah and Kolkata. The new Ro-Ro service on NW-1 at Hooghly will be able to transport 500 trucks from Garden Reach on the East bank and Botanical Garden on the West Bank. It will help decongest Garden Reach Circular Road, Kidderpore Road, Hastings and Second Hooghly Bridge. More Ro-Ro facilities are planned between Budge and Uluberia and Dimaond Harbour and Haldia. Cement, fertilizers, food grains etc are carried through these trucks.

Shri Mandaviya called upon the officials of Inland Waterways Authority of India (IWAI) to work towards connecting the North-Eastern Region with the rest of the country through waterways. The NW-1, along with the proposed Eastern

Dedicated Freight Corridor and NH-2, constitutes the Eastern Transport Corridor of India connecting the National Capital Region (NCR) with the eastern and north-eastern states. This corridor will function as a link to Bangladesh, Myanmar, Thailand, Nepal and other east and south-east Asian countries through the Kolkata Port and Indo- Bangladesh Protocol Route.

In course of the discussion, the Hon'ble Minister also suggested that trainee nautical officers should be given an opportunity for on-board training. He also emphasised on regular monitoring of the Maritime Training Institute to ensure placement of students passing out from the training institutes. ■



Hon'ble Minister of State for Shipping Shri Mansukh Mandaviya reviewing projects at Kolkata

A TALE OF TWO PORTS

OPENING INTO THE AZURE WATERS OF THE Arabian Sea, the two ports of Maharashtra – Mumbai Port and Jawaharlal Nehru Port – are the key gateways for the country's exports and imports, together accounting for over 22 percent of the total traffic handled at major ports across the country. The twin-ports are agog with the hectic movement of ships sailing from important markets of Europe, the Middle-East and Africa.

The two ports that symbolise the modern identity of India and its changing face, have a story that goes parallel with the country's striving and journey to a surging economy. ■



An aerial view of Mumbai Port

A modern port rises out of paddy fields

EVER SINCE IT CAME INTO BEING, Jawaharlal Nehru Port (JNP) has blazed a new trail in the port sector – aiming to set the benchmark for the heights India could reach in technological innovations and administrative skill.

In a Herculean effort at construction, Nhava-Sheva Port, envisioned in a remote location about 10 km across the Bombay Harbour, rose up from paddy fields, salt-pans and marshlands - first large-scale industrial development in independent India. The port is as much a representation of what is best about India's capabilities, from project conceptualization to completion, as it is an example of human endeavour against all odds.

Situated along the eastern side of the Bombay Harbour opposite the

Elephanta Island with good natural depth of about 9m to 12m, the twin islands of Nhava and Sheva had been seen for a long time as an excellent location for a new port. The island of Bombay acted as a natural breakwater for the waves and the high ground of Elephanta Island shielded the site from the wind.

Fortunately, the Port has not looked back since then. Today, the port has

**Nhava-Sheva Port:
the first large-scale
industrial development
in independent India**

become the natural choice for trade and has received patronage from the entire India. With the modest beginning, JNP today proudly stands among the leading ports, handling the largest container cargo that accounts for more than 54 percent of the container cargo handled by major ports in the country.

It has been a great journey over these years setting one milestone after another. The story had just begun. More exciting developments to serve trade and thus make its contribution to the growth of economy and country were gathering pace. But as the saying goes, Rome was not built in a day; there were many hurdles to be overcome. Many illustrious administrators and planners contributed a great deal to develop the port to its current eminence over these last two and half decades.

The dye is cast for India's foremost port

Initially, Nhava-Sheva Port was planned as a bulk terminal to handle large quantities of food grain and fertilizers that India was crucially dependent on. Even though the impact of 'Green Revolution' was spreading, the port handled bulk imports of food grain and fertilizers. The government approval for the construction of the new port was given in 1982. The Nhava-Sheva Port Trust was constituted on May 28 in the same year.

In July 1985, the first construction contract was awarded to a consortium of Japanese firms - Mitsui & Co. for the civil works. The entire work was completed in a record time of 3.5 years, much ahead of the schedule. At that time, it was known as Super Port and could handle up to the third generation container vessels of 3,000 TEUs and Panamax size bulk vessels. Today, JNPT is handling 6,000-8,000 TEUs vessel and after phase-II dredging, it will attain capability in handling larger vessels up to 12,500 TEUs.

Infrastructural and administrative

supports for the port were solicited from all quarters of the state and central machinery. The entire railway system connected to the port and within it was contracted out to the Indian Railways.



The customs agencies were prevailed upon to establish an independent custom house in the port area called the Nhava-Sheva Customs House, now known as JNCH. The minimum space for essential users of the port was provided with one building that was still under construction at the time of commissioning. City & Industrial Development Corporation of Maharashtra, the Navi Mumbai Planning Authority, was constructing a separate node for office and residential

accommodation called 'Dronagiri Node'. Contingency arrangements till the construction of these buildings was complete, were provided by reserving one of CIDCO's buildings at Belapur to meet the office needs of the users. Similarly, 1,250 flats in the upcoming Panvel area were reserved for residential needs of the port users.

The port was inaugurated on May 26, 1989 and it was re-named as Jawaharlal Nehru Port Trust (JNPT). A bulk cargo vessel was arranged to discharge di-ammonia phosphate imported by Rashtriya Chemicals and Fertilizers (RCF) via two grab unloaders at the bulk terminal berth.

The years of blazing new landmarks

Like any other project of a big size, JNPT too had its teething trouble in the initial years. Despite its troubles, trade handled from the port showed promise of its potential from the second year of functioning itself, alongside increasing development in port infrastructure. Container traffic to JN Port showed some growth from the first year itself. If the port handled a sparse 33,880 TEUs of container traffic in the first year



Development of Jawaharlal Nehru Port (JNP)



Representational Image of Jawaharlal Nehru Port (JNPT)

(1989-90), volumes jumped 60 per cent to 54,643 TEUs in the following fiscal year, albeit with a marginal increase in berth occupancy.

Shipping lines were slower to line up, but the numbers increased slowly. The first year saw only 2 shipping lines calling at the port; the next year, the port received 12 shipping lines. In 99 ships called at the port in the first year, the next year it received 170 ships. Diversification of activities also provided a fillip, with the port handling exports of vehicles. Maruti cars, Tata's TELCO buses and Bajaj Auto's rickshaws were among the vehicles exported. In total, in the second year of the functioning, as many as 5,348 vehicles were exported.

Between 1994-1998, the tide turned. From less than a million tons in the first two years, the volume increased to 4-5

million tons per annum by 1997. In just another three years, JNPT achieved the landmark of one million TEUs. With the opening up of the economy, extensive expansion plans were chalked up and steps were initiated to build robust infrastructure for boosting international trade.

The export-led growth needed a revolutionary approach to handling export-import cargo. Soon, the new concept of the 'Service Port' model with all operations, services and facilities to be provided by the port authority, was in place. With rapid changes, it evolved further and transformed the ports into the 'Landlord Port', whereby the infrastructure would be leased out to private companies for a certain period and the port authority would only be responsible for regulatory functions. For the development of a new container

terminal at JNPT, a BOT contract was awarded to P&O Australia. It was the first contract of its kind in the country.

Taking a new turn at the turn of the century

JNPT has made great strides from the beginning of the new century and it has been a great journey in the last few years. JNPT saw a jump in volume from 9 million tons to 15 million tons between 1999 and 2003. The growth rate remained consistently over 30 percent each year. The port's terminals together touched the significant milestone of one million TEU by 2001, positioning it as the country's premier container terminal. It crossed 2 million TEUs by 2003.

Today, JNPT handles 10,000-12,000 TEUs per day and aims at handling 35,000 TEUs per day. It contributes a share of more than 54 percent in the container cargo handled by all major ports in the country put together. Paperless trade, improvement in infrastructure, introduction and popularization of direct port delivery and continuous improvement in infrastructure has contributed to this impressive growth of JNPT.

JNPT is embarking on a new journey to contribute to the growth of India's economy and thus add to the growth of the country. The objective is to handle 10 million TEUs in the next five years and take JNPT to a level where it becomes the first name to strike the mind when one thinks of a port. ■



From a wedding gift to a bustling harbor

LOCATED ALONG THE WESTERN COAST OF INDIA, THE PORT OF Mumbai, is relatively a modern creation as we have it today, but its magnificent harbor which is the keystone of its prosperity, has held a place of pride for centuries. As early as the beginning of the 17th Century, though the trade of Mumbai Island was negligible, the natural advantages of the harbor as a maritime base and a haven for shipping on the eastern sea-board of India were realized and there was considerable maneuvering for its occupation. In 1652, the Surat Council of the East India Company, realizing the geographical advantage of the port, urged its purchase from the Portuguese. Their wish came true nine years later when, under the marriage treaty between Charles-II of Great Britain and the Infant Catherine of Portugal, the 'Port and Island of Mumbai' were transferred to the king of Great Britain.

After the transfer of the port and island to the East India Company by Royal Charter in 1668, development of the Mumbai Port started taking shape. Various measures such as construction of a custom house, a warehouse, dry docks and many other installations were taken up by the Company to encourage trade. In 1813, an act of the British Parliament ended the Company's commercial monopoly. This resulted in a great spurt in the trade of the port. The year 1858 witnessed the exit of the East India Company, and passing of Mumbai under the direct rule of the British Crown. In 1873, the present statutory autonomous Port Trust was set up for administering the affairs of the Mumbai Port. The administration of the port was brought under a Board of Trustees having representatives from various port users, port labour and concerned Government agencies. Mumbai Port Trust is the second oldest port trust after Kolkata.

Making ripples in India's maritime trade

The opening of the Suez Canal in 1869 revolutionized the maritime trade of Mumbai. It shifted the whole scenario of import and export trade from the East Coast to the West and Mumbai Port became the principal gateway to India. The first wet dock constructed in India was the Sassoon Dock at Mumbai in 1875 followed by the Prince's in 1880 and Victoria Docks in 1888. Princess and Victoria Dock were filled up to convert the consultant area to make temporary stacking yard for containers in connection with 'Offshore Container Terminal' in Indira Dock.

The most modern of Mumbai's docks, the Alexandra Dock

which was renamed 'Indira Dock' in January 1972, was constructed in 1904-1914. To handle petroleum products and liquid chemicals, a jetty was constructed at Pir Pau in 1923 and a new modern jetty capable of handling tankers of 47,000 displacement tons was commissioned in December 1996. A modern oil terminal at Jawahar Dweep with three berths was constructed between 1952-1956, and the fourth oil berth capable of receiving tankers up to 125,000 displacement tons was built between 1980-1984.



Aerial view of the Alexandra Dock and the Hughes Dry Dock



First Vessel entering Alexandra Docks 21.03.1914



Old Port House. Vijaydeep Annexe Building was constructed in 1965



Ballard Railway Station and Deep Water Pier, Bombay Port Trust Railway

Originally a general cargo port, Mumbai Port today is a multi-purpose port handling all types of cargo – from break bulk, dry bulk and liquid bulk cargo to containers. The port provides services and facilities that range from pilotage to berthing, storage to delivery of cargo and ancillary services of running container freight stations, port railways, to maintenance of crafts, equipments and buildings.

Complete resources to meet every challenge

To handle different types of cargoes as on today, the port has 33 berths –26 for general cargo, 4 for POL and 3 for liquid chemicals.

The port has various crafts, cranes and other equipment and covered storage accommodation of approximately 2.71 lakh sq. meters and open storage spaces of approximately 5.01 lakh sq. meters. The general cargo traffic is mainly handled in Indira Dock, which has draft of 9.1 metres.

It also has a lock entrance system which makes berthing of the vessels possible round the clock, irrespective of the tides.

Mumbai Port has 2 container freight stations – STP & WINC – for stuffing and de-stuffing of containers and they are connected with a dedicated road.

There is a marine oil terminal with 4 berths for handling petroleum oil lubricants (POL) at Jawahar Dweep, an island off Mumbai Port. The berths are connected to the refineries on the shore at Mahul through submarine pipelines that enable direct transfer of crude oil and finished products to and from the refineries.

The port has its own railway system over a distance of 10 km, with 54 km of track length running between the Docks and Wadala, the inter-change point with the trunk railways. The railway system has been upgraded by re-laying the track length. The port has its Rail Container Depot for the movement of containers to and from various ICDs.

The Ballard Pier Extension with terminal building is the berth for passenger cruise liners. As the traffic is seasonal and limited, the berth is used for cargo vessels at other times. There are also some open wharves called 'Bunders'. The port even has two fish jetties at Sassoon Dock and Ferry Wharf for handling fish traffic. ■

CRUISE TOURISM IN INDIA



Designed by R K SWAMY BBDO

THE SAGARMALA POST

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