

## Widening of harbour entrance and inauguration of North Cargo Berth-III & Coal Jetty-I at VO Chidambaranar Port



Shri Mansukh Mandaviya with VO Chidambaranar Port officials

Shri Mansukh Mandaviya, Minister of State for Shipping (I/c) and Chemicals & Fertilizers inaugurated the North Cargo Berth – III and Coal Jetty – I in addition to laying the foundation stone for the widening of the harbour entrance at VO Chidambaranar Port on August 23, 2019. Shri T.K. Ramachandran, IAS, Chairman, VO Chidambaranar Port was present on the occasion.

The North Cargo Berth, capable of handling one lakh DWT vessels with a length of 260 metres, cost around Rs. 36.52 crores to build. The berth is equipped to handle dry bulk cargo using shore unloaders / HMC and conveyors for cargo evacuation and handles 10.22 MTPA of cargo. The new Coal Jetty that has been constructed to replace the old will cost roughly Rs. 50.12 crores. The handling capacity of the new port is more compared to the old port and will allow vessel handling of up to 14.50 metres with an added provision for facilitating shore unloaders with individual capacities of 2000 TPH and a system with a capacity of 4000 TPH.

## India becomes the first country to issue BSID to its seafarers

In another event that marked the gradual progress of the Indian shipping sector, India became the first country in the world to issue a Biometric Seafarer Identity Document (BSID) to its seafarers. At the launch event held on August 28, 2019, at New Delhi, Shri Mansukh Mandaviya, Minister of State for Shipping (I/c) and Chemicals & Fertilizers handed over the new BSID cards to five Indian seafarers.



Shri Mansukh Mandaviya hands over BSID to seafarers

The BSID that contains the facial biometric data of seafarers, complete with modern security features, is an advancement over and above the two-finger or iris-based biometric data. The added security layer, owing to the embedded biometric chip, will ensure better identification of the seafarers while ensuring their dignity and privacy. The new card is in conformation with Convention No. 185 of the International Labour Organisation (ILO) on BSID, that had been ratified by the Indian government in October 2015.

The issue of these cards would help Indian seafarers who have grown in strength from 1,54,349 in 2017 to 2,08,799 in 2019. The record of each SID issued will be included in the national database and its related information made internationally accessible. This not only facilitates the movement of the seafarers but also helps in their job-seeking process as the card would enable their identification from any place in the world.



## Joint Secretary, Sagarmala, visits JNPT –CIDCO- Allcargo Skill Development Center



Shri Kailash Kumar Aggarwal at the JNPT – CIDCO – Allcargo Skill Development Centre

Shri Kailash Kumar Aggarwal Joint Secretary, Sagarmala, Ministry of Shipping visited the JNPT – CIDCO – Allcargo Multi Skill Development Centre (MSDC) in Uran on August 17, 2019. The aim of the visit was to obtain an overview of the centre after its establishment in March 2019.

The JNPT – CIDCO – Allcargo Multi Skill Development Centre has been setup as a tripartite training facility in Uran, Maharashtra as a Pradhan Mantri Kaushal Kendra (PMKK) to impart industry-centric training and job-skilling initiatives. The centre prepares India's young human resource as a skilled workforce for the maritime logistics industry.

While interacting with the students at the centre, Shri Aggarwal highlighted the benefits of imbibing skills. He said that the government is focused on imparting skills to the youth to increase their employability and to improve the quality of output in the process so that our industries are competitive world over. It was thus important for students to pursue such courses and avail the opportunities available in the market, thereby, gaining necessary experience.

## VO Chidambaranar Port adds to its “Green Energy Port Model” initiatives

In a massive effort to tap renewable energy sources and leverage its benefits, the VO Chidambaranar Port has decided to install grid-connected 25MW onshore and offshore wind farms. The grid put in place at an estimated cost of Rs. 125 crores will ensure substantial energy savings through the adoption of new technologies and optimum use of renewable energy sources.

The port has commissioned the National Institute of Wind Energy (NIWE) to study various aspects of wind farms and recommend suitable equipment.

To reduce its carbon footprint further, the port has already established 500KW rooftop solar power plants with an estimated monthly generation of about 5800 KWh units at a total cost of Rs. 4.78 crores. Additionally, the Tamil Nadu Energy Development Agency (TEDA), Chennai has been directed to install a 140 KW solar rooftop power plant at multiple port locations by the first quarter of 2020. The expected power generation every year would be two lakh units.





## Tuticorin CFS Association gets recognized for successful execution of CoDEX at VOC Port



*Tuticorin CFS Association recognised for installation of CoDEX at VOC Port*

The Tuticorin CFS Association was conferred the “International Trade Facilitation Innovation Award” for the successful installation of Container Digital Exchange system (CoDEX) at the VO Chidambaranar Port at a function organised by Asia Pacific Trade Facilitation Forum (APTFF) on September 18, 2019 at New Delhi. The event was organised by the Asian Development Bank (ADB), United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) in partnership with the United Nations Conference on Trade and Development (UNCTAD), World Customs Organization (WCO) and World Trade Organization (WTO).

CoDEX has been designed and implemented to ensure smooth movement of containers from the Container Freight Stations (CFS) or Inland Container Depots (ICDs) to the VOC Port. The platform used by the mainline operators, exporters, customs and container terminals of the port works on online real-time data that gets uploaded on the platform, thus, enabling the tracking of the shipment from the point of entry at the port to the shipment loading centre. The CoDEX platform is also now available as a mobile application to allow wider access to real-time information.

## Paradip Port Chairman conducts trial run of sewage treatment plants at the port



*Paradip Port Chairman at the port's sewage treatment facility*

In sync with Indians' determination to keep their environment clean, the Paradip Port has conducted trials on two sewage treatment plants, each with a capacity of 4.5 million litres daily. These two plants are state-of-the-art facilities and have been constructed at an estimated cost of nearly Rs. 22 crores.



Use of these two plants would not only allow conversion of the collected sewage to manure but also curate the wastewater for gardening and sprinkling purposes. This is the first stage of the integrated sanitation project that aims at upgrading the overall sanitation process through proper treatment of the discharge collected. These two plants are expected to be fully operational by December 2019.



## VO Chidambaranar Port to come up with a Coastal Employment Unit

The VO Chidambaranar Port carried out a master plan study to develop a coastal employment unit (CEU) in the region. The development of the CEU is in line with port-led industrialization, an important pillar of the Sagarmala Programme. The port, in sync with the government's idea to propel industrial development and push economic growth, has identified 920 acres of land for CEU development while the effective area that would be leased to business enterprises would be 702 acres.



The purpose behind developing the CEU is to identify potential economic zones, thereby, creating increased employment opportunities to the communities living along the coasts. Also, the focus is on developing an industrial zone with its basis in quality infrastructure including deep-draught ports, better rail-road connectivity to the hinterland, ensuring air connectivity, etc.

### A fillip to Indian industries

The proximity of the manufacturing industries to the sea allows greater scope for backward linkages to the hinterland through a strong infrastructure, thus, propelling the country's production sector.

The proposed CEU will provide zones for industrial activities, logistics, marine, warehousing and commercial activities apart from support services. Utilities and facilities spaces (common facility centre/administrative building, power

supply network, water supply system, STP, street lighting, drainage, waste management, etc.) will also be provided. With this CEU in place, the port will be able to diversify its cargo portfolio apart from generating an additional cargo capacity of around one million tonnes per annum.

To meet the growing needs of the EXIM community, numerous expansion projects are now being planned. This would not only attract large mainline vessels, but ensure that the port emerges as major transshipment hub of South India.

The current capacity of the terminal is expected to grow to 5.5 MMTPA after capacity expansion in Phase II by the PPP model. Around 335 acres of land has been designated for the construction of a freight village in continuity with the terminal.

## Secondary freight subsidy for movement of fertiliser cargo

The Ministries of Shipping and Chemicals and Fertiliser are jointly promoting the movement of fertilizers through coastal shipping and inland waterways. A major policy shift put in place provides a secondary freight subsidy for movement of subsidized fertiliser using coastal shipping and/or inland waterways. The policy intervention undertaken by the Ministry of Chemicals and Fertiliser is in line with the initiatives of the Government to promote the use of coastal shipping and inland waterways, harness the advantages to the environment by using alternate and multi-modal transportation.





# Maritime Sector Promotes Greater Participation of Women

**E**quality of women is a concept that is not limited to books any more. Shipping has been predominantly a male-dominated industry and women occupy only a minor percentage of the total maritime workforce. In line with the IMO's approach "Training-Visibility-Recognition", the Ministry of Shipping has taken concerted steps towards increasing women workforce in key maritime roles.

According to the United Nations' Sustainable Development Goals related to Gender Equality, 2019-20 has been earmarked by the International Maritime Organization (IMO) as the year for empowering women in the maritime community. Towards this, several member states the world over have initiated measures to raise awareness of the importance of gender equality and highlight the contribution of women in the maritime sector. Economies across the world stand to benefit by empowering women as it not only spurs growth and development but also benefits the global maritime community in the drive towards safe, secure, clean and sustainable shipping.

## Indian Maritime Sector Opens its Doors to Women

Shipping has historically been a male-dominated industry not just due to the nature of work involved but also the work environment in the ship, and the long voyages undertaken, apart from the tough living conditions on board. The Secretary General of the IMO, on the World Maritime Day 2019 observed on September 26 this year, said how empowering women is now an unavoidable necessity and urged member states to address deep-seated structural, institutional and cultural barriers. A huge talent pool of women is available for the maritime community to harness as gender-diverse teams are deemed more productive than the male-dominated ones. Besides, gender diverse workplaces promoted better job satisfaction, employee engagement and retention. In support of the UN initiative, India opened the sector to women in the last decade of the 20<sup>th</sup> century, joining some select Scandinavian and European countries and the US.

## Training-Visibility-Recognition

Apart from creating awareness, the IMO now aims to direct the member states to enable women to train alongside men in their maritime institutes and acquire the high-level competence that the maritime industry demands. This would be done by encouraging women to attend high-level technical training in the maritime sector in developing countries. The idea is to create an environment in which women are identified and selected for career development opportunities in maritime administrations, ports and maritime training institutes.





*Shri Mansukh Mandaviya with women seafarers*

Addressing the country on the World Maritime Day 2019, Shri Mansukh Mandaviya, Minister of State for Shipping (I/c) and Chemicals & Fertilizers spoke of the respect and empowerment the Indian culture had accorded to women. Extending greetings to all women seafarers, he said they were showing equal enthusiasm and bravery in serving the nation.

India has taken substantial steps to facilitate the entry of women in the maritime field in various capacities. India took the lead in opening this male-dominated bastion by allowing women to train for both deck and engineering roles onboard ships. With sheer perseverance and defying societal pressures, women like Captain Radhika Menon, who made a humble beginning as the first woman Radio Officer onboard a ship has made it to the top by becoming the first lady to command oil tankers and also to receive the IMO Award for "Exceptional Bravery at Sea" in 2016. Many others like Ms Sonali Banerjee, the first woman engineer in the maritime fleet and Ms Reshma Naha, the first woman Hooghly pilot, also succeeded in reliving their passion for working at the sea. Apart from the seafaring profession taken up by dozens of women following in the footsteps of the pioneers, many women support the vast and diverse field of maritime operations. Operational and administrative roles in Indian ports and maritime boards have been performed by women from time immemorial. Innumerable maritime operations including calling out ships at "VTMS" or "Harbour controls", directing pilots and tugs to berth and unberth ships, managing traffic, supporting several administrative functions while working at the backend of the maritime operations, etc. are being successfully and efficiently performed by women.

The maritime world also encompasses the Indian Navy, which has been giving opportunities to women to join the service over nearly three decades. Lieutenant Shubhangi Swaroop recently broke the barrier by emerging as the first woman pilot to fly at sea. The maritime world will recall the "Navika Sagar Parikrama", a long and arduous 25 days' voyage, undertaken by six women officers of the Indian Navy who successfully circumnavigated the world in a small sailing boat, INSV Tarini.





## Inauguration of Sahibganj Multi-Modal Terminal to ease cargo movement to India's North East

**A**t an extremely expansive location with the Ganga river as a backdrop, Shri Narendra Modi, Prime Minister of India inaugurated India's second riverine multi-modal terminal at Sahibganj in Jharkhand on September 12, 2019. The inauguration of the state-of-the-art terminal reinforces the government's focus to extensively optimise and promote river transportation to reduce the country's logistics costs.

Constructed in less than two years at a cost of Rs. 290 Cr in Phase I, this second of the three multi-modal terminals has been built on the NW-1 under the Jal Marg Vikas Project (JMVP) in record time.



Hon'ble Prime Minister Shri Narendra Modi inaugurating Sahibganj Multi-Modal Terminal



The inauguration of this terminal came on the heels of the Varanasi multimodal terminal inaugurated in November 2018. The cargo handling capacity of the sahibganj terminal is about 30 lakh tonnes every year.

The opening of the Sahibganj multi-modal terminal will ease Indo-Nepal cargo connectivity through NW 1 while aiding the industrialization of Jharkhand and adjoining Bihar. Additionally, the convergence of road-rail-river transport at Sahibganj through the new multi-modal terminal will connect this part of the hinterland to Kolkata, Haldia and further to the Bay of Bengal. It will also ensure connectivity to the North-Eastern states through Bangladesh via the river-sea route.

In terms of trade, the route will facilitate transportation of coal from the local mines in the Rajmahal area to various thermal power plants located along NW 1, thus, reducing truck and rail movement for transportation of cargo. Other commodities expected to be transported through the terminal include stone chips, fertilisers, cement and sugar. Roughly 600 people in the region are expected to be directly employed through the terminal while employing nearly 3000 people indirectly.

The current capacity of the terminal is expected to grow to 5.5 MMTPA after capacity expansion in Phase II by the PPP model. Around 335 acres of land has been designated for the construction of a freight village, contiguous to the terminal.



Hon'ble Prime Minister Sh. Narendra Modi with Jharkhand Governor Smt. Droupadi Murmu & Chief Minister Shri Raghubar Das at the inauguration of Sahibganj Multi-Modal Terminal