



THE SAGARMALA POST

October-November, 2018



Spotlight

04



Events Detour

17



A Port Built by History

21

CONTENTS

SPOTLIGHT.....04

- Inauguration of India's First Multi-modal Terminal at Varanasi on National Waterway-1
- India's First Inland Waterways Container Cargo Movement from Kolkata to Varanasi
- The Number of Seafarers in India Goes Up by over 42 Per cent
- Ro-Ro Service for Assam's Majuli Island
- Another Feat by V.O. Chidambaranar Port
- Setting a New Measure of Excellence in Port Operations
- IWAI Makes a Major Beginning in the PPP Model
- Ghogha-Dahej Ro-Pax Ferry Service Starts Off
- JNPT SEZ : India's First Port-led Industrial Hub
- India Goes 23 Ranks Up in Ease of Doing Business
- Opening a New Chapter on Cooperation with Bangladesh

EVENTS DETOUR.....17

- A New Domestic Terminal Comes Up on the Map of Cruise Tourism
- National Waterway-40 (Ghaghra River) Comes Off from Blueprint to Reality
- Expansion of Mumbai's Oil Terminal with Metro's Construction Waste
- India's Largest Dry Dock to Come Up at Cochin Shipyard

MARITIME GLORY.....21

- A Port Built by History



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From the **SECRETARY'S**

DESK



The Sagarmala programme reflects a vision of a total transformation in India's maritime scenario and turning it into a driver of growth for the economy. As the programme goes from one milestone to another – and one dream to the next – it would be worthwhile to share some recent developments in different spheres of Sagarmala's operations.

As a major breakthrough in the transport of cargo through inland waterways, an IWAI vessel transported 16 containers of PepsiCo's food products from Kolkata to Varanasi, covering a distance of 1280 km on the National Waterway-1. The country's first container movement through the waterway, it opens new possibilities of greater movement of bulk cargo through river routes, taking much of the traffic load off the road and, at the same time, connecting the hinterland with the hubs of economic growth.

India's first inland waterway movement of container cargo terminated at India's first multi-modal terminal at Varanasi. Dedicated to the nation by the Hon'ble Prime Minister on 12 November 2018, this is the first among the three multi-modal terminals envisaged on the National Waterway-1. Multi-modal terminals are emerging on the 1380 km stretch of the river Ganga between Varanasi and Haldia as crucial points for modal change-over.

Another important event has been the opening of a new domestic cruise terminal at the Mumbai port and flagging-off of Mumbai-Goa luxury cruise 'Angriya'. Nearly 100 such cruises are in the offing. It is estimated that by 2041 India can be a destination for nearly 40 lakh cruise tourists

and in the next five years, cruise tourism can create 2.5 lakh jobs for youths.

There's more that created ripples. IWAI launched Ro-Ro services to the Majuli island in Assam, linking the 144 villages of the island with the mainland. The Ro-Ro Service will cut down the travel distance from 423 km to just 12.7 km. On the other hand, India's largest dry dock project at Cochin Shipyard has come up from the drawing board to the ground, as its foundation was laid on 30 October 2018. While the dry dock will give a major impetus to the 'Make in India' initiative, it is expected to increase India's share in global shipbuilding to 2 per cent.

This edition traces the history and legacy of Kolkata port in the section of 'Maritime Glory'. One of the country's oldest modern ports, Kolkata port has seen much of history. Once the second most important port in the British Empire after London, the port still retains a premier position, and is rightly called the 'Gateway to Eastern India'. Under the Sagarmala Programme, Kolkata port has brought about cutting-edge technologies in its operations and expanded its capabilities to measure up to emerging challenges.

Every time a new issue of The Sagarmala Post comes out, it brings excitement with it. And that also makes us look forward to your feedback and suggestions. Do give your suggestions. Your opinion will make a difference.

GOPAL KRISHNA, IAS
Secretary, Ministry of Shipping

INAUGURATION OF INDIA'S FIRST MULTI-MODAL TERMINAL AT VARANASI ON NATIONAL WATERWAY-1

Part of the Jal Marg Vikas Project which aims at providing an alternative mode for cargo transport, the multi-modal terminal at Varanasi is the first of the three on the river Ganga.

Hon'ble Prime Minister, Shri Narendra Modi inaugurated India's first multi-modal terminal on the Ganga in Varanasi on 12 November, 2018. He also received the country's first consignment of container cargo carrying 16 containers of PepsiCo, transported from Kolkata to Varanasi over a period of 12 days.

The Prime Minister was accompanied by Uttar Pradesh Chief Minister, Yogi Adityanath, Union Transport, Highways and Shipping Minister, Shri Nitin Gadkari and Shri Mahendra Nath Pandey, MP.

A development of major significance, the multi-modal terminal has been built on 5.56 hectares of land at a cost

of Rs. 206.84 cr. Its current capacity is 1.26 MTPA.

This is the first of the three multi-modal terminals and two inter-modal terminals being constructed on the National Waterway-1 (river Ganga). The MMTs are being built as part of the Government's Jal Marg Vikas project that aims at developing the 1380 km stretch of the river Ganga between Varanasi and Haldia for navigation of large vessels weighing up to 1500-2000 tonnes. The objective is to promote inland waterways as a cheaper and more environment friendly means of transport, especially for cargo movement. Addressing a large gathering on the occasion, the Prime Minister said that the day was

historic for Kashi, for Poorvanchal, for the eastern India, and for the whole of India. He added that along with Varanasi, the entire country is now witnessing how the vision of the Next-Gen Infrastructure can transform the means of transport. Speaking about the arrival of the first inland container vessel in Varanasi, the Prime Minister said that the Eastern Uttar Pradesh is now connected with the Bay of Bengal through the water route.

He spelt out the role of waterways in the entire spectrum of transport modes, saying, "The inland waterway will save time and money, reduce congestion on roads, reduce the cost of fuel, and reduce vehicular pollution." ■



Shri Narendra Modi, Hon'ble Prime Minister, flagging off the arrival of the container cargo vessel at the Multi-modal Terminal at Varanasi, along with Shri Nitin Gadkari, Hon'ble Minister of Shipping and Shri Yogi Adityanath, Hon'ble Chief Minister of Uttar Pradesh

INDIA'S FIRST INLAND WATERWAYS CONTAINER CARGO MOVEMENT FROM KOLKATA TO VARANASI

In a landmark move in the development of inland waterways, IWAI's vessel 'MV Rabindranath Tagore' transports 16 containers carrying PepsiCo's cargo on National Waterway-1.



Shri Gopal Krishna, Secretary, Ministry of Shipping, with Shri Pravir Pandey, Vice-Chairman, IWAI, and other officials flagging off the container cargo vessel at Kolkata

In a feat that marks a highpoint in the development of inland waterways in the country, India's first container cargo vessel movement on National Waterway-1 (River Ganga) commenced on 30 October 2018. The Inland Waterways Authority of India (IWAI) transported the container cargo belonging to the food and beverages giant PepsiCo (India), from Kolkata to Varanasi, covering a distance of 1280 km in 12 days. This was the country's first container movement on inland vessel post-independence and a milestone moment in the history of India's IWT sector.

IWAI's vessel, 'MV Rabindranath Tagore' which had on board 16 containers of foods and beverages from PepsiCo (India) was flagged off at Kolkata by Shri Gopal Krishna, Secretary, Ministry of Shipping, along with Shri Pravir Pandey, Chairman, IWAI. The containers were received by Shri Narendra Modi, Hon'ble Prime Minister of India, as the first consignment at the multi-modal terminal at Varanasi on 12 November 2018.

Speaking about the new avenue for transport that inland waterways lay open, Shri Gopal Krishna said that cargo

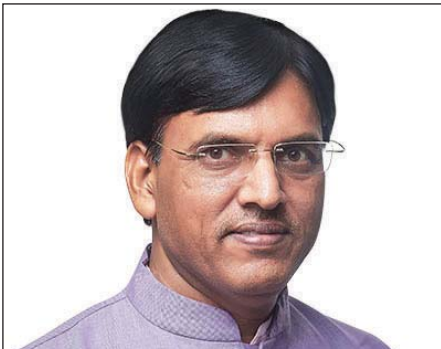
movement to the east and north-eastern states would become easier with the new mode of transportation through waterways. The completion of multi-modal hubs within the next three years would lead to considerable increase in volume of cargo movement through waterways, he added.

Under the Jal Marg Vikas Project, the government is developing National Waterway-1 (River Ganga), a stretch of 1,380 km from Haldia to Varanasi, which will enable commercial navigation of vessels with capacity of 1,500-2,000 Dead Weight Tonnage. Planned with technical and financial assistance from the World Bank, the project involves an investment of Rs. 5,369 crore.

Earlier, in August 2016, Hon'ble Minister of Shipping, Shri Nitin Gadkari had flagged off a consignment of Maruti cars from Varanasi to Haldia. Since then, pilot movements on National Waterways are being carried out on various stretches. So far, more than 15 such pilot movements have been successfully carried out, including integrated movements through NW-1 (Ganga River), Indo-Bangladesh Protocol Route and NW-2 (Brahmaputra River). ■

THE NUMBER OF SEAFARERS IN INDIA GOES UP BY OVER 42 PER CENT

Various initiatives to increase employment opportunities in the maritime sector have resulted in a significant rise in the number of seafarers. The figure reaches 1,54,349.



Shri Mansukh Mandaviya, Hon'ble Minister of State for Shipping, Road Transport & Highways and Fertilizers

During the last four years, the number of seafarers in India has seen an unprecedented growth of 42.3 % due to various policy-level changes brought about by the Government.

Year	2014	2015	2016	2017
Seafarers Employed	1,17,090	1,26,945	1,43,940	1,54,349

India now provides 9.3 % of the global seafarers and is among the top five largest suppliers in the world, which include China, the Philippines, Russia and Ukraine. This was put forth by Shri Mansukh Mandaviya, Hon'ble Minister of State for Road Transport & Highways, Shipping and Chemical & Fertilizers during a briefing.

Talking about the Government's initiatives to further increase the

presence of Indian seafarers in the global sphere, Shri Mandaviya said that the Maritime Agenda for 2010-2020 had set a target for increasing the global share of Indian seafarers from 6 to 9 % and this target has been achieved before the deadline.

Shri Mandaviya further added that the Government has taken several steps and initiated various reforms to widen the avenues of training and skill-building in order to increase employment opportunities for the youth in this sector. The reforms include lifting of the ban on opening of new pre-sea and post-sea training institutes, which will increase the number of maritime training institutes and, ultimately, turn out more and more young people qualified for jobs in the sector.

Building cutting-edge competitiveness

The government has taken several measures to build cutting-edge capability in the seafarers and improve the quality of training and their employability to tap the potential demand for ship officers. It has also been emphasising on setting up maritime training institutes. At present, the country has 160 institutes approved by the

Director General of Shipping (DGS), with 14 new ones set up in the last three years. Besides, there are 380 DGS-approved Recruitment & Placement Service (RPS) agencies across India, which place Indian seafarers on the Indian as well as foreign-flagged ships. Of these, as many as 146 have been registered in last three years alone.

New safety net for the seafarer

The government has also taken a number of steps to ensure a risk-free employment for the Indian seafarers. It has introduced innovative systems, inducted new regulations and put into effect some much-needed international norms.

The 'e-Migrate' system, introduced a year back, assures the safety of employees against frauds. The system helps to verify, at the time of immigration, whether the seafarers are employed through an authorised Recruitment and Placement Service (RPS) agency. It ensures that no immigration clearance is given unless the employment is channelized through an authorised agency. This also results in faster assistance to the employee in any emergency situation at a later date during employment abroad.

As one of the signatory countries, India is increasingly putting into effect the norms of Maritime Labour Convention, 2006, for the safety of Indian seafarers. It has also put into effect the new Continuous Discharge Certificate (CDC) Rules, 2017, which simplify the process of issuance of CDCs. With the online system which has been introduced, the verification of CDCs, CoC (Certificates of Competence) and RPS agencies is now just a click away and highly user-friendly. ■



A batch of seafarers during a training session

RO-RO SERVICE FOR ASSAM'S MAJULI ISLAND

As IWAI launches Ro-Ro services, it cuts the distance between Majuli island and the mainland from 423 km to a mere 12.7 km.

Over 1.50 lakh people of the Majuli island in Assam have got a new reason to rejoice. The Inland Waterways Authority of India (IWAI) started a Roll on-Roll off (Ro-Ro) service which would reduce the travel distance from 423 km to just 12.7 km.

Hon'ble Chief Minister of Assam, Shri Sarbananda Sonowal flagged off the Ro-Ro vessel 'Bhupen Hazarika' on 11 October 2018 at Nematghat in Jorhat district.

An initiative in collaboration with the Government of Assam, the Ro-Ro ferry service will create a much-needed connectivity among the 144 villages on the Majuli island and the mainland. At present, the trucks carrying goods from Jorhat to Majuli take the 423-km long road route via Tezpur and then the goods are sent in small ferries. The new service will enable the trucks to be loaded in the new vessel at Nemat in Jorhat and transported to Majuli. This will considerably reduce time and cost.

The Ro-Ro service has commenced with the IWAI vessel 'Bhupen Hazarika', procured at a cost of Rs 9.46 crore. The 46.5-metre long and 13.3-meter wide vessel has a carrying capacity of eight trucks and 100 passengers. IWAI is also planning to procure more such Ro-Ro vessels for use on river Brahmaputra.

Connecting people and places

Majuli, surrounded by the Brahmaputra is one of the biggest riverine islands in the world with 144 villages having a

population of 1.50 lakh. But residents face serious challenges of connectivity with the business centres like Jorhat on the other bank. The commencement of the Ro-Ro services will facilitate better connectivity of the people and the places.

The impact of the Ro-Ro services will be far-reaching as it will augment connectivity not only in Assam but the entire north-eastern region. At present, there are only four road bridges across the Brahmaputra river for connectivity between the southern and northern parts of Assam – at Jogighopa, Guwahati, Tezpur and Sadiya. People residing on either side of the river need to cross the river using conventional ferry service at various locations for their day-to-day commuting. In the absence of adequate number of bridges, cargo and passenger movement takes long road routes, resulting in substantial loss of time and money.

Spreading network, shrinking distances

IWAI had already started a Ro-Ro service between Dhubri and Hatsingimari which has reduced the travel distance by 190 km. A permanent Ro-Ro terminal was constructed at Dhubri. Floating terminals have also been constructed at 11 locations along the Brahmaputra waterway at Hatsingimari, Dhubri, Jogighopa, Tezpur, Silghat, Biswanathghat, Neamati, Sengajan, Bogibeel, Dibrugarh and Oriumghat.

There is an air of optimism sweeping across Majuli island. ■



Shri Sarbananda Sonowal, Hon'ble Chief Minister of Assam, inaugurating the Ro-Ro Service to Majuli Island, on the river Brahmaputra (National Waterway-2)

ANOTHER FEAT BY V.O. CHIDAMBARANAR PORT

V. O. Chidambaranar Port does it again. After handling a vessel with a 13.20-metre draft, it sets another record by tackling 14 metre.

On 15 October 2018, at 4 pm, MV Zheng Jun', a vessel with a formidable 14-metre draft, was successfully docked at the V. O. Chidambaranar Port. And that set a record of its kind in the history of the port. The Panama-flagged vessel arrived from the port of Samarinda (Indonesia), carrying a shipment of 74,962 tonnes of coal for Neyveli Thermal Power (NTPL) and was berthed at the North Cargo Berth-1.

Shifting the mark higher

It is not for the first time that the port has shown an exceptional feat in vessel handling. It has been continuously touching higher marks and setting new records. Earlier, on 20 June 2018, the port had handled

'MV Dinyus' which had a draft of 13.20 metre. The vessel was carrying 60,500 tonnes of rock phosphate for Greenstar Fertilizers, Tuticorin.

Shri Rinkesh Roy, the chairman of the port, who was feeling proud of the team, said, "With the developmental projects on the horizon, this record-size vessel calling the port will be a game-changer to the port to handle more cargo and the trade will reap the benefit of economics of scale in handling coal, lime stone, rock phosphate and other bulk cargo."

Getting ready for bigger challenges

The port looks at a growing role in the handling of vessels of larger

dimensions and deeper drafts.

Considering the growing demand for bigger size container and dry bulk vessels of 16m draft and to attract trans-shipment traffic, the port is building capacities, which include enhancement of draft in the dock basin and approach channel Phase-I.

Depth in the dock basin of the port will be increased to 15.50 mtr. and the approach channel to 16.50 mtr. This will facilitate handling fully-laden Panamax size vessels with a draft of up to 14.5m as well as container vessels with the capacity of 9500 TEUs. The port has plans to increase the depth of the inner harbour to 16.70 mtr. ■



Vessel 'MV Zheng Jun' at V. O. Chidambaranar Port

SETTING A NEW MEASURE OF EXCELLENCE IN PORT OPERATIONS

By handling 27 vessels in 20 hours and a cargo volume of 6,39,000 MT in one day, Paradip Port has displayed a feat that sets a new reference point.

It was an ordinary day when Paradip Port touched an extraordinary feat. It handled a huge number of 27 ships within just 20 hours. that was from 6 AM on 13 October to 2 AM on 14 October, 2018. In the first shift, 12 vessels were moved, which followed another 11 in the second shift and 4 in the third. And they were not just one type of vessels. They included 16 berthing, 1 single-point mooring and 3 outward movement vessels. The challenge was to shift some of the vessels from one berth to another and moving six smaller vessels. Moving 16 berthing vessels at one time is a rare incident by itself, but what added to the challenge was the Titli cyclone which had just passed and due to that the cargo operations and shipping movements had been stopped for the last two days. But the people at the Paradip Port defied the challenge, showing a rare degree of skill and grit.

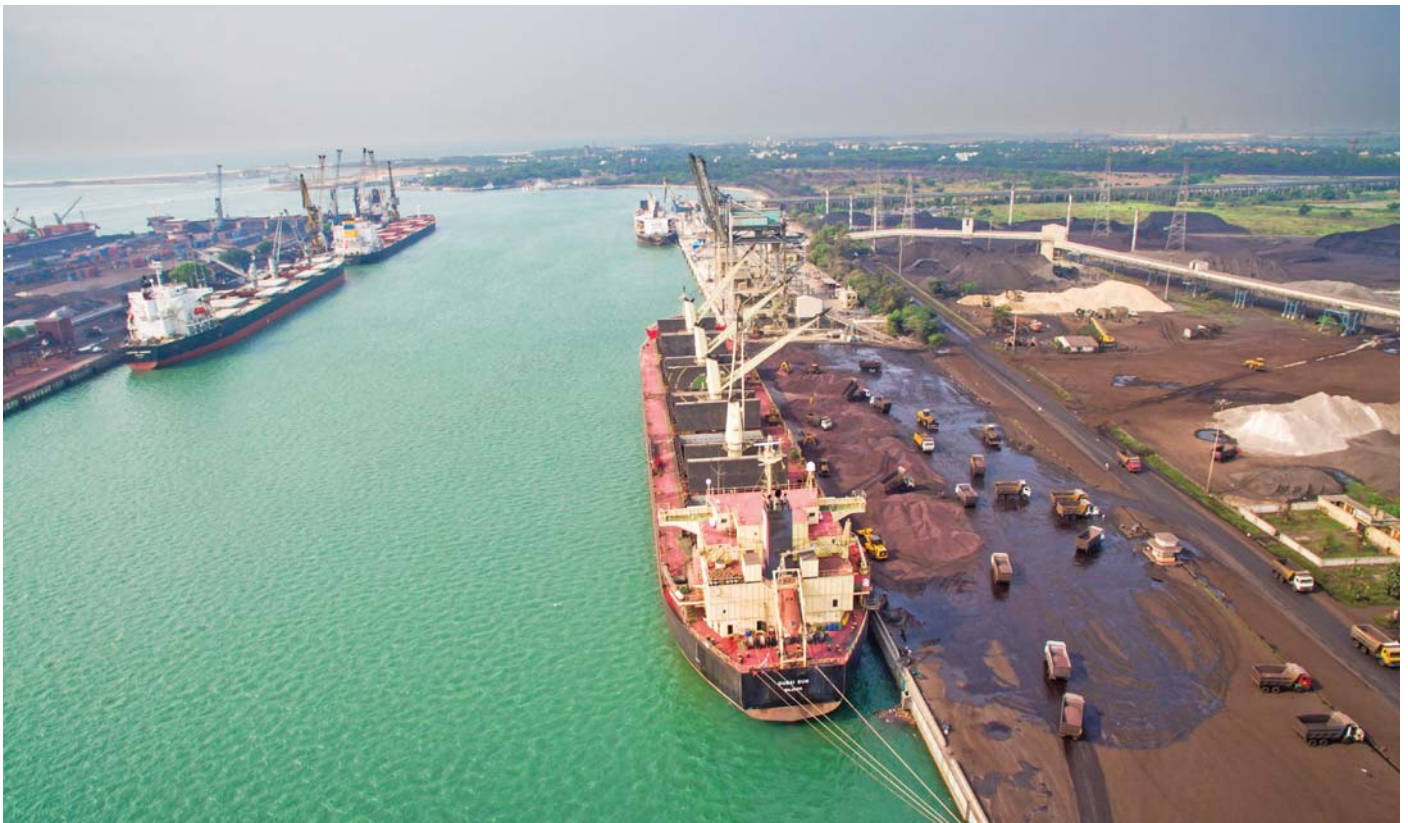
The handling of 27 vessels in one day also created another record. The total volume of cargo handled in one day touched the mark of 6,39,000 MT, which is the highest cargo volume in

a single-day operation in the India's maritime records. It had surpassed the previous record of 5,34,000 MT set by PPT itself on 25 September 2018.

From one feat to another

In fact, Paradip has ever been scaling new levels of excellence in the handling of traffic and cargo. The port has handled its highest traffic of 36.06 MT in first six months of this fiscal, up from 34.35 MT of cargo handled during the same period of previous year. The port handled a total of 771 vessels during first six months of the current financial year against 692 during the corresponding period of the previous year, an increase of 11.41 per cent over the corresponding period of previous year.

And that tells a bit about the spirit of the people at Paradip Port which constantly drives them to scale new levels of excellence. ■



An aerial view of Paradip Port

IWAI MAKES A MAJOR BEGINNING IN THE PPP MODEL

Opening a new chapter in the PPP model, IWAI hands over its Kolkata terminal to a private firm on the supply, operate and maintain model.

Marking its maiden foray into Public Private Partnership (PPP) model, the Inland Waterways Authority of India (IWAI) on 30 October, 2018 handed over the equipping, operation and management of its terminals in Kolkata to the Summit Alliance Port East Gateway (India) Pvt. Ltd. (SAPEL) on a Supply, Operate and Maintain (SOM) model.

At an event in Kolkata, held in the presence of Shri Gopal Krishna, Secretary (Shipping), Inland Water Transport (IWT) terminals GR Jetty-I & BISN and GR Jetty-II were handed over for equipping, operating and managing on a revenue sharing model. The operator will have the right to collect user fees from the users as per the tariff rates notified by IWAI. The contract will be valid for a period of 30 years. Through a global tendering process for 'Operation and Maintenance' work, 'Equipping, Operating and Managing Inland Waterway Transport at Garden Reach Terminal in Kolkata and Gaighat and Kalughat Terminal in Patna', SAPEL was awarded the contract in August, 2017 under a revenue-sharing arrangement of 61.70% to SAPEL and 38.30% to IWAI.

Together in a common pursuit

Being the first PPP project undertaken by IWAI under SOM model, the event paves the way for private investment in the development of IWT in India.

The IWT terminals viz. GR Jetty-I & BISN and GR Jetty-II spread over 30,409.64 square metres and 14,557 square metres respectively, have two permanent RCC jetties and one floating jetty besides a Roll on-Roll off terminal. The transportation of trucks on vessels



Shri Gopal Krishna, Secretary, Ministry of Shipping at the PPP event

from BISN jetty to Sankrail on the bank and participation of private sector in operation and management of the facilities will improve the operational efficiency of the jetties.

Shri Pravir Pandey, Vice-Chairman, IWAI, informed that under the transactional structure worked out by International Finance Corporation (IFC), the operator will undertake the operations and maintenance services at both Kolkata and Patna clusters and invest in cargo handling equipment, container handling equipment and warehousing. The operator will also provide labour, professionals, supervisory, and managerial personnel for performance of operations and maintenance services. The proposed project will facilitate a modal shift of up to 55% of the potential cargo in the catchment area to IWT mode. The existing potential of the anchor cargo is of 56,000 TEUs (to/from catchment area) during the base year and is expected to grow to 2,50,000 TEUs over the next 15 years. The present handling capacity of terminal is 1.6 MT which includes bulk and break-bulk

cargo. The operator is expected to increase this capacity by three times in the next five years.

Tapping the untapped potential

The development of both Kolkata and Patna terminals is being undertaken with a view to tap the huge potential of Nepal-bound containerised cargo on NW-1. While the available cargo upstream (for Nepal) is 44,000 TEU, the cargo potential downstream stands at 12,000 TEU at present.

Barging from Kolkata to Patna will lead to cost saving by approximately 24% and 4% as compared to road and rail respectively when return cargo is available. Barging from Kolkata to Kathmandu will lead to cost savings by approximately 26% and 13% as compared to road and rail respectively when return cargo is available from around Patna.

A periodic and reliable barge shuttle service between the two terminals will cater to freight movement between Kolkata and Patna. Hinterland catchment area of Bihar and Nepal will also be served through this route. The barge shuttle will act as a cargo feeder/evacuation channel of Kolkata port to the hinterland. Patna (Kalughat) terminal, when ready, could act as an extended gate of Kolkata port. The shuttle service could also act as a feeder or evacuation channel to Dhamra port in future.

The Kolkata terminals will also facilitate domestic bound and EXIM cargo for the north-eastern region and Bangladesh even as it will prove advantageous for shippers plying in the Indo-Bangladesh Protocol Route. ■

GHOGHA-DAHEJ RO-PAX FERRY SERVICE STARTS OFF

The 615-crore Ro-Pax Ferry Service project to connect Saurashtra and Dahej will reduce the motorable distance of 294 km to 31 km via the sea route and cut down the travel time from 8 hours to just 1.5 hour.

Just about a year back, in October 2017, Shri Narendra Modi had inaugurated the Phase-1 of Ro-Ro Ferry Service between Ghogha and Dahej. And now completed in all respects, his dream project has been commissioned with the starting of the Phase-2.

A successful trial run of the service was conducted on 27 October 2018, with the transportation of 12 loaded trucks from Dahej to Gogha. The trial run was flagged off by Shri Vijay Rupani, Hon'ble Chief Minister of Gujarat. On the inaugural journey, the ferry vessel 'Voyage Symphony' left the Ghogha terminal at 3 pm and arrived at the Dahej port at 5 pm, covering a distance of 17 nautical miles in around 2 hours.

The project is one of the important initiatives under the Sagarmala Programme, with the core objective of promoting coastal shipping and reducing logistics costs.

It involves an outlay of Rs. 615 crore, out of which Rs.117 crore has been funded by the Central Government.

Cutting down distance and time

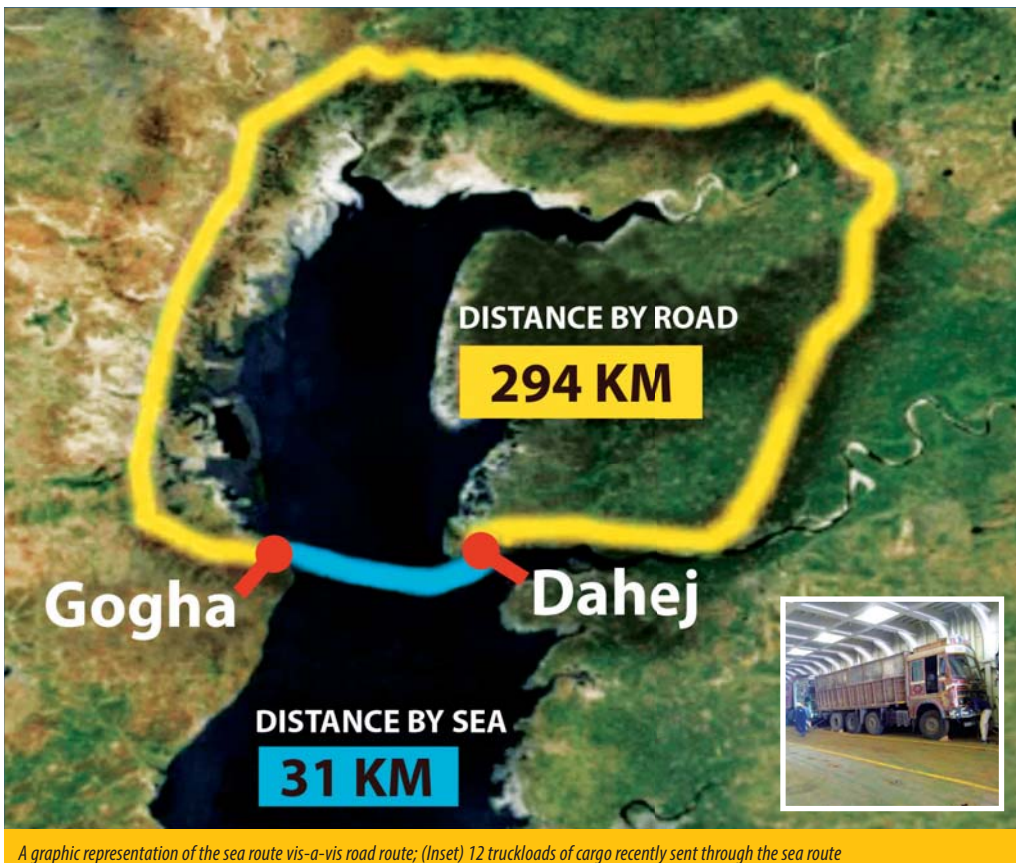
The Ro-Pax Service will reduce the motorable distance of 294 km to 31 km via the sea route, crossing the Gulf of Cambay, and cut down the travel time from 8 hours to a mere 1.5 hours. When fully operational, the Ro-Pax Service will have the carrying capacity of 100 vehicles and 500 passengers.

The service will help traders and workers engaged in diamond and textile industries in Surat in commuting without wasting much time. Commuting through coastal shipping now will cut down the travel time by almost half. While the project will reduce the travel time, it will also result in savings in fuel consumption, reduction in CO2 emission and less congestion on the road.

Touching lives of the people

"The Sagarmala Programme is touching the lives of the people and the Gogha-Dahej Ro-Pax Ferry service is all set to connect Saurashtra and South Gujarat," said Shri Nitin Gadkari, Hon'ble Minister of Shipping, while talking about the broad-based objective of the initiative.

The project is the first of its kind in India as it is being executed in the area of the world's second highest tidal range. The project will open up new prospects in coastal shipping and tourism and bring about an overall socio-economic development of the surrounding areas. ■



JNPT SEZ : INDIA'S FIRST PORT-LED INDUSTRIAL HUB

Since its foundation stone was laid in 2014, the JNPT Special Economic Zone (SEZ) has emerged into a visible reality – set to play the role of a growth-engine for India's economy tomorrow.



An overview of JNPT

The JNPT SEZ is fast turning up from an idea into a visible reality. Having a close proximity to JNPT – India's leading container port – the multi-product industrial hub promises ready availability of raw material, access to global markets and strong multi-modal connectivity.

Spread across 277 hectare or 685 acres of land, the multi-product industrial hub has been meticulously chalked out with state-of-the-art infrastructure

to boost export-oriented industries in the country. Facilities such as common effluent treatment plant, water supply distribution network, power supply distribution, network supply through three 33/11 kV switching stations, fibre optics connection, up to 60m row internal road network, sewage collection and treatment system, solid waste management and in-house treatment for bio-degradable waste are part of the green initiative.

According to Shri Nitin Gadkari, Hon'ble Minister of Shipping, the JNPT SEZ will see an approximate investment of Rs. 4,000 crores.

The total leasable land measures to 450 acres, which will be given to industries and entrepreneurs on the lease for 60 years. So far, 75 acres have already been allotted to various MSME companies. The leasing has brought a revenue of Rs. 630 crore and it is estimated that it

will further generate Rs. 730 crore to 1,000 crore.

The completion of the project is expected by July 2019. But the companies can start the construction of their industrial units much earlier - from December 2018.

The multi-product industrial hub

Planned as a multi-product industrial hub on the global measures, the JNPT SEZ provides an extensive infrastructure to the manufacturers of a wide variety of products, ranging from toothbrushes and cereals to automobiles, mobile phones, medicines and optical ground wire.

The JNPT SEZ accelerates the realisation of the vision of 'Make in India' by providing a well-equipped, well-located and well-linked manufacturing destination to entrepreneurs.

The sought-after industrial destination

With efficient rail-road infrastructure, including 8-lane state and national highways, 9 railway sidings and the western coastal hub, the JNPT SEZ is significantly linked with the proposed western node of Golden Quadrilateral and Dedicated Freight Corridor (DFC). It is just at a distance of 5 km from JNPT and 15 km from the upcoming Navi Mumbai international airport, and has an excellent connectivity to Mumbai through the trans-harbour link.

The SEZ comes with unmatched business incentives of all taxes and duty benefits under the SEZ Act, world-class utilities under one roof and customisable plot sizes. It offers completely online and transparent allotment process, clear land title with all clearances, single-window approval as JNPT SEZ has the SPA status, and

electricity distribution license from MERC.

Broader economic transformation

The SEZ is being planned as a self-sustainable integrated development project with an immense potential of generating employment and other sources of livelihood. It is estimated that once competently developed, it will create 25,000 jobs in 5 years. In the near future, the JNPT SEZ is expected to generate 4,000 direct jobs for the people in the next two years. There is an emphasis on providing employment opportunities to local youth of Uran, coastal town in Navi Mumbai.

The idea of the JNPT SEZ has a broad approach. While it is expected to work as an engine for India's economic growth, bringing about prosperity that touches the lives of the larger people is a role as important. ■



Another perspective of JNPT

INDIA GOES 23 RANKS UP IN EASE OF DOING BUSINESS; TRADING ACROSS BORDERS PLAYS A MAJOR DRIVER

In the World Bank ranking for 'Ease of Doing Business', India has jumped from the 100th position in 2017-18 to 77th in 2018-19. Behind this significant upward move, the remarkable improvement in 'Trading Across Borders' has been a crucial factor.

India has jumped 23 rungs to acquire 77th position in the World Bank's global 'Ease of Doing Business' ranking, a feat which is likely to project India in a new perspective and make it a more attractive investment destination for the global business entities.

According to the World Bank report for 2019 on 'Ease of Doing Business', India has leaped from 100th rank in 2017-18 to 77th in 2018-19. The upmove in ranking indicates that India is continuing its steady shift towards global standards. The report mentions that this is mainly due to India's continued reform agenda, which has made it the top-ranked economy in the region.

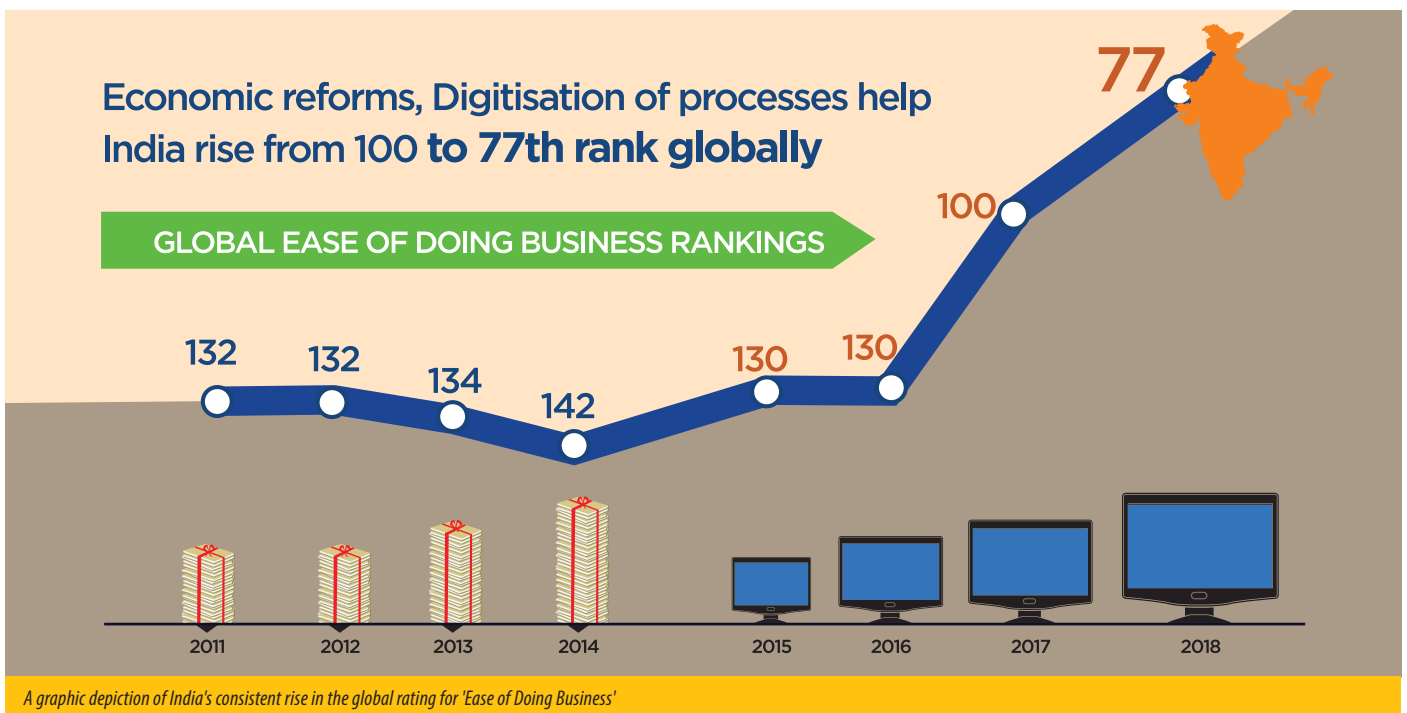
One of the key indices which has contributed immensely toward this upmove is 'Trading across borders' which shows an impressive improvement from the 146th rank last year to

80th in the current. The Ministry of Shipping has been taking various initiatives to improve the parameter of 'Trading across border' as 92 per cent of the total volume of India's export-import trade is carried out through ports.

Ensuring smooth sailing for the EXIM trade

Moves towards upgradation of port infrastructure, improvement of processes, and digitisation of document submission have substantially reduced export-import cargo handling time at the ports, which has significantly contributed towards improving the trading across borders and India's impressive growth in the World Bank's report. The World Bank has recognised India as one of the top improvers for the year.

According to the report, under the Border Compliance Criterion relevant to the port sector, the cost to export has



come down from \$ 382.4 to \$ 251.6. Similarly, the cost to import has come down from \$ 543.2 to \$ 331.

"Focused efforts at improving the export-import cargo handling at Major Ports has contributed to improving the ease of doing business in India", said Shri Nitin Gadkari, Hon'ble Minister of Shipping.

The government has initiated a series of steps to make India's EXIM logistics more competitive in terms of time and cost. A series of studies has been undertaken to set a benchmark for the performance of India's Major Ports in comparison with their international counterparts and steps have been taken to increase the capacity and productivity to global standards.

From port modernisation to policy change

"The focus has been on the development of port infrastructure and capacity enhancement, improvement in last-mile connectivity and development of multi-modal hubs to promote EXIM trade while reducing the logistics cost and time. Under the Sagarmala port-led-development initiative of the Government, 266 port modernisation projects with an investment of more than Rs. 1.45 lakh crore have been identified for implementation over the next 10 years." said Shri Nitin Gadkari, adding that "80 projects worth Rs. 13,701 crore have been completed and projects worth Rs. 2.39 lakh crore are under implementation".

"In order to enhance the last-mile connectivity, 211 road-rail projects worth Rs. 2,50,907 crore have been identified under the Sagarmala Programme. 15 multi-modal logistic parks with an investment of Rs. 3,989 will help in improving efficiency in freight movement under the programme", the minister further added.

With an average growth of over 5 per cent in the operations of the major ports in the last 4 years, the Ministry of Shipping has taken several steps to improve their operational efficiencies through policy and procedural changes and mechanisation.

As a result, the key efficiency parameters have improved considerably. The average turnaround time has reduced from 82 hrs to 64 hrs in 2017-18. The average output per ship berth/day has increased from 14,583 tonnes in 2016-17 and to 14,912 tonnes in 2017-18. The traffic at the Major Ports increased to 6,794.7 lakh tonnes during 2017-18 over 6,483.98 lakh tonnes during 2016-17.

Transfer of conventional activities to digital platforms, use of technology for moving cargo and simplification of processes have been done to promote business and facilitate ease of doing business.

While there have been several factors that have contributed to India's sharp jump in ranking, the changing realities in the shipping sector have played the most crucial role. ■

Building global competence in the system

The Ministry of Shipping is up to bringing about a system transformation in the entire operation at the ports. In order to achieve that, it has taken numerous initiatives that involve a multi-disciplinary activity – from induction of sophisticated technology and procedural changes to total policy revamp.

- Radio Frequency Identification (RFID) system installed at 12 Major Ports to enhance security, remove bottlenecks for seamless movement of traffic across the gates of ports. The RFID system automatically identifies trucks and drivers without the need to stop at the port gates for manual checking.
- DMICDC's Logistics Databank system (LDB) for tracking and tracing movement of EXIM container at the Major Ports, thereby enabling the consigners and consignees to track the movement of containers from the portal.
- Direct Port Delivery (DPD) and Direct Port Entry (DPE) to enable the direct movement of containers from factories/port without any requirement of intermediate handling, thus saving time and cost.
- Direct Port Delivery of import containers increased from 3 per cent in November 2016 to 40.62 per cent in July 2018. It resulted in savings of up to Rs.15,000/- in the cost and 5 days in the delivery time for the importer.
- The percentage of Direct Port Entry of export containers increased from 60% in April 2017 to 82.66 in July, 2018.
- Installation of drive-through container scanners to save time at Major Ports.
- Issuance of e-delivery orders, e-invoice and e-payment across all the Major Ports. The digitisation of processes has considerably reduced the processing time.
- Upgradation of the Centralized Web Based-Port Community System (PCS) to provide global visibility and access to the central database to all its stakeholders through internet-based interfaces.

OPENING A NEW CHAPTER ON COOPERATION WITH BANGLADESH

Through bilateral talks at the level of Shipping Secretaries, new avenues are being opened for inland and coastal waterways connectivity with Bangladesh.

The Shipping Secretary level talks and the 19th Meeting of Standing Committee on Protocol on Inland Waterways Transit and Trade were held between India and Bangladesh at New Delhi on 24th and 25th October, 2018. At these meetings, the two sides agreed to extend the Protocol route and include new ports of call. Specifically, it was decided to include a stretch of Rupnarayan River (National Waterway-86) in the protocol route and to declare Kolaghat in West Bengal and Chilmari in Bangladesh as new ports of call; declare Badarpur on river Barak (National Waterway-16) as the extended port of call of Karimganj in Assam and Ghorasal of Ashuganj in Bangladesh on the reciprocal

basis. Presently, 3.5 MMT of cargo is transported on protocol routes through inland waterways, which is expected to increase substantially after the formal declaration of additional ports of call and extension of protocol routes.

India and Bangladesh agreed that a Joint Technical Committee will explore the technical feasibility of operationalisation of Dhulian-Rajshani protocol route up to Aricha and the reconstruction and opening up of Jangipur navigational lock on river Bhagirathi, subject to the provisions of the Treaty between India and Bangladesh on Sharing of the Ganga Waters at Farakka, 1996. This move has the potential to reduce the distance

to Assam by more than 450 km on the protocol routes. To bring about a significant reduction in logistics cost and ensure faster delivery of Bangladesh export cargo, the Indian side raised the point regarding permitting 'Third country' EXIM Trade under Coastal Shipping Agreement and PIWTT by allowing trans-shipment through ports on the East Cost of India. Bangladesh agreed to hold stakeholder consultations and revert on the matter.

At the conclusion of the meetings, the following Agreement/Standard Operating Procedure (SOP) were signed by the two countries:

- (i) To facilitate connectivity to the North Eastern States through Kolkata and Haldia ports, movement of EXIM cargo and reduce logistic costs, an Agreement on the use of Chattogram and Mongla Port for movement of goods to and from India between the People's Republic of Bangladesh and the Republic of India.
- (ii) To open up connectivity for passengers and tourists from the two countries through Indo-Bangladesh Protocol Route, a Standard Operating Procedure (SOP) of MoU on Passenger and Cruise Services on the Coastal and Protocol Route between India and Bangladesh.
- (iii) To add Pangaon from Bangladesh and Dhubri in Assam as new Ports of Call, an Addendum to the Protocol on Inland Water Transit and Trade (PIWTT). ■



Shri Gopal Krishna, Secretary, Ministry of Shipping and his counterpart from Bangladesh, Md. Abdus Samad during the bilateral talks

A NEW DOMESTIC TERMINAL COMES UP ON THE MAP OF CRUISE TOURISM

It is estimated that by 2041 India can attract nearly 40 lakh cruise tourists. And in the next five years, cruise tourism can generate 2.5 lakh jobs for youths.

Cruise tourism has set its sails in India. And it is going to soar. One of the fastest growing sectors in the sphere of tourism worldwide, cruise tourism has immense potential in India.

With a vast coastline with scenic beauty, access to many ports, several natural spots and breathtaking destinations, India has immense potential for cruise tourism. To tap this potential, the Government of India is making strides in many areas, both in infrastructure as well as services.

On 20 October, 2018, a new domestic cruise terminal at the Mumbai port was inaugurated by Shri Nitin Gadkari, Hon'ble Minister of Shipping, along with Shri Devendra Fadnavis, the

Shri Devendra Fadnavis said that Shri Gadkari has opened the eastern water front of Mumbai to the common people. He added that the domestic and the international cruise terminals will create jobs and have a positive impact on development.

Shri Arvind Sawant, MP; Shri Jaykumar Rawal, State Minister for Tourism; Shri Vinod Tawde, Shri Subhash Desai, Shri Chandrashekar Bawankule and Shri Madan Yerawar, State Ministers were present during the inauguration.

The new terminal reflects a blend of modern amenities and aesthetics. It has been designed with central air-conditioning and enchanting facade illumination. The terminal will serve



Shri Nitin Gadkari, Hon'ble Minister of Shipping and Shri Devendra Fadnavis, Hon'ble Chief Minister of Maharashtra at the inauguration of the domestic cruise terminal at Mumbai and flagging-off ceremony of the cruise service 'Angriya' between Mumbai & Goa

Chief Minister of Maharashtra. The much-awaited Mumbai-Goa cruise service 'Angriya' was also flagged off on the occasion.

Speaking on the occasion, Shri Gadkari said that the domestic cruise sector will provide employment opportunities to 2.5 lakh youth in next five years. It will cater to nearly 30 lakh passengers from Mumbai in the next ten years. He emphasised that India has the potential to attract 40 lakh cruise tourist passengers by 2041, out of which 32 lakh would visit Mumbai. The minister said that the domestic cruise terminal as well as the soon-to-be inaugurated international cruise terminal will hugely benefit them. He added that works to the tune of Rs. 2.5 lakh crore have been earmarked for ports under the Sagarmala programme.

mid-sized vessels with the capacity to carry 300 to 400 passengers, sailing within the country. There will also be a facility for Ro-Ro services for passenger vehicles. The Mumbai-Goa cruise service vessel 'Angriya' is India's first luxury cruise liner. It will sail to Goa three days a week.

Unfolding his plans to prop up cruise tourism, Shri Gadkari said that 100 cruises such as 'Angriya' will be launched, giving a boost to Mumbai-Goa connectivity. Such services will be initiated in rivers too, he added. A number of water hotels to be set up along the Thane-Virar route, water taxis for the new airport and Panvel, a jetty to facilitate water transport from Thane and even a sea plane are part of the initiatives that are on the minister's mind. ■

NATIONAL WATERWAY-40 (GHAGHRA RIVER) COMES OFF FROM BLUEPRINT TO REALITY

IWAI begins to develop National Waterway-40, a 354-km stretch on Ghaghra River, which will provide a vital link between Manjhighat and Faizabad in UP.

The development of the Ghaghra river (National Waterway-40) has taken off in a big way as Shri Nitin Gadkari, Hon'ble Minister of Shipping and Road Transport, laid the foundation stone at Basti on 9 October 2018.

The 354 km stretch of the waterway from Manjhighat at Ganga-Ghaghra river confluence to Faizabad-Ayodhya along the Ghaghra river was declared National Waterway-40 in 2016 as part of the Government's renewed push to develop inland waterways in the country.

Together with NW-1 (Ganga river), NW-40 will provide a major transport modal choice for cargo and passenger movement. The detailed project report on the development of NW-40 includes the construction of five terminals located at Ayodhya, Mahirpur (Tanda/Kalwari), Dohrighat, Tortipar and Manjhighat.

The report envisages movement of numerous kinds of cargo including agricultural produce, coal, sand, bricks, paper products, leather and general goods. Classified as a Class-III Waterway, the NW-40 will facilitate movement of vessels with up to 1000-tonne capacity. Besides cargo and passenger movement, NW-40 will provide connectivity to tourist and pilgrimage places along river Ghaghra and Ganga.

Inland Waterways Authority of India (IWAI) has already initiated work on Phase-I of the development of NW-40 involving an outlay of Rs. 11.6 crore and constructed a floating terminal at Tanda-Kalwari to facilitate cargo and passenger movement. A channel with a draft of 2 metre and width of 45 metre will be constructed in addition to floating terminals through Pontoon-

Gangway at two locations – Tanda-Kalwari and Manjhighat. The work on the first phase is scheduled to be completed by 2019-20.

Other projects under National Waterways in Uttar Pradesh include a freight village, a logistics hub and a multi-modal terminal at Varanasi. The multi-modal terminal is being constructed at a cost of Rs. 206 crore, with a capacity of 1.26 MTPA. The terminal will boost trade via waterways with reduced logistic costs.

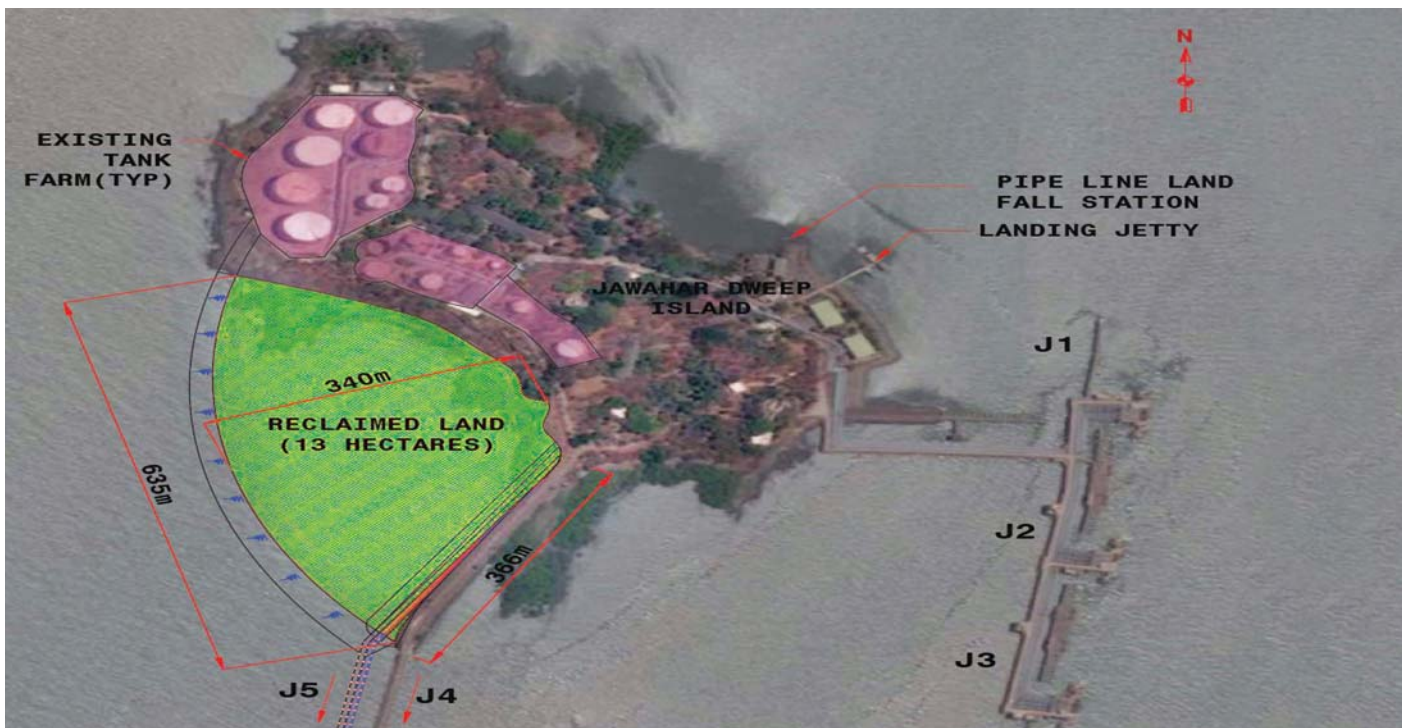
Better connectivity to coastal regions and neighbouring countries like Nepal, Bangladesh and the north-eastern states through Indo-Bangladesh Protocol Route will give a new fillip to MSMEs, opening the prospects of expanding trade and commerce to new areas. ■



Foundation stone laying for National Waterway-40 by Shri Nitin Gadkari, Hon'ble Minister of Shipping, along with Shri Yogi Adityanath, Hon'ble Chief Minister of Uttar Pradesh at Basti (UP)

EXPANSION OF MUMBAI'S OIL TERMINAL WITH METRO'S CONSTRUCTION WASTE

Eight lakh cubic metres of construction waste will be used for the expansion of the oil terminal by Mumbai Port Trust.



The expansion project of the Oil Terminal at Jawahar Dweep (Mumbai Port)

Tonnes of debris from Mumbai's underground Metro-III project are currently being ferried all the way out of the city at a lot of expense. But the Mumbai Port Trust has visualised the expansion of its terminal out of it.

In the process of capacity expansion, the Mumbai Port is building an oil terminal at Jawahar Dweep to handle 220 lakh tonnes of cargo, which will need storage tanks. For that purpose, 13 hectares of land will be reclaimed by using excavated rock material from Metro Rail Project. The reclaimed land will be used for constructing tank farms for the storage of crude, having a capacity of 4.28 lakh kilolitres.

The foundation stone for the reclamation of the land was laid by Shri Nitin Gadkari, Hon'ble Minister of Shipping and Shri Devendra Fadnavis, the Chief Minister of Maharashtra on 20 October, 2018. The Bhumi Pujan was also performed on the occasion. At present, there are no storage tanks for crude oil at Jawahar Dweep. The crude oil from JD Island berths are directly pumped to the Refineries which is about 10 km.

The project for setting up of tankages at Jawahar Dweep has been conceived as the result of a tripartite agreement between BPCL, HPCL and Mumbai Port Trust. 16 tanks each of 26,800 KL capacity for storing crude oil will be provided through this. It will also result in shorter distance of pumping, faster vessel turnaround and will enable more effective use of existing storage tanks at the refinery.

The total investment in land reclamation and construction of tank farms will be Rs. 700 crore, which will be in the form of public-private partnership. The project is scheduled to be completed by October 2020.

The Mumbai Port Trust has been continuously putting an accentuated emphasis on the expansion of its capacities to meet the increasing volume of oil cargo. The Port Trust has developed a barge handling facility at Jawahar Dweep, reinforcing the identity of the port as a bunkering hub. Looking up, it aims at a bunker sale of 2.5 MMTPA by the year 2023. ■

INDIA'S LARGEST DRY DOCK TO COME UP AT COCHIN SHIPYARD

While the upcoming dry dock will give a major thrust to the 'Make in India' initiative, it is expected to increase India's share in global ship-building to 2 per cent.

India is soon going to have a bigger pie in global ship-building. Shri Nitin Gadkari, Hon'ble Minister of Shipping, along with Shri Pinarayi Vijayan, Hon'ble Chief Minister of Kerala, laid the foundation stone for India's largest dry dock project at Cochin Shipyard on 30 October 2018. The project is likely to raise India's share in global ship-building to 2 per cent. At present India has a share of just 0.66 per cent. The project will also give a major impetus to the 'Make in India' initiative.

Planned at an outlay of Rs. 1799 crore, the project will be the largest dry dock in the country, measuring 310m in length and 75m in width, with a depth of 13m and draft of 9.5m. It is

being designed to handle a load of 600 T/m, with international safety standards. It will have facilities for both ship-building and repairs. The basic design of the dock includes international safety standards as well as a comprehensive water treatment plant and an extensive green belt.

The project will equip the Cochin Shipyard to manufacture specialised and technologically advanced large vessels like LNG carriers, drill ships, jack-up rigs, large dredgers, aircraft carrier for the Indian Navy and high-end research vessels. It will also help make Cochin a one-stop maritime hub for all repair needs in South-East Asia.

The commercial ship-building industry in India, estimated to be worth Rs. 3,200 crore, focuses primarily on small-medium sized off-shore vessels and cargo/bulk carriers. At present, Cochin Shipyard has two dry docks, one predominantly used for ship building of size 255m x 43 x 9m and capacity 1,10,000 DWT and the other one for ship repair of size 270m x 45 x 12m and capacity 1,25,000 DWT.

The project which is likely to be completed by May 2021, will promote skill development and generate employment in the region. It is expected to create job opportunities for nearly 2,000 people. ■



Shri Nitin Gadkari, Hon'ble Minister of Shipping, along with Shri Pinyari Vijayan, Hon'ble Chief Minister of Kerala during the inauguration of the Dry Dock at Cochin Shipyard

A PORT BUILT BY HISTORY

In the cacophony of sounds from the dock that mingles with the symphony of the Hooghly, Kolkata port whispers into the ears the tales of a chequered past.

The emergence of Kolkata port is closely tied up with the history of the British Empire in Bengal. The port area had been, before the English East India Company made it into a centre of maritime trade, a tiny riverine mart for weavers and artisans. In its transformation from small weavers' settlement into an important harbour on the world marine map, the British had a catalytic role.

The story of Kolkata port begins from 20th December 1686. On that destined day, an officer of the East India Company, Job Charnock came to an obscure village of Sutanuti. By the 'farmaan' of the Governor of Bengal, he along with his men had been forced out of the British settlement at the teeming maritime trading hub of Hooghly, around 25 kilometer upstream of Kolkata. He bought three villages – Sutanuti, Gobindapur and Kalikata. Apart from the military purpose, his pursuit was to find a safe mooring bay for the British merchant vessels.

The tiny quay-side area that Job Charnock spotted emerged, in course of history, into one of the most pre-eminent harbours in the British empire.

Though the pre-eminence of Kolkata port was part of the history of the seventeenth and eighteenth centuries, it traces its roots in a legacy that goes back to over thousands of years.

A legacy preserved in the memory of time

Archaeological findings establish that around 7,000 years ago, a port flourished a little away from Kolkata – at the ancient city of Tamralipti (modern day Tamluk). Located on the banks of the Rupnarayan,

the port of Tamralipti was the gateway for sailors, traders and missionaries of the ancient kingdoms on the east coast. Sailing vessels laden with indigo, silk and copper went out from this port in large numbers to distant countries like Ceylon, Malaya Peninsula, the coast of Africa and the ports of the Arabian Sea. Emperor Ashoka's son Mahendra and daughter Sanghmitra set out for Sri Lanka from the Tamralipti port.

The 'Jataka Tales' of the Buddhist literature (4 BC-1 BC) make frequent references of voyages from Tamralipti to Suvarnabhumi (Myanmar) for trade and missionary travels. 'Mahavamsa', the epic history of Sri Lanka, written in the 2nd century BC, mentions Tamralipti in course of recording the journey of the Bodhi Tree. Many foreign travellers also give references of the port city of Tamralipti in their travelogues. Roman philosopher and voyager talks about Taluctae (Tamralipti) as a thriving port city. Renowned Chinese pilgrims such as Fa-Hien, Hiuen Tsang and Itsing who visited it, have left a vivid account of the flourishing port city.

A glorious episode in the annals of Buddhism

History has it that Emperor Ashoka's son, Mahendra and daughter, Sanghmitra set out for Sri Lanka from the Tamralipti port, 94 km from Kolkata.

The port of Saptagram, situated on the bank of the now extinct Saraswati river, also a tributary of the Hooghly, took the place of Tamralipti in the 14th Century. Traveller Ibn Battuta visited



Kolkata Port once upon a time

Saptagram in 1350. Medieval travel chronicles account that the port of Saptgram was thronged by Arab, Persian and Turkish traders. The Portuguese started coming to Saptagram from the early 16th century. Caesar Frederick, a Venetian who travelled in the East from 1563 to 1581, mentions in his memoir the presence of thirty to thirty five ships loaded with goods moored the Saptagram port. Tomé Pires, a Portuguese traveller, writes in his book 'Suma Oriental' (1512-1515 AD), "It is a rich city where there are many merchants." Ralph Fitch, an English traveller and trader, describes Saptgram as "a fairy city of the Moors, and very plentiful of all things."

In later centuries, Hijli in the upper reaches of the Hooghly appeared on the marine route as an important centre. History has it that ships from Nagapattam, Sumatra, Malacca and other places passed through Hijli, what Ralph Fitch calls 'Angeli'.

The second most important port after London

In 1600 AD, the East India Company came into existence, and the Dutch Vereenigde Oost-Indische Compagnie (VOC) two years later, in 1602. Once major players in the marine trade of the Hooghly, the Portuguese had gone into obscurity and the Dutch had begun to spread their influence. Many other European powers such as the Danes, the French and the Flemish had their presence in Hooghly at different points.

Over half a million Indians labourers shipped off

There was a high demand for labourers for sugar cane plantations in the British Empire. From 1838 to 1917, the British used the Kolkata port to ship off over half a million Indians from all over India and take them to places across the world, such as Mauritius, Guyana, Suriname, Fiji, Belize and the Caribbean Islands as indentured labourers.

In 1678, the English sloop 'Falcon' arrived at Hooghly and just eight years later Job Charnock came to Sutanuti. And those two events

in history changed the entire course of the maritime trade and commerce in Bengal – and destiny of the muddy shores of Hooghly, which was to be the second most important port in the British Empire, after London.

The changing of times and tides

During the 17th and 18th centuries, the ships of the East India Company used to be so large that they were mockingly called 'Fat East Indiamen'. They were sail ships with huge masts and sails. With the advent of steam vessels by the end of 1775, they disappeared from the harbours. Gradually, the wooden ships were also replaced by iron vessels.

With the changing of time and technologies in shipbuilding, Kolkata witnessed a spurt in the enterprise of shipbuilding. That was largely initiated by the British to meet their rising need for naval and merchant vessels. The Industrial Revolution in England had brought about a transition from old to technologies and manufacturing processes, and superior shipbuilding technology meant better control of the seas.

That was not only a period of change for shipbuilding but was also marked with structural changes in harbours. Those days ships used to lie at the river moorings for months, braving the ferocity of the nature. Many times they were broken and destroyed by high tides and cyclones. As they were anchored at a distance, loading-unloading of goods and wares was not only cumbersome but also used to take long stretches of time. That posed a necessity to construct jetties, and the late 1860s continuous wharf walls were built from Clive Ghaut to Chandpal Ghaut, to be known later as the Calcutta jetties.

In the sphere of port management, the institution of River Trust was formed in 1866 to synergise the affairs of the port and improve its facilities and operations. On the basis of the recommendations by Hugh Leonard, the British authorities decided to set up a Board of Commissioners to manage the port. The Board of Commissioners for Kolkata Port came into existence on 17 October 1870, the first institution of its kind in India's port history.



The old pontoon bridge over the Hooghly river built in 1874; replaced with the Howrah Bridge in 1943

Bombed in the World War-II

Though a commercial port, Kolkata port played an important role in the World War-II. It was bombed twice by the Japanese forces.

During 1885-1892, a lock-gate was constructed at Kidderpore. The first English ship entered KPD in June 1892. Just after eight years, the Garden Reach Jetties came up in 1920. King George's Dock, in Garden Reach, conceived earlier but thwarted by the adverse commercial atmosphere in the wake of the World War-I, started functioning from February 1929. The dock complex was to be rechristened as Netaji Subhas Docks a few decades later.

Being a riverine port, Kolkata port gets huge accumulation of sediments, which adversely affects the smooth movement and docking of vessels. To deal with the problem, Farakka Barrage was constructed in 1975. The barrage was built to divert the water of the Ganges river water into the Hooghly during the dry season, to flush out the accumulating silt.

But in 1996, a 30-year Indo-Bangladesh water sharing treaty was signed – the Ganga Treaty – which promises 70 cusecs of water to Bangladesh. The treaty affected the port's efforts of flushing out the silt deposits and has proved to be a immense challenge in the way of the port's growth.

Haldia Dock comes up from the blueprint

Meanwhile, to tide over the limitations of navigability for larger vessels carrying oil, iron ore, petrochemical and fertilizer, a second dock system was planned to be added to the capacity of Kolkata Port. Thus Haldia Dock came up, boosting the facilities to regional shipping trade and holding out a new promise to the eastern hinterland. As an auxiliary deep-water sister dock of Kolkata Port, it envisaged a resilient industrial foreyard for core industries in the state.

The first oil jetty began operations in 1968 with the arrival of the crude carrier 'Ampuria', and with the entry of Shipping

Corporation's coal carrier 'Viswa Vijay' in February 1977 Haldia Dock System became completely functional. In 2002, 'The Arctic Blue', a 484216-DWT vessel – the largest at that point of time to arrive at any Indian port – came to Haldia and created a milestone in India's port history.

150 years back, 150 years ahead

Once the second-most busy port in the British empire, Kolkata Port has evolved from the embryo of history into a multi-capability, multi-product transit harbour that is equipped to take a challenge of any magnitude in the sphere of marine operation. "One of the best and most convenient ports out of Europe" as the Lt. Governor of Bengal in 1877 said, the port retains its pre-eminence as the premier transit point for trans-oceanic trade in today's India.

Sprawling across 232 km upstream from the Sandheads, Kolkata port has the longest navigational channel amongst Major Ports of India and one of the longest navigational channels in the world. Called 'Gateway to Eastern India', the port today caters to the vast hinterland which comprises the entire Eastern India including Bihar, Uttar Pradesh and North-East states as well as Nepal and Bhutan.

In its pursuit of emerging into a port of crucial importance at the eastern coast of India and a major destination on the global marine map, the port has brought about cutting-edge technology in its operations and expanded its capabilities to measure up any challenge. Besides, the port has gone for major upgradation in many areas. One of the significant developments is the construction of the navigational lock at Farakka barrage. At present, a ship takes more than two hours to pass upstream or downstream at Farakka, because of the old lock at the barrage which has been operational since 1978. The new lock will facilitate the crossing over in only 38 minutes.

In 2020, Kolkata Port will complete a trail of 150 years in history. While it looks back at the shining years with a sense of pride, it sets its eyes on the future that is full of possibilities. ■



The swing bascule bridge at Kidderpore

Inauguration of the corporate office of Sagarmala Development Company Ltd.



THE SAGARMALA POST

(A Newsletter on Sagarmala Programme by Ministry of Shipping)