



Ministry of Shipping  
Government of India



FEBRUARY, 2020

# THE SAGARMALA POST



## GLORIOUS PAST - VIBRANT FUTURE CELEBRATING 150 YEARS OF KOLKATA PORT



SPOTLIGHT



EVENTS DETOUR



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Published by the Editorial Board of The Sagarmala Post

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## From the **SECRETARY'S DESK**



I feel glad to be writing for the first issue of "The Sagarmala Post" for the year 2020. At the outset, I would like to take this opportunity to wish the entire maritime fraternity and their families a very Happy and a Prosperous 2020. The year gone by has brought many successes thanks to the consolidated efforts of the entire shipping community and the novelty of our seafarers who pulled together to lend a fillip to India's maritime sector. The year has already commenced on a favourable note and I am sure with continued efforts we will be able to reach greater heights.

Our oldest port, Kolkata, is celebrating its 150th year. The maritime community was privileged to have the august presence of the Hon'ble Prime Minister at the launch of celebrations on 12th January, 2020. Notable initiatives launched during the event included presentation of pension cheques to two centenarian pensioners along with a corpus cheque of Rs 501 Cr to M/s LIC, the custodians of the Pension Fund and several infrastructure projects. Details of the event are enumerated in this issue.

Back to the year gone by, 2019 ended with a significant achievement after India's accession to IMO's Hong Kong International Convention on Safe and Environmentally Sound Recycling of Ships on 28th November and India's re-election to IMO's Council as a Category 'B' member for the 2020-2021 biennium on 29th November, 2019, the Parliament passed the landmark "The Recycling of Ships Bill 2019". The President's assent was received on 13th December, 2019.

The inauguration of the first-ever "BIMSTEC Ports' Conclave" at Visakhapatnam in November 2019 saw the shipping officials from the participating countries Bangladesh, India, Myanmar, Sri Lanka, Thailand, Bhutan and Nepal share their views on BIMSTEC and regional ports.

Secretary-level meetings, held between India and Bangladesh to discuss shipping and inland water

transport, opened the doors to new economic opportunities for the people living in both the countries.

At the First Oversight Committee meeting held after the MoU signed between IIT Kharagpur and DST Germany, members discussed ways to boost the working of the CICMT by putting forth plans regarding research and development.

Considering the need for enhanced infrastructure at every port, the Ministry has commenced many projects that will be completed in a few years. Fructification of old projects has ensured better communication and lower turnaround time for vessel movement. The need for indigenous technology has prompted the opening of new institutions that would accelerate the development of ports and waterways through new and novel techniques.

As I mentioned earlier, the year has already commenced with a bang and I urge for your support in driving the country's shipping sector to greater achievements with the ultimate aim to meet the vision of Sagarmala Programme.

**GOPAL KRISHNA, IAS**  
Secretary, Ministry of Shipping





## SESQUICENTENARY CELEBRATIONS OF KOLKATA PORT

Kolkata Port is currently celebrating 150 years since its inception in 1870. The only riverine port in India, Kolkata Port lies 127 NM North of Sandheads in the Bay of Bengal. The port, known as India's Gateway to the East, along with its sister port Haldia Dock Complex, handles over 64 million metric tonnes of a variety of cargo, recording the 2<sup>nd</sup> highest growth in traffic amongst major Indian ports in 2018-19. Set up by the British East India Company in 1870, it served as their principal port for furthering their economic activities. Freedom fighters and revolutionaries, e.g., Guru Rabindra Nath Tagore, Swami Vivekananda, Sister Nivedita, Raja Ram Mohan Roy and others had used the port for their travels overseas. The port was also used by the British East India Company to transport over half a million Indians to work as indentured labourers, ancestors of the rich Indian diaspora, across the world.

“From Satyagraha to Swachhagraha, Kolkata port has seen the country changing”

The Sesquicentenary celebrations on 11<sup>th</sup> January 2019 were held in the presence of Shri Jagdeep Dhankhar, Hon'ble Governor of West Bengal and Shri Mansukh Mandaviya, Minister of State (Independent Charge) for Shipping and Chemicals and Fertilizers. Participating in the, the Honourable Prime Minister of India, Shri Narendra Modi launched several developmental projects on 14<sup>th</sup> January 2020 as part of the Sesquicentenary celebrations.



Glimpses of Sesquicentenary Celebrations of Kolkata Port





The highlight was the felicitation of a 106-year-old pensioner of the port and presentation of a cheque of Rs 501 crores to the Life Insurance Corporation of India (LIC), the final instalment to meet the deficit of the pension fund set up for the past and existing employees of KoPT. The Prime Minister also released a corporate customised stamp to mark 150 years of the Kolkata Port. An iconic moment during the celebrations was the felicitation by the Prime

**“ Dr. Shyama Prasad Mukherjee, the son of Bengal, laid the foundation for industrialization in the country ”**

Minister of 105-year-old Shri Nagina Bhagat and centenarian Naresh Chandra Chakraborty, the oldest serving pensioners of the port. A slew of projects were inaugurated by the Hon'ble Prime Minister as part of the modernisation and development of Kolkata Port. These included a Ship Repair facility at Netaji Subash Dock, Full Rake Handling facility at KDS, Kaushal Vikas Kendra and Pritilata Chhatri Avas for 200 tribal girls, Riverfront development Scheme to boost tourism, and the foundation laying of a 2.5 MMT Liquid Cargo Handling terminal at Haldia Dock Complex. The Hon'ble Prime Minister also inaugurated and witnessed a spell bounding interactive Light and Sound Show of Rabindra Setu. Honouring the late freedom fighter and visionary Shri Shyama Prasad Mukherjee, the Hon'ble Prime Minister announced the renaming of Kolkata Port Trust as Shyama Prasad Mukherjee Port Trust.

Kolkata Port comprises of the Kolkata Dock System (KDS) located 232 Km up the Hooghly river and the Haldia Dock Complex 125 Km from the mouth of the river. Handling a variety of cargo, the two complexes also serve the North Eastern hinterland through NW 1 and NW 2 through the Sundarbans and Bangladesh. Having an overall capacity of 82.57 MTPA, the port achieved it's highest cargo handling in 2018-19 achieving 63.8 MMT of a variety of cargo including 8,29,482 TEUs of container cargo.

**“ The long coastline of India from Gujarat's Lothal Port to Kolkata Port was not only engaged in trade and business but also in spread of civilization and culture across the world ”**

Inauguration of projects and felicitations of centenarian pensioners of Kolkata Port by Hon'ble Prime Minister Shri Narendra Modi at the Sesquicentenary celebrations on 11<sup>th</sup> January 2020



- Rs. 501 crores to LIC as final instalment for pension fund
- Felicitation of oldest surviving 106 years old pensioner of KoPT
- CSR contribution of Rs. 1Cr to Ramakrishna Math
- Inauguration of Ship Repair Facility at Nataji Subhas Dock
- Inauguration of Full Rake Handling Facility
- Inauguration of Kaushal Vikas Kendra and Pritilata Chhatri Avas
- Launch of Hooghly Riverfront Development Scheme
- Foundation Stone of 2.5 MMT Liquid Cargo Handling Terminal
- Release of Corporate Customised Stamp

## First Oversight Committee meeting of CICMT, IIT Kharagpur held



*Deliberation under the Chairmanship of Sh. KK Agarwal*

The working of the Centre for Inland and Coastal Maritime Technology (CICMT) is set to receive a boost as the members of the organisation attended the first meeting of the organisation's Oversight Committee on December 06, 2019 at IIT Kharagpur. This meeting held post the MoU signed between IIT Kharagpur and DST Germany on November 01, 2019, held at New Delhi.

**At the meeting taken after detailed deliberations, the following decisions were taken. These include: -**

- The construction of building and office/research space and development of wave flume are required to be completed by 2020-21. Besides, the development of sea keeping and manoeuvring basin planned to be completed by 2021-22.
- The preliminary design and dimensions of the proposed sea keeping and manoeuvring basin have been prepared by IIT Kharagpur. Accordingly, the preliminary document for tendering of the towing carriage and instrumentation in seakeeping and manoeuvring basin has been prepared. The document will be finalised after receiving technical inputs from DST Duisburg, Germany which has got a similar facility.
- Qualified and competent manpower to be recruited in sync with the requirement of the individual projects and other Centre-related activities.
- The CICMT will hold a one-day long workshop with all the stakeholders to showcase its vision and capabilities.
- CICMT to explore the possibilities of collaboration with other reputed international organisations or institutions to enhance its expertise and capabilities. Specific mention was made of the Korea Institute

of Ship Technology. Similarly, for cryogenic handling, it was advised to seek inputs from DST, Germany. Bilateral cooperation with such institutions could be done either at institute level or at the national inter-governmental level.

- CICMT to organise training programmes for working professionals in the maritime sector to enhance their capabilities and expertise. For this, CICMT should also work closely with the Centre of Excellence in Maritime & Shipbuilding (CEMS) at Vishakhapatnam and Indian Maritime University (IMU), Chennai for capacity building.
- IIT Madras and IIT Kharagpur to work together to share their expertise. Also, the Head, National Technology Centre for Ports, Waterways and Coasts (NTCPWC) to be included as a member of the CICMT Oversight Committee while the Head, CICMT to be made a member of the NTCPWC Oversight Committee.

## Government targets to increase cargo movement through coastal shipping

Shri Mansukh Mandaviya, Minister of State for Shipping (I/C) and Chemicals & Fertilizers, in a reply to a question in the Rajya Sabha, shared that the government has raised the target of cargo movement through coastal shipping from 120 MTPA in 2018-19 to 230 MTPA by 2025. Furthermore, the licensing relaxation under Sections 406 and 407 of the Merchant Shipping Act has been extended for five years for specialized vessels like Ro-Ro, Ro-Pax, Hybrid Ro-Ro, pure car carriers, pure car and truck carriers, LNG vessels, over-dimensional cargo and project cargo vessels. Similar relaxation has been extended to container vessels for carrying EXIM and empty containers at transshipment ports for outbound transportation. Further, relaxations have also been provided to foreign flag vessels carrying agricultural, fisheries, horticultural and animal produce commodities, provided that these commodities comprise at least 50 per cent of the cargo onboard the ship, while for fertilizers, 50 per cent of the cargo taken on board the ship must be at the beginning of the coastal journey.

Shri Mandaviya also informed that the Coastal Berth Scheme has been extended up to March 2020. Major ports have allowed a minimum discount of 40 per cent on vessel and cargo-related charges to vessels transporting coastal cargo. Besides, the priority berthing policy for coastal vessels has also been notified to lower turnaround time for coastal vessels, thus, improving their utilization.





## Ministry of Shipping to replicate MSDC model to provide training at all major ports

The Ministry of Shipping is focused on providing necessary training to port officials and those working in the maritime sector and is setting up Multi Skill Development Centres (MSDCs) with the help of major ports concerned. An MSDC is proposed to be a state-of-the-art training centre in a thematic area (e.g., port utilities, maritime logistics, cruise tourism etc.) and may offer any course that addresses needs of the port and maritime employers and provides job opportunities to the youth. Ports identify a building with a covered area of about 30,000 sq. ft. (sizes may vary) for MSDCs and provide it on a reasonably long-term lease (e.g., 15-year-lease) to a private sector partner for operation, maintenance and management of the centre. The private sector partner to run the centre will be selected through an open Expression of Interest (Eoi) process based on the criterion which, inter alia, includes revenue surplus sharing with the port trusts.

The financial support in the form of a soft loan of up to Rs. 70 lakhs for lab setup, etc. and funding requirement for training would be tied up by the Ministry of Shipping with the Ministry of Skill Development and Entrepreneurship through their schemes Pradhan Mantri Kaushal Kendra (PMKK) and Pradhan Mantri Kaushal Vikas Yojana (PMKVY). There is no financial obligation for Capex or Opex on the part of Ministry of Shipping or ports. Investment on procurement of required tools, equipment and machinery will be required to be done by the training partner. However, the port trust may help them mobilize used heavy machinery costing large sums either from the industry or from their own stock, if feasible. Additionally, the revenue share from training to the ports can be utilized for offsetting maintenance and rental costs. The port is responsible for the provisioning of the minimum space required, selecting the operating partner and guiding it from time to time. It may also arrange for 'on the job training' in their port operations.

The Operating and Maintenance (O&M) Partner will be responsible for setting up, operating, maintaining and managing the centre. It can garner financial or other support through private companies, industry associations, etc., allowed to utilise CSR funds and conduct fee-based programmes for financial sustainability. It may also enter into an agreement with the government or private terminal operators for providing practical hands-on training. The job roles for training will be decided by operating partner as per sectoral and locational needs and will be aligned to the National Skill Qualification Framework (NSQF) of the Indian Government.

The MSDC model first set up at JNPT is being replicated in other ports

in the country. MSDC has now been set up at Chennai Port and Vishakapatnam Ports. The Cochin and New Mangalore Port Trusts are in the Eoi process. The building has been finalised at Kolkata Port. With these MSDCs in place, skilled manpower requirement of all major ports shall be met with.



*A training session at the Multi Skill Development Centre*

## Government takes steps to promote shipbuilding in Indian shipyards

Shri Mansukh Mandaviya, Minister of State for Shipping (I/c) and Chemicals & Fertilizers, in a written reply to a question, asked in the Lok Sabha on December 12, 2019, informed that the Government of India had approved the New Shipbuilding Financial Assistance Policy on December 09, 2015. The implementation of the policy would help to promote shipbuilding in Indian shipyards. As per the policy, the Indian Shipyards receive financial assistance equal to 20 per cent of the "Contract Price" or the "Fair Price" or actual received, whichever is lower. There would be a reduction by three per cent of the predetermined rate of 20 per cent every three years.

Shri Mandaviya also informed that only those vessels constructed and delivered within three years from the date of the contract will be eligible for availing financial assistance under the policy. This is however subject to the condition that in the event of specialized vessels, the competent authority may grant in principle approval for construction and delivery of such vessels within a specific period even beyond the aforesaid three years, but not more than six years.



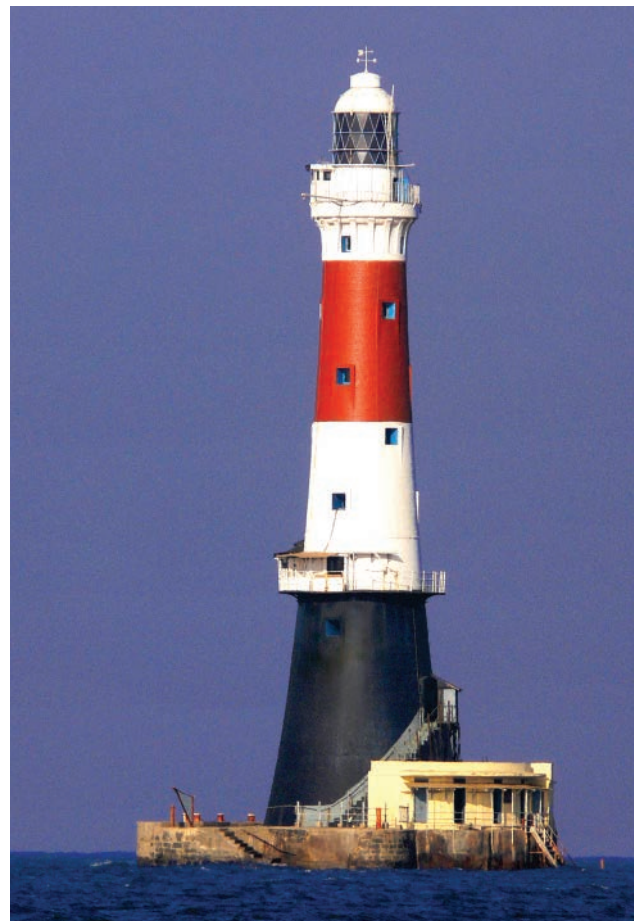
*Cochin Shipyard*



## CACL approves multiple lighthouse projects from 2014 till date

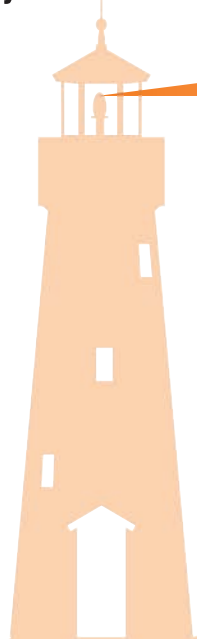
Shri Mansukh Mandaviya, Minister of State for Shipping (I/c) and Chemicals & Fertilizers, in a written reply to a question asked in the Lok Sabha concerning the lighthouses along the Indian coasts and funds allotted for their maintenance, informed that during the past five years, the Government of India had put in place three lighthouses along the coastline in 2014. The three lighthouses are at Achara Point in Maharashtra, Rava Port in Andhra Pradesh and the Kolta Plam in Andaman & Nicobar. Another lighthouse was installed at Vembar in Tamil Nadu in 2017.

Shri Mandaviya further informed the House that the lighthouses are maintained as per the budget provisions under the Revenue Head of the Director General of Lighthouses and Lightships (DGLL) according to the maintenance schedule. There is no state-wise allocation of funds. Elucidating on the guidelines laid down by the Indian government regarding the lighthouses on the coastline, the Minister explained that the lighthouses are installed based on traffic and the need of "Aid-to-Navigation" (AtoNs) in the proposed areas on the recommendations of the Central Advisory Committee of Lighthouses (CACL) headed by the Secretary of Shipping. Also, there is no further plan to install more lighthouses.



*Prong's Reef Lighthouse at Colaba Point, Mumbai*

**The details of the seven lighthouse projects approved by the CACL during the last five years include:**



Location of lighthouse	State	Year of Approval
Kelshi	Maharashtra	2014
Arnala (improvement of Lighthouse)	Maharashtra	2014
Valsad Khadi (improvement of Lighthouse)	Maharashtra	2015
Dhanushkodi	Tamil Nadu	2017
Jaffrabad (improvement of Lighthouse)	Gujarat	2017
Kuthankuli	Tamil Nadu	2017
Chaumukh	Odisha	2017





## Recycling of Ships Act, 2019

A modern ship generally has a lifespan of 25 to 30 years before corrosion, metal fatigue or lack of parts renders it uneconomical to operate. After having faced rough seas and hundreds of voyages, a ship reaches the end of its life. Once the life of a ship ends, ship recycling starts. Ship recycling is a type of ship disposal involving extraction of its raw materials. This is also known as ship dismantling or ship breaking. Ship recycling allows the materials from a ship, especially steel to be extracted & transformed into various by-products. Fixtures and other equipment on board the vessels are reused as per the condition and size of the vessel. All types of household items like antique furniture for drawing/dining rooms, doors, cupboards, fans, washing machines, sanitary fittings etc are sold at a premium price after removal from ships. So rather than breaking the ship, we clear, clean and recycle the ships when their lives end. More than 90-95 per cent parts of the ships are properly treated and reutilised and there is hardly any scrap left behind. The recycled steel from ships continues to play an important role in the economic growth & development of the country. In India, the recycled steel recovered from the scrapping units amounts to almost 10 per cent of total consumption of

secondary steel. It is a well-known fact that for extraction of every one tonne of steel from iron ore, about 6 to 10 tons of coal is required during the normal process. Hence, the production of steel from recycling of ships, without exploiting natural resources like iron ore, coal etc., in comparison to steel produced by integrated steel plants, is a green and eco-friendly method.

While ship recycling is a sustainable process, there are concerns regarding environmental hazards and impacts. It is labour intensive and one of the risky industries. The health risks in the presence of materials like asbestos, lead, polychlorinated biphenyls & heavy metals, particularly in older vessels, pose a danger to the workers. Burns from explosions, suffocation, mutilation from falling metal, cancer & diseases from toxins are regular occurrences in this industry. The dangerous vapour and fumes from the burning matter can be inhaled that could pose a major health hazard to the workers. When flammable gas is not fully removed from the fuel tanks, workers may get injured in explosions. Therefore, it is paramount that insurance and health risks of yard workers are taken care of on priority.



Ship Recycling in progress at Alang Ship Breaking Yard, Gujarat





**In the year 2012, nearly 1250 ocean ships were recycled in the world.**

**In the year 2013, the world's total demolished ships amounted to 29,052,000 tonnes, almost 92% of which were recycled in Asia.**

**Around 30% of the global ship recycling (around 250 to 280 ships) is carried out in India.**

India, Bangladesh, China and Pakistan have the highest market share and are global centres for ship recycling. Alang in Gujarat is the world's biggest ship recycling yard. It provides direct employment to around 25,000 workers and indirectly to lakhs of workers. The employment generation for lakhs of individuals is one of the most positive aspects of this industry and very vital for a country like ours.

The Recycling of Ships Act 2019 has been notified by the Indian Government. It seeks to set global standards for a safe and sound environmentally-friendly recycling process and also to provide adequate safe working conditions for the yard workers. It is in consonance with international standards as laid down in the Hong Kong Convention 2009. The convention, once it comes into force, requires ship recycling facilities to obtain authorisation to operate and only authorised yards will be permitted to import ships for recycling. Ship-specific Ship Recycling Plans (SRPs) will need to be prepared for incoming vessels. The ships will need to obtain a "Ready for Recycling Certificate" in accordance with the HKC, prior to recycling. Inventory of Hazardous Materials (IHM) is also required to be prepared mandatorily. Ratification of HKC by India will encourage green ship recycling in India. It will draw the interest of developed countries like Norway and Japan to recycle more and more ships in India, which will enhance the economic growth and

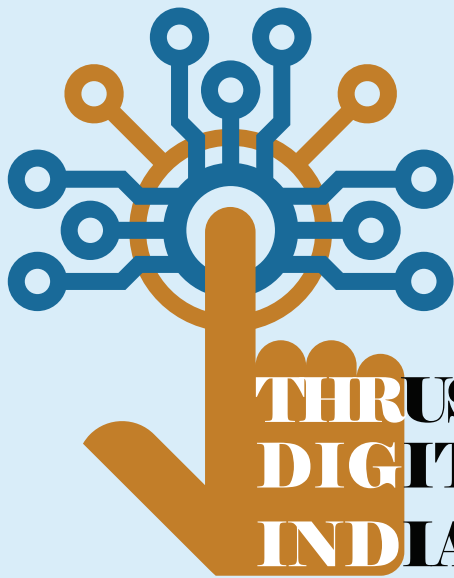
development of this industry. Widening the global markets will also give a large scope of employment & job opportunities to our country. It will raise the brand value of ship recycling yards of India and increase the business, thus, consolidating India's position as a market leader. So, it is certainly going to result into tremendous growth of business activities in ship recycling industry, contributing to the country's GDP.

The instrument of India's accession to the Hong Kong Convention was recently handed over to the IMO General Secretary on 28<sup>th</sup> November 2019 during the 31st session of the IMO Assembly. The accession has been greatly appreciated by the IMO Secretary General Kitack Lim.

India's accession to the HKC 2009 and passing of Ship Recycling Act 2019 is a landmark achievement in India's maritime sector. With India's ship recycling volume considerably high, it is a significant step for the Hong Kong Convention, bringing it closer to entering into force globally. With passing of this landmark legislation, the Indian Government has ensured that this industry continues to operate while keeping yard workers' health and safety as well as addressing all environmental concerns interconnected with it. It is, therefore, a hallmark moment in the Indian maritime history. Undoubtedly, it is a part of ongoing major reforms and Modi Government's commitment towards making India a 5 trillion economy by 2025.







## THRUST ON DIGITALISATION IN THE INDIAN MARITIME SECTOR

The digital footprint in Indian businesses is growing, especially, in the banking, hospitality and airlines sector. Despite several initiatives, ports and shipping companies in India have a long way to go to develop an infrastructure embracing modern technology, which would help them in improving performance to global standards.

The importance of the shipping industry, especially in context with the logistics and the port sector, cannot be undermined. However, not much advancement was seen in the Indian shipping sector until the Ministry of Shipping introduced the Sagarmala Programme in 2015 to give a boost to trade through shipping, thus, reducing the country's logistics costs. Four pillars were identified under the programme, viz., port modernisation & new port development, port connectivity, port-led industrialisation and coastal community development. Recognising the benefit of optimising India's long coastline and its vast network of inland waterways, the government recognised coastal shipping & inland waterways as the fifth pillar of the Sagarmala Programme.



### DIGITALISING INDIAN MARITIME INDUSTRY

There has been a considerable improvement in India's position in the logistics performance index. However, there is more that needs to be done in terms of digitisation and subsequent digitalisation. Complete digitalisation will take time considering the enormity of the tasks involved. However, a gradual and steady move towards the same has induced in better coordination between the logistics stakeholders and government authorities, thereby, resulting in increased operational efficiencies and better utilisation of existing assets. This means that in the coming five years, the government will enjoy the ease of doing business with the various shipping lines.

Despite numerous projects having been initiated and implemented under the Sagarmala Programme, the ocean freight sector remains relatively backward. This may be attributed to the lack of skilled manpower needed to adopt digitalisation and adapt to its nuances. Compared to developed countries that save millions of dollars each year by eliminating the use of printed documents and using blockchain solutions to ease customers' experiences, the Indian shipping sector is yet to take necessary strides in this direction. It is estimated that at present not more than 50 per cent of the Indian shipping industry is submitting documents through electronic means.



## ADOPTING DIGITAL TRENDS

When it comes to taking on digital capabilities, non-major ports are taking on the government-owned major ports in terms of technological advancements and automation of the industry. Warming up to the idea of privatisation has allowed them to experiment and tie-up with numerous players including technological start-ups that promise innovation and swear by technological disruption.

The digitalisation of the various processes has enabled seamless coordination between the shipping lines and customs while ushering in the regulation of the activities at the various container freight stations (CFSs), inland container depots (ICDs) and port terminals. Technology has indeed induced transparency in the various processes while lowering their costs.

Considering the massiveness of the Indian shipping industry, the endless opportunities available, the immense potential to create job opportunities, the unparalleled contribution to the country's economy and the unending technological possibilities, it has become important to adopt digital tools that will help in the industry turnaround. Optimum use of advanced technological tools is imperative at every stage including planning, operations, commercial and providing support functions.

Over the past few years, the incumbent government has shown interest in adopting new forms of technology. Ports are designing business models keeping in mind how digitalisation will not only lower operational costs but ease real-time tracking and tracing of shipments, chassis, etc. Improved technologies are hassle-free and cheaper, thus, ensuring greater visibility and transparency to the logistics chain. More than simply noticing new technologies and merely adapting to new technological trends, the Indian shipping industry is on a spree to create new technologies that will eventually open the door to new opportunities in future.

While many technological innovations have caught the fancy of both major and non-major ports in India, a select few like the Blockchain, the Internet of Things (IoT) and artificial intelligence have advanced ahead of others. Real-time tracking of containers has been made possible with IoT while the introduction of the sensor system will increase the ports' functioning apart from reducing their waiting time.

## SHAKING OFF THE OBSOLETE MINDSET

The fear of treading a new path or forging original ways is always there. A stuck-up mindset impedes progress. Restricting oneself to the traditional mindset simply out of habit has ushered in technical inefficiencies, causing loss of time and money. Pushing both the government and the shipping sector to adopt a robust mindset is key to doing away with its intrinsic complexities that come in the way of the industry's need to adopt a digital framework for all its processes.

Unavailability of port manpower expertise is another bottleneck to the self-advancement of Indian ports through technology. The government recognizes the need to impart strong training and skills development strategies for the shipping sector's progress. Besides, training crew members and coastal communities will ensure more business and improved living for people living at or near the port. The need for unbridled end-to-end logistics connectivity has already prompted the Ministry to invest in maritime training institutions that impart necessary training as per job specifications.





## MoS inaugurates Ease of Doing Business-Implementation of RFID-based Port Access Control System

In a review meeting held with the Kolkata Port officials, Shri Mansukh Mandaviya, Minister of State (Independent Charge) for Shipping and Chemicals and Fertilizers flagged off the implementation of Radio Frequency Identification (RFID) based Port Access Control System (PACS) at Kolkata Dock System (KDS) under the "Ease of Doing Business" scheme. The Minister also inaugurated the CCTV operations at KDS, Rabindra Setu (Howrah Bridge) apart from dedicating three truck parking terminals at KDS. Shri Mandaviya also planted a sapling in the premises of the port as a part of the Green Wall Project.

To ensure greater security and systematic entry and exit of vehicles and visitors in Kolkata Dock System (NSD and KPD) and for ease of doing business with Port users, the project of RFID-based Port Access Control System (PACS) was undertaken for Kolkata Dock System (Netaji Subhas Dock, NSD and Kidderpore Dock, KPD) at a total cost of around Rs. 17 crores. Under this project, the 12 gates of NSD and KPD are equipped with RFID-based PACS system. This system will enable a single-window system to the port users for obtaining permit via cashless transactions. The operational efficiency of KDS is expected to increase owing to the system driven gate operation. To ease road congestion in areas near the port, roughly 30,000 square metres of the port's land has been developed at Sonai, Coal Dock Road and Bhutgat into three truck parking terminals at a cost of nearly Rs. 6 crores. These truck terminals are expected to cater approximately 400 trucks or trailers in the future.



MoS visits Kolkata Port

Apart from inspecting the CCTV control room, the Minister also inaugurated the Riverfront Tourism Development while encouraging the KoPT officials to promote riverfront tourism in Kolkata. Stressing on the port's proximity with the city, Shri Mandaviya expresses how port development is essential to creating employment and inducing transport synergy.



Mrs. H.K. Joshi Addresses SCI Cadets

## SCI celebrates its 59<sup>th</sup> Foundation Day

The Shipping Corporation of India (SCI) turned 59 on October 02, 2019. To mark the occasion, a cultural cum facilitation event was organised by the SCI. Employees who had completed 25 years of service with the SCI were also felicitated by board members and directors of the organization. The 59<sup>th</sup> Foundation Day also coincided with the culmination of the Swachhata Pakwada at the organization. To mark the success of the mega cleanliness drive undertaken at the office, various competitions like the cleanest floor, poster making and slogan writing were carried out. Cadets of the SCI Maritime Training Institute also presented a skit "Swachhta Hi Sewa" to spread the message of cleanliness among the organisation's employees.

## IPA wins Seatrade Maritime Awards 2019

The Indian Ports Association (IPA) bagged the Indian Subcontinental Maritime Award at the Seatrade Maritime Awards Middle East, Indian Subcontinent & Africa 2019 organized at Dubai, UAE on September 22, 2019. The prestigious award was received by Dr Abhijit Singh, Executive Director, IPA on behalf of the organisation.



Indian Ports Association gets Recognised for its Efforts



## Shri Mansukh Mandaviya reviews Paradip Port operations

Shri Mansukh Mandaviya, Minister of State for Shipping (I/c), Chemicals & Fertilisers visited the Paradip Port on October 16, 2019 to inspect the port and its operations. The Minister also interacted with port users and stakeholders, urging them to focus on promoting Coastal shipping. Whilst interacting with officials of IDCO and IOCL, the Minister stressed on adopting a collaborative approach to ensure the overall development of the port and its surrounding region.



Shri Mansukh Mandaviya at Paradip Port

Subsequently, the Minister participated in several community related events which included plantation drive organised by the port officials, distribution of eco-friendly cotton bags to the people living in the nearby coastal regions. and took part in a cycle rally arranged by the port officials to spread the message of "Swachhta Hi Sewa" and "Fit India Movement".

## Boom in cruise tourism at Mumbai Port

On November 18, 2019, four cruise ships berthed at Mumbai Port in line with the cruise shipping promotion initiatives taken by the Ministry of Shipping. The four ships included "Mein Schiff 6" carrying 2500 passengers on board, "Karnika" with 800 passengers on board, "Silver Spirit" with 750 tourists arrived from Muscat and "Angriya" with 124 tourists arrived from Goa. An equally large number of tourists were expected to embark these ships for their outbound voyages.

To keep up with the increasing number of tourists travelling on



Boom in Cruise Tourism at Mumbai Port

cruise ships, the Mumbai Port is coming up with a state-of-the-art cruise terminal built on international standards. The terminal measuring 4,00,000 square feet will be complete with retails, a café, shops and other leisure provisions besides being designed to accommodate both domestic and international passengers. The terminal is likely to be operational from June / July 2020.

## First ever container movement of cargo on NW-2



Secretary, Ministry of Shipping Flags Off Cargo from Haldia to Pandu

The first ever container movement of cargo on National Waterway-2 (Brahmaputra) with Pandu in Assam as its destination, originating on National Waterway-1 (Ganga) and moving through the Indo-Bangladesh Protocol route commenced on 4th November, 2019 from Haldia Dock Complex. 48 containers of edible oil, petro-chemical and beverage of Adani Wilmar were transported on cargo vessel MV Maheshwari. In addition, two vessels loaded with imported coal of M/s Star Cement moved along with the container cargo.





# India & Bangladesh hold Secretary-level meetings to discuss shipping and inland water transport

The increased use of waterways connectivity for cargo transport was the focus at the three meetings held by India and Bangladesh at Dhaka from December 04 to December 05, 2019. The Shipping Secretary-level talks (SSLT), 20<sup>th</sup> meeting of the Standing Committee of Protocol on Inland Water Transit and Trade (PIWTT) and Inter-governmental Committee on Use of Chattogram and Mongla Ports included discussions about opening new avenues for economic opportunities for the people living in both the countries.

At the meetings led by Shri Gopal Krishna Secretary, Shipping Govt. of India and his Bangladesh counterpart Shri Md. Abdus Samad, both the countries agreed to start trial runs from January 2020 for movement of Indian transit cargo for North East Region (NER) through Chattogram and Mongla ports in Bangladesh. The proposed trial runs would help identify operational issues on the cargo movement through the alternative route.

During the meeting held to boost the use of inland waterways between the two countries, both sides agreed to introduce trade between Chilmari (Bangladesh) and Dhubri (India) route of PIWTT by shallow draft mechanised vessels. However, these vessels must be registered under the Inland Shipping Ordinance 1976 of Bangladesh or Inland Vessel Act, 1917 of India as per the provisions of Article 1.3 of PIWTT and conform to safety requirements. Additionally, an agreement was reached to declare Jogighopa in India and Bahadurabad in Bangladesh as new ports of call under the PIWTT.

The inclusion of the Ichamati river (National Waterway -44) as a new route under PIWTT, was also discussed and both sides agreed to constitute a Joint Technical Committee (JTC) along with technical experts to undertake a hydrographic survey for studying the technical feasibility of navigation on the proposed route.

During the meeting held on December 05, 2019, the Indian side informed Bangladesh that Ashuganj in Bangladesh is the only port of call with transshipment arrangement under PIWTT for movement of Indian transit cargo to and from Tripura. However, Ashuganj Port lacks container handling facilities and transit sheds. The Indian side proposed to allow Summit Alliance Port Ltd (SAPL), Muktarpur and Pangaon which are close to Tripura, as a transshipment port for the movement of transit goods to Tripura (Akhaura and Sonamura ICPs) through waterways. Bangladesh agreed to examine the proposal after carrying out necessary consultations with its stakeholders.



*Secretary of Shipping, India and Bangladesh at the conclusion of SSLT*

During the meeting, it was also agreed that a composite team from Bangladesh comprising of experts from business and technical fields shall visit Haldia/Kolkata ports as well as Krishnapatnam/Vishakapatnam/Chennai to ascertain technical feasibility and commercial viability of third-country cargo under PIWTT and coastal routes. This was done to facilitate third-country EXIM trade through PIWTT and coastal shipping route.

Under coastal shipping agreement, between the two countries, three more ports on the Indian east coast, namely Dhamra, Ennore and Tuticorin and two ports of Bangladesh namely Cox Bazar and Muktarpur have been declared as ports of call.

In the meeting of the Inter-Governmental Committee, both the parties agreed to include Nakugaon land Port of Bangladesh and Dalu Land Customs Station of India as additional entry and exit points. This development would increase the number of routes for the transportation of goods to and from NER using Chattogram and Mongla ports from four to five. Both sides also discussed the administrative fee to be charged by Bangladesh for movement of Indian transit goods and Bangladesh agreed to furnish a proposal in this regard.



*Shipping Secretary Level Talks in Bangladesh*



### Shri Mansukh Mandaviya inaugurates “BIMSTEC Ports’ Conclave” at Visakhapatnam



Shri Mansukh Mandaviya at “BIMSTEC Ports’ Conclave”

Shri Mansukh Mandaviya, Minister of State (I/c) for Shipping, inaugurated the first-ever “BIMSTEC Ports’ Conclave” organised at Visakhapatnam from November 07-08, 2019.

The Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC), an international grouping comprises Bangladesh, India, Myanmar, Sri Lanka, Thailand, Bhutan and Nepal. Senior officials from various ports and shipping associations of member countries participated in the two-day conclave. At the Conclave, the participants put forward their respective country’s perspective on BIMSTEC and regional ports.

Participating nations explored the possibility of increasing economic cooperation by enhancing EXIM trade and coastal shipping opportunities. Besides myriad investment opportunities, innovative ways to increase productivity, coupled with port safety techniques were also discussed at the seven nations’ meet.

During the conclave, discussions were held on “Port-led Industrial and Tourism Development”, “Emergent Roles of Ports in the Global Supply Chain”, “Ports Services: Delivering Value”, “Green Port Operations” culminating with discussions about the need for ports to adopt a sustainable operations model in the light of the Paris Accord that was signed to mitigate climate change.

During the summit, three Memorandums of Understanding (MOUs) were signed between Ranong Port of Port Authority of Thailand and the Port Trusts of Chennai, Vishakhapatnam and Kolkata, to boost connectivity between ports on Thailand’s West Coast and ports on India’s East Coast, thus, lending a fillip to the country’s Act East Policy.

### India re-elected to the Council of IMO

Elections to the International Maritime Organisation (IMO) Council were held at its headquarters in London on 29<sup>th</sup> November 2019. Having been an important member of the council since 1959, the Ministry took active measures to ensure India’s successful re-entry into the IMO Council under Category ‘B’ for the period 2020-21. The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the organisation. Between sessions of the Assembly, the Council performs all the functions of the Assembly, except that of making recommendations to governments on maritime safety and pollution prevention.

With huge support from member nations, India won the election with 143 votes and was re-elected to the Council as a Category ‘B’ member. Members of Council of the IMO are elected under three categories, i.e., A – nations having largest interest in providing international shipping services, B - the largest interest in international seaborne trade and C – nations which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world.

With a view to garner support for India’s candidature, Shri Gopal Krishna, Secretary Shipping led a team of high ranking officials for the conference at London.

Secretary Shipping also took the opportunity to present the instrument of accession to the Hong Kong Convention to the Secretary General of IMO, Kitack Lim during the 31<sup>st</sup> Session of the IMO Assembly.



Secretary Shipping handing over the document of accession to the Hong Kong Convention to the Secy General of IMO





## Shipping Corporation of India: Making its Presence Felt on the Global Maritime Map



Mrs. H.K. Joshi, Chairman & Managing Director and Director (Finance), SCI

The Indian maritime sector has come a long way. The last few years have witnessed a major upgradation of ports though current economic conditions have dampened its development efforts, thus, prompting the government to introduce measures to mitigate the economic slowdown.

**Mrs. H.K. Joshi, Chairman & Managing Director and Director (Finance), The Shipping Corporation of India Ltd.** explains how SCI serves to boost the Indian shipping industry by ensuring optimum utilization of its fleet to cater to India's burgeoning trade.

**The economy is in a sluggish state currently. In the light of the present economic slowdown, do you find any opportunity for the Shipping Corporation of India to advance in such circumstances?**

The global economy is experiencing a synchronised slowdown and growth continues to be weakened by rising trade barriers and increasing geopolitical tensions. Overall, the trade volume growth in the first half of 2019 has fallen to one per cent, the weakest level since 2012. The Indian economy too is going through a rough patch. As shipping is a derived demand depending upon trade as one of the factors, the shipping industry would also face the challenges of the slowdown in the economy; however, measures being taken by the Government to arrest the slowdown are expected to cushion its impact. Besides, some market indications also point to positive momentum in the dry bulk market and recovery of the tanker market soon.

On the supply side, overcapacity had plagued the shipping industry bringing down the freight rates across all sectors in almost close to a decade except for some sudden spurts which did not sustain; it is however expected that the supply overhang situation would ease a bit considering an increase in dry-dockings for compliance to the IMO 2020 regulations stipulating maximum sulphur content threshold of 0.5 per cent for marine fuels. These factors are likely to stem the downside of the freight rates, which SCI hopes to leverage in these trying times. SCI is well seized of the challenges posed by regulatory changes and compliances as well as the dynamic unpredictable markets which is a constant feature of the Maritime industry alongside the technological innovations. We are adeptly addressing these by gearing up to face them with the required skillsets, expertise and strategic vision.

**Apart from the gamut of services including tankers, bulk carriers, offshore terminals, container terminals, coastal and passenger transport services that SCI provides, what are the other services that your organization is aiming at?**

SCI, a liner shipping company in 1960, has over the years, diversified its fleet and operations and serves both India's overseas and coastal seaborne trade. It had, in 2017, crossed the six million Dead Weight Tonnage (DWT) mark and after phasing out old vessels presently owns 60 vessels of 5.45 million DWT, comprising 15 bulk carriers, 19 crude oil tankers, 13 product tankers, two container vessels, one LPG carrier and 10 offshore vessels. SCI provides services under three segments, viz., Bulk Carrier & Tankers, Liner & Passenger Services and Technical & Offshore and operates in almost all areas of shipping business, catering to both national and international trades. Also, SCI manages 53 vessels of 0.386 Million DWT tonnes on behalf of JVCs, other PSUs and Government departments. SCI has participated in joint ventures, including setting up JVCs and strategic alliances in its existing lines of business as also in related areas. It jointly owns and operates 3 LNG carriers under long term charters with charterers Petronet LNG Limited, India for transportation of LNG predominantly from Qatar. The fourth jointly owned LNG carrier is under long-term charter to Exxon Mobil LNG Services B.V, Netherlands. SCI also explores opportunities for participation by ownership and in operations of FSRU, small LNG carriers and coastal LNG shipping. SCI and GAIL have executed an MoU for cooperation in the transportation of 5.8 MMTPA LNG sourced by GAIL from US terminals. SCI has built up a pool of trained LNG officers and the experience of independent technical operation of LNG tankers has helped to provide ship management services. SCI continues to explore possibilities on its own and through strategic alliances which will further consolidate its leading position in the maritime world.



**The SCI holds the largest share of India's total fleet strength of 1,405 ships and is planning to include more. On what parameters should the Indian ports upgrade themselves to handle the burgeoning trade through the sea route?**

Ports are economic and service provision units of remarkable importance since they act as a place for the interchange of two transport modes, maritime and land, whether by rail or road. Therefore, the essential aspect of ports lies in their intermodal nature. In the latest Economic Survey 2018-19, India's Shipping Ministry had identified several parameters for simplifying customs procedures and eliminating bureaucratic barriers to lower cargo dwell times, as well as handle rising trade volume at major ports, which include widespread digitisation, customs' reforms such as direct port delivery and direct port entry services, elimination of manual forms, installation of container scanners, e-delivery orders, and radio-frequency identification-based gate automation system. The average turnaround time of ships, average pre-berthing detention and crane productivity are other important parameters that hold the key for increasing port productivity in handling increasing cargo volumes. With progress against these initiatives, importers and exporters should benefit from greater efficiency at ports in India.

**The SCI is planning to spend around Rs. 900 crores to enhance fleet utilization in bulk, container and offshore segments. Please elucidate on the same?**

SCI had prudently taken a conscious decision to not acquire vessels in FY 2018-19 considering the new IMO regulations which shall soon come into force. However, while a concrete plan has yet to evolve, going ahead, SCI may, give due consideration to various factors including cash flows and project viability but not limited to them, plan to acquire vessels to augment its tonnage.

**The SCI represents nearly 37 per cent of the Indian tonnage. How does your company plan to cross that mark?**

While SCI is not averse to acquiring tonnage to meet its expansion plans subject to factors, as mentioned above, we are watching the markets to evolve a suitable tonnage acquisition plan, considering the ever-evolving dynamics that the shipping is subjected to.

**Two inland waterways terminals have been inaugurated and the third is soon to be completed. Does your company plan to invest in vessels that move cargo along the inland waterway routes?**

The SCI had incorporated a full subsidiary, M/s. Inland Coastal & Shipping Ltd. in Kolkata in 2016 for undertaking/providing

transportation services through inland waterways, coastal shipping and end-to-end logistics. However, operations could not be commenced due to inadequate infrastructure and lack of enough draft, which rendered inland water transport unviable at that juncture. The SCI is constantly in sync with the Government's policies of promoting Coastal Shipping & Inland Waterways and has presently focused on the coastal shipping initiatives and has tried to align its activities as per the policy.

**Coastal shipping has a lot to offer in terms of cheaper and easy cargo movement. How does the coastal shipping business feature in SCI's current business plan?**

SCI has been carrying agricultural products such as wheat, sugar, rice, cereals, seeds and cotton along with other major commodities including tiles, salt, minerals, soda ash, solar panels etc., from the west coast of India, viz., Mundra, Kandla and Pipavav to the southern ports, viz., Kochi, Tuticorin, Kattupalli, Krishnapatnam, etc. and to the east coast ports, viz., Vishakhapatnam, Kolkata and Haldia. SCI has deployed its two owned vessels, viz., MV SCI Mumbai and MV SCI Chennai, both 4,200 TEU container vessels, the former in SMILE service, which carries about one lakh tonnes of coastal cargo on a monthly basis from the west coast of India to southern ports of Tamil Nadu and Kerala corresponding to about 12 lakh tonnes of coastal cargo on a yearly basis and, the latter, catering to coastal trade between the west coast of India (Gujarat Ports) & east coast ports of India (West Bengal, Andhra Pradesh & Tamil Nadu) in PIX2 Service, which carry about six lakh tonnes of coastal cargo on a yearly basis. Besides, SCI has further deployed three container vessels on India's East coast connecting various ports on the East with Andaman & Nicobar Islands archipelago. The SCI also operates a container service between Chennai and Port Blair, viz., Chennai Port Blair (CPBS) Service with 10 days frequency between Chennai and Port Blair in addition to providing connectivity for Kolkata with Port Blair through its Kolkata Port Blair Service (KPBS) deploying similar-sized tonnage/cargo carrying capacity. All the above services have been operated by SCI in its efforts to complement the incumbent Government's vision for the Indian maritime sector and for achieving the stated objectives enshrined in the Sagarmala initiative of the Government of India. Till date, SCI has been steadfast in its commitment, resolve and efforts to enhance the competitiveness of the Indian coastal trade and to entice more deeper and concerted entrepreneurial initiatives in the coastal sector, promote modal shift away from congested rail / road sector and contribute to developing a safe, environmentally friendly alternative for moving cargoes around the Indian coast.







Shri Anoop Kumar Agrawal, Managing Director, IPRCL

## Indian Port Rail & Ropeway Corporation Limited: Executing Last-Mile Connectivity to all Major Ports in India

One of the constraints that Indian major ports face is the absence of last-mile connectivity, thus, explaining the need to set up the Indian Port Rail & Ropeway Corporation Limited (IPRCL). More than six years since its incorporation, the IPRCL has come a long way in cargo evacuation in addition to getting involved in some road connectivity projects too. **Shri Anoop Kumar Agrawal, Managing Director, IPRCL** explains the relevance, role and increasing importance of IPRCL in the port ecosystem.

**One of the services provided by the IPRCL is to create rail evacuation systems at ports. What are the bottlenecks faced by your organization while evacuating the cargo through railways?**

The present rail infrastructure in most major ports in India has the exchange yard system, which is antiquated and inefficient. Also, the present internal rail systems at many of these ports suffer from constraints such as inadequate full-length lines, poor maintenance of track and signalling infrastructure in addition to limited/no electrification of the internal railway network.

The rail infrastructure has got inadequate and inefficient last mile connectivity with Indian Railway's mainlines. The present rail system is also not bi-directional in most of the cases and therefore

needs 'Y' connection for dispatching the trains in both directions; an extra chord line is also required.

However, ports are facing following problems in evacuating cargo through railways.

- Shortage of rakes.
- No dedicated goods stock and uncertainty in getting rakes for ports.
- Change of traction - in many ports Indian Railway rakes come to exchange yard in electric traction and then go inside port through diesel and in the same way rakes return through exchange yard, which is time-consuming. IPRCL is now planning to electrify all internal rail system so that the rakes are not held up in the exchange yard. This is called 'Engine on load' system wherein the train will come inside the port directly and get loaded/unloaded. This results in fast turnaround of the rakes.
- Many of the ports are not having a signalling system which results in the delay and unsafety. IPRCL is now doing the work of the signalling system inside the ports.

**Last-mile connectivity is a significant aspect of the port ecosystem that is amiss. Why?**

There is immense scope for improvement of last-mile connectivity in ports. In all the major ports, IPRCL is developing master plans by taking into consideration the cargo forecast until 2040. Wherever there is a need, IPRCL is constructing additional lines along with electrification and signalling works. It is anticipated by 2025 there will not be any issue related to bottlenecks as far as last-mile connectivity is concerned. This process cannot be expedited due to the following reasons.

- The slow and cumbersome process of approval by ports.
- High capital cost.
- Land acquisition, wherever land is not available with the port.
- Obtaining Environmental Clearance from the Ministry of Environment and Forests, etc. because all the port's land falls under Coastal Regulatory Zone (CRZ) and getting Environmental Clearance is a must.

**Can you please share the current project status of IPRCL? This must include:**

- The number of projects completed by IPRCL - **12 Projects; Cost Rs. 287.71 Cr.**
- The number of projects that are still being implemented - **23 Projects; Cost Rs. 1360.76 Cr.**
- The number of projects that have DPRs completed - **09 (Nine) including non-major and private ports;**
- The number of projects where preparation of DPRs are in progress - **09 (Nine) including non-major and private ports;**



## Is the IPRCL involved in any greenfield port projects currently? Please elucidate on the same

Chhara Port is a greenfield port coming up in the state of Gujarat and IPRCL is doing the rail connectivity for the port. IPRCL has submitted the plans to the Western Railways. However, IPRCL is also doing rail connectivity to dry ports like Wardha and Jalna in the state of Maharashtra, which was planned to reduce dependence on roads for cargo movement, reduce the cost of transportation and facilitate import and export from hinterland without wasting time for export/import formalities at clogged JNPT.

## The IPRCL had taken up some road connectivity projects too. What is the status of those projects?

The work of construction of rail overbridges (RoBs) is in progress at JNPT (Cost: Rs 100 crores) and Kandla Port (Cost: Rs 250 crores). Work is in progress for two ROBs under Setu-Bharatam in the state of Andhra Pradesh costing Rs.120 crores. Besides, for four ROBs under Setu-Bharatam, DPRs are under preparation. The DPRs for one flyover at Paradip Port (Rs 100 crores) and one long flyover at Vishakhapatnam (Rs. 300 crores) are in progress and work on them would be taken up during 2020-2021 for execution.

## There is a lack of skilled manpower in railway logistics. How do you suggest bridging the gap between the necessary demand and available supply?

As per the Economic Survey 2017-18, the market size of the logistics sector will become \$215 billion by 2020. As per the Logistics Skill Council, 20 million jobs will be added to the sector by 2022. The sector struggles with issues of unorganized transport, warehousing and packaging operations. It is also plagued with inadequate organizational skills, weak leadership qualities at the mid-tier and managerial levels. The key reason for inadequate addition of manpower is due to difficult working conditions, relatively lower wages as well as a poor perception of these jobs roles and rapidly evolving profile of the industry. The training curriculum is not always in line with the requirements of the specific job roles.

Recently, the Government of India has established National Rail and Transportation Institute (NRTI), a deemed to be university and the first railway university to create a resource pool of best-in-class professionals for the railway and transportation sector. The NRTI is focused on developing global and national partnerships with top universities and organizations from across the world.

Apart from this, there are six centralized training institutions along

with 59 zonal training institutions and 236 other training centres at various locations across India for the Indian Railways personnel. Other major training institutions providing various courses on rail logistics are the Institute of Rail Transport (IRT), the Chartered Institute of Logistics & Transport (CILT) - India, the Asian Institute of Transport Development (AITD), etc.

According to the Draft National Logistics Policy, a "Centre for Trade Facilitation and Logistics Excellence (CTFL)" will be created in partnership with the Indian Institute of Foreign Trade (IIFT). The CTFL will bring together key stakeholders (relevant central ministries - Roads, Rail, Shipping, Civil Aviation and Customs, PGAs and relevant state governments), private players, industry associations and academia. To improve the placement of skilled manpower in the logistics sector, PSUs and other relevant government bodies will be encouraged to hire skilled talent for key government logistics needs. The Logistics Wing of Ministry of Commerce, GOI will work with the Ministry of Skill Development & Entrepreneurship to launch awareness campaigns to improve the perception of key job roles in the logistics sector. Further, the Logistics Wing will work with the relevant ministries to encourage skilling institutes to update their curriculum and include specialized skills on technology and automation.

IPRCL has been sending its officers and staff to Railway College IRICEN in Pune and CILT in Delhi for railway-related training.

## Why doesn't the IPRCL train its people or tie-up with railway training institutions to meet job requirements instead of depending on private sector participation?

The IPRCL is not dependent on private sector participation for railway-related training. Till date, the IPRCL has been sending its officers and staff to Railway College IRICEN located in Pune for railway-related training for upgradation of technical knowledge in the field of civil engineering. Similar training will be given in the field of electrification at IREEN, Nashik and for signalling at IRASET, Secunderabad.

## As opposed to the current budgetary allocation, what is the capital expenditure per kilometre in rail connectivity projects?

Capital expenditure per kilometre in rail connectivity depends on the terrain whether it is hilly, coastal or flat and also on the cost of the land, which is required for construction of the project. However, if the land is available and the terrain is flat the cost of construction is Rs. 6 crores per km including trackwork, electrification and signalling.







## DELVING INTO THE RICH MARITIME HISTORY OF INDIA'S MUCH-ACCLAIMED KOLKATA PORT

**K**olkata Port, recently renamed as Dr Shyama Prasad Mukherjee Port, after the legendary freedom fighter and a visionary, is the earliest major port in the country. The nucleus of the port lies much earlier - with the grant of trading rights to the British Settlement in Eastern India by the Mughal Emperor Aurangzeb. In course of time, the power to rule this vast country passed from the East India Company to the British Crown. The Kolkata Port was initially conceived to promote and protect the British colonial interest and was, therefore, their premier port. In their earlier days, with the abolishing of slavery in 1833 there was a high demand of laborers on sugarcane plantations in the British Empire. The British used Kolkata port to transport over half a million Indians from all over India - mostly from the Hindi Belt, to places across the world, such as Mauritius, Fiji, South Africa, Trinidad and Tobago, Guyana, Suriname, and other Caribbean islands as indentured laborers. The affairs of the Port were brought under the administrative control of the Government with the appointment of a Port Commission in 1870.

The port began its operations with river moorings and four screw pile jetties for general cargo while more jetties were constructed at the Budge Budge in 1886 to handle liquid cargo. In 1892, the sheltered impounded dock at Kidderpore (KPD) was constructed followed by the Netaji Subhas Docks in 1928, thus, enabling passage and handling of large ships and a variety of cargo through the port.

Though the port was conceived to be a commercial port and gateway of Eastern India, the port played a very important role in the Second World War and was bombed twice by the Japanese forces. After independence, the Commissioners for the Port of Kolkata were responsible for the port till January 1975 when Major Port Trusts Act, 1963, came into force. Being limited in draught, the sister dock at Haldia was developed in 1977 for the handling larger vessels with deeper draughts. The Port is now run by a Board of Trustees having representatives from the Government, Trade Bodies, various Port Users, Labour Unions and some nominated members.

### Celebrating 150 years of Rich Maritime Heritage

**The Kolkata Port Trust (KoPT) celebrated its 150th anniversary of coming into being, carrying with it the legacy of its glorious past. The port known for facilitating trade between India and other countries gained repute for being a conduit point for the movement of some of the most renowned freedom fighters before independence. Post India's independence, the port was largely used to transport project cargo for steel plants and industries set up under the early five-year plans in the country. In its 150th year, the port has taken a slew of initiatives relating to its human resource, infrastructure and the social sector.**

### Kolkata Port Infrastructure

Kolkata Port is the only riverine major port in India, situated 127 NM up the Hooghly River, having arguably the longest navigational channel in the world. The meandering river and its shifting sand bars make navigation through the river a challenging task. The port maintains a large force of trained river pilots to ensure safe navigation through the river. It has also set up automatic tide gauges at Tribeni, Garden Reach, Diamond Harbour and Haldia to



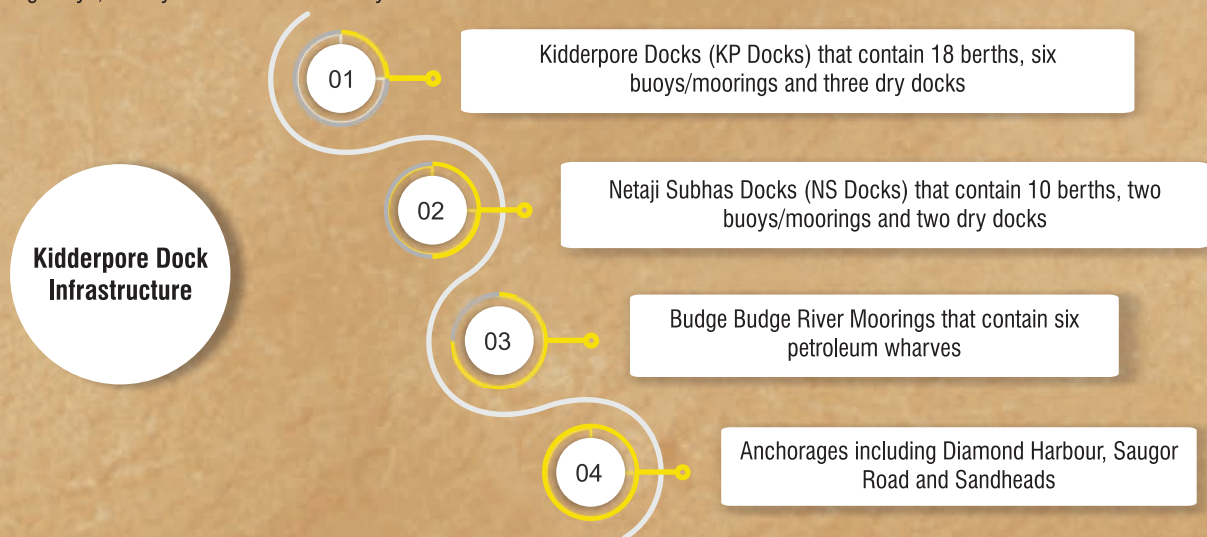




enable round-the-clock recording of tidal data that is then used to predict tides in addition to the preparation of tide tables by Survey of India. The river is well marked with over 500 navigational marks and buoys, of which 140 are lighted, to facilitate night navigation, pilotage and dredging.

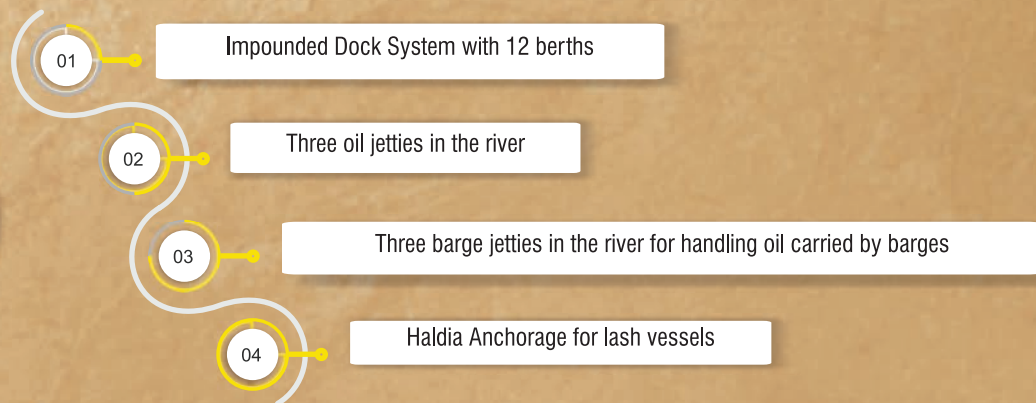
The port's vast hinterland including the states like West Bengal, Bihar, Jharkhand, Assam, Madhya Pradesh and the country's entire northeast apart from neighbouring countries like Nepal and Bhutan explains the port's enormity in terms of structure and size. The volume throughput of cargo passing through the port underscores its strategic location in terms of trade.

The present-day port comprises of many docks and river berths including the Kidderpore Docking System (KDS), Netaji Subash Docks, both in Kolkata and the Haldia Docking Complex in Haldia. While the long navigational channel leading to the former is counted as one of the longest channels in the world, the latter is located on the right bank of the river roughly 125 kilometres away from the sea. An increasing infrastructural focus has led to better linking of the KoPT with highways, railways and national waterways.





## Haldia Dock Infrastructure



The port has the largest dry dock facility in the country. These docks cater to the myriad repair and maintenance needs of vessels coming to the country's eastern ports. Moreover, these dry docks have shipbuilding facilities. Out of the total five dry docks in the port, three are in Kidderpore Dock while the remaining two are in Netaji Subhas Dock.

The port's location on NW-1 (Ganga) and its connectivity with NW-2 (Brahmaputra) through the Sundarbans and Bangladesh and to NW 5 (East Coast Canal integrated with Brahmani - Mahanadi Delta River System) at Geonkhali explains its increasing significance in terms of both passenger and cargo transport.

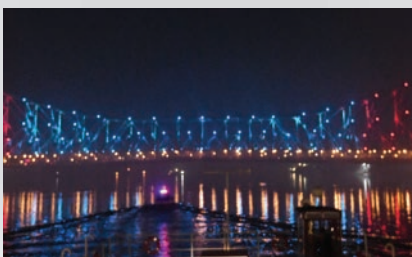
Modernisation is the key to development and preparing for the future. Kolkata port has taken several infrastructural developmental projects under the Ministry of Shipping's Sagarmala programme for upgrading its berthing facilities as also to meet the varying requirements of different cargo especially liquid cargo. Additionally, connectivity gaps have been addressed by implementing inland waterways, road and rail infrastructure projects.

Despite its being 126 miles away from the sea, Kolkata is, by far, the best choice for an Eastern gateway to this continental-country. Kolkata Port Trust remains one of the pioneering and most promising ports of India. Challenged by frequent calamities and natural hazards since its inception, the KoPT has continued to grow and develop over the years through improved efficiency standards, efficient mapping of its operations, capacity augmentation and adopting the tricks much needed to induce and ensure ease of doing business and redevelopment of its available assets.





# “CELEBRATING 150 YEARS OF KOLKATA PORT”



## The Sagarmala Post

(A Newsletter On Sagarmala Programme By Union Ministry Of Shipping)